

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Acadia and consists of 19.74 hectares ± (48.77 acres ±). The site is situated west of Deerfoot Trail SE, north of Southland Drive SE, east of Blackfoot Trail SE and south of Blackfoot Point Business Park. The site previously contained the Blackfoot Mobile Home Park which was closed in April 2023. The site has remained vacant since this closure. The site, including escarpment and natural areas, is approximately 975 metres wide by 225 metres deep.

The north boundary of the site includes office and commercial development, designated Industrial – Commercial (I-C) District and Direct Control (DC) District ([Bylaw 20D2012](#)). To the west of Blackfoot Trail SE are low density residential uses predominantly within the Residential – Grade-Oriented Infill (R-CG) District. Existing open space amenities along the west side of Blackfoot Trail SE consist of baseball diamonds, a playground and an off-leash dog park. These open spaces are designated Special Purpose – Recreation (S-R) District and Special Purpose – School, Park and Community Reserve (S-SPR) District. To the east of Deerfoot Trail SE is the Sue Higgins off-leash dog park and the Bow River and associated pathway system, all under Special Purpose – Urban Nature (S-UN) District. South of Southland Drive SE is the City of Calgary Maple Ridge Golf Course, designated Special Purpose – Recreation (S-R) District.

The proposed application aims to establish a subdivision framework for a multi-residential development with supporting open space amenities. The plan area is located at the top of an escarpment with associated wetlands and natural areas at the bottom of the escarpment. These areas are currently designated S-UN District and will not be impacted by the proposed development.

The plan area is currently accessible by vehicle via two access points off Blackfoot Trail SE, identified as an arterial roadway. Development of the subject site will warrant the need for one signalized all-turns intersection to be constructed on Blackfoot Trail SE. While there is a regular bus route along Blackfoot Trail SE, Route 106 (Southland/Deerfoot Meadows), there are currently no bus stops located in convenient/accessible proximity to the subject site. The nearest bus stop is located approximately 500 metres (an eight-minute walk) away on Southland Drive SE, however, there are no sidewalks along Blackfoot Trail SE that would connect the subject site to the bus stop. Two bus laybys are required on Blackfoot Trail SE as part of this application. Current pedestrian access to the site is via a pedestrian bridge over Blackfoot Trail that connects the subject site to the rest of Acadia.

## Community Peak Population Table

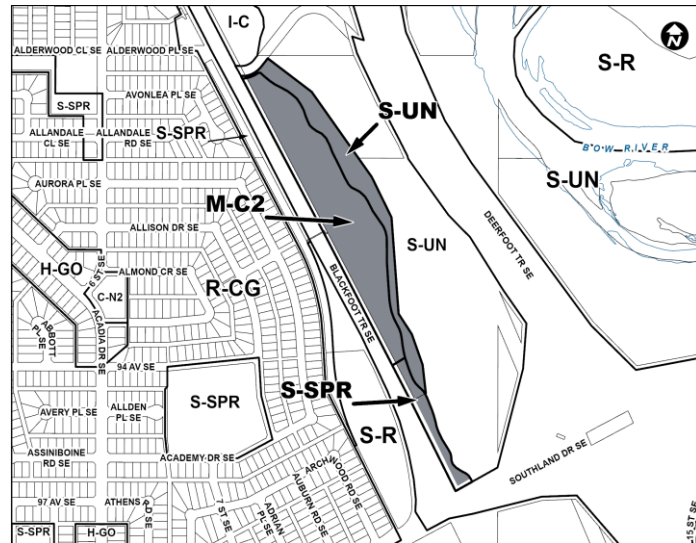
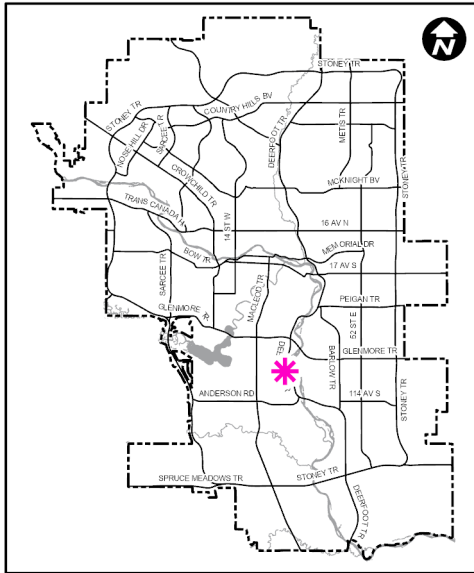
As identified below, the community of Acadia reached its peak population in 1972.

| <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% |

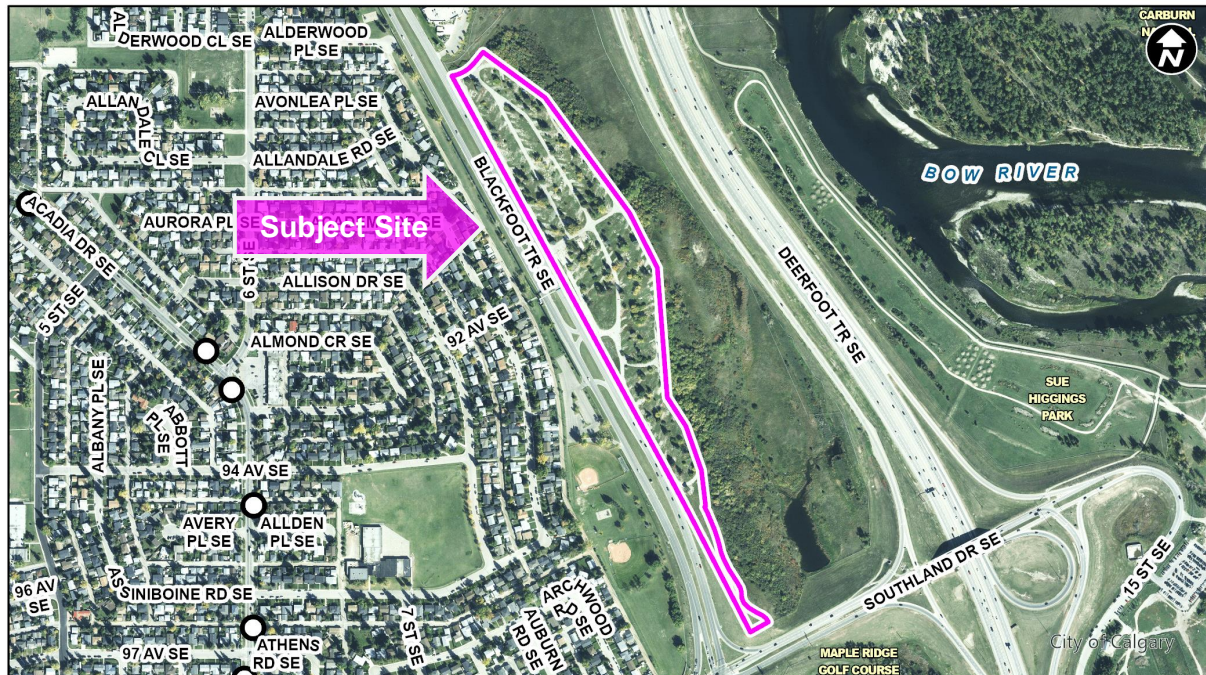
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps

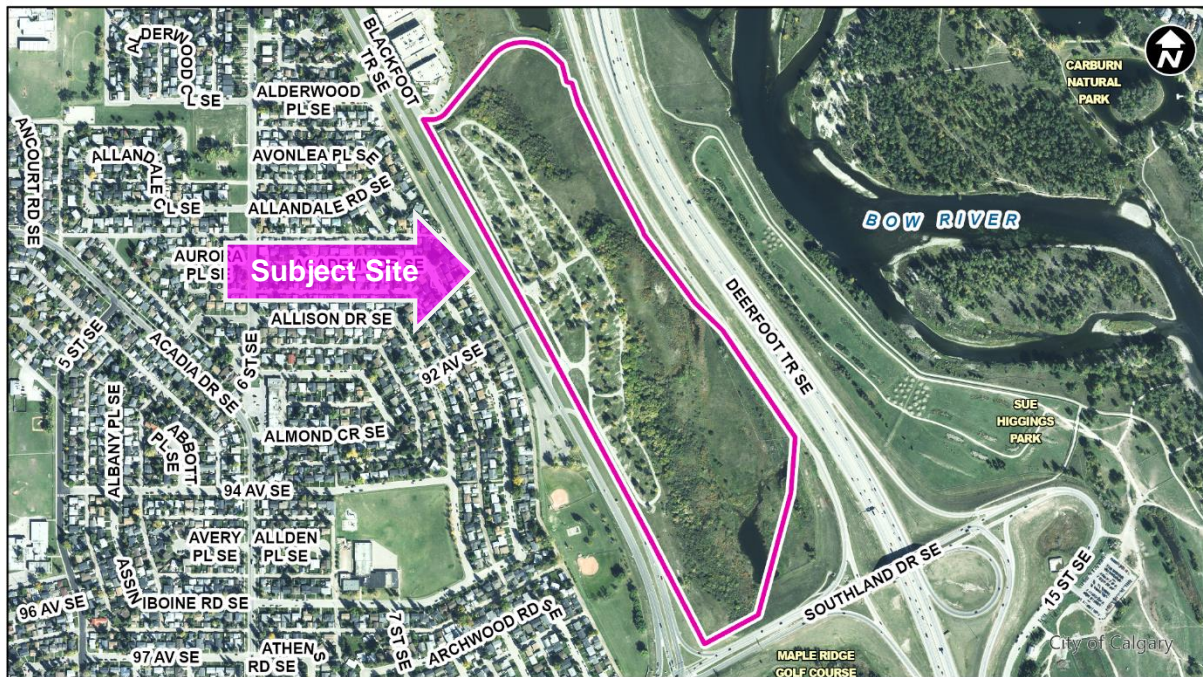


## Land Use Amendment Boundary





### Outline Plan Boundary



## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing land use on 6.76 hectares of the subject site is Commercial – Corridor 3 f1.0h12 (C-COR3f1.0h12) District which was designated on the site in 2008. The mobile home park at the time was allowed as an existing, non-conforming use. The C-COR3 District is intended to accommodate mid-scale retail and limited large retail uses and no residential uses. The modifiers identified on this District include a maximum floor area ratio (FAR) of 1.0 and a maximum building height of 12.0 metres. The remaining 12.98 hectares of the outline plan area is currently designated Special Purpose – Urban Nature (S-UN) District and provides for natural landforms, vegetation and wetlands.

The total area proposed for land use redesignation under this application is approximately 7.11 hectares (17.53 acres), which is only a portion of the total outline plan area (19.74 hectares/ 48.77 acres). Approximately 12.63 hectares (31.24 acres) of land will remain as S-UN District.

This application proposes Multi-Residential – Contextual Medium Profile (M-C2) District, Special Purpose – School, Park, and Community Reserve (S-SPR) District and S-UN District.

The M-C2 District provides for multi-residential development in a variety of forms with medium height and density. The M-C2 District does not have a minimum or maximum density but has a maximum FAR of 2.5 and a maximum building height of 16 metres (approximately four to five storeys).

The proposed S-SPR District is intended to provide for schools, parks, open space and recreational facilities with parcels of various sizes and use intensities. This District is to be used for land dedicated as municipal reserve (MR) pursuant to the *Municipal Government Act* (MGA).

The S-UN District is intended for lands to be dedicated as environmental reserve (ER) pursuant to the MGA. The additional S-UN designated lands that are being added through this application are for lands that are considered unstable and unsuitable for development.

### **Subdivision Design**

The outline plan proposes a multi-residential development that responds to local site conditions, including escarpments and natural areas and access to major roadways.

The proposed subdivision layout provides for compact medium density development, resulting in approximately 581 dwelling units. While no public roads are proposed through the outline plan area, a private roadway with two access points off Blackfoot Trail SE is proposed to serve the development.

In addition to the existing S-UN District lands, this outline plan identifies additional lands to be designated S-UN District, located between the top of the escarpment and the proposed residential development. These lands will be designated as ER at subdivision stage. The additional S-UN District lands were previously utilized by the mobile home development, however, years of unmanaged stormwater runoff has resulted in unstable lands near the escarpment edge. A Geotechnical and Slope Stability Report was completed as part of this outline plan and Factor of Safety (FOS) lines for slope stability were identified. A Factor of Safety line ratio of 1.5 was identified as the necessary building setback to ensure slope stability. Lands below the 1.5 FOS are not considered suitable for development and therefore identified within the outline plan as future ER lands. At subdivision stage, the developer will be responsible for restoring this ER to a natural state. In addition, a three-metre multi-use pathway will be included within the restored ER area and will connect the subject site to the business park to the north and to MR lands to the south.

The outline plan proposes 0.51 hectares (1.26 acres) of credit open space area (S-SPR District) to be dedicated as MR. This fulfills the ten percent MR requirement for the subject site. The proposed MR will include landscaping, sitting areas and a multi-use pathway that connects the subject site to Southland Drive SE and the broader Bow River pathway system.

The remaining S-UN District lands that include the escarpment and natural areas adjacent to Deerfoot Trail SE will be left undeveloped and will be provided as ER through a future subdivision application.

### **Density**

The outline plan area is anticipated to have a total of 581 multi-residential units and a density of 114.8 units per hectare (46.5 units per acre). The anticipated intensity is 286.0 people and jobs per gross developable hectare (115.8 people and jobs per gross developable acre), assuming approximately 2.4 people per unit and 3.8 jobs per 100 people for 'home-based jobs'.

## **Transportation**

The surrounding street network consists of Blackfoot Trail SE, Southland Drive SE and Deerfoot Trail SE. Deerfoot Trail SE is classified as a skeletal roadway, while Southland Drive SE and Blackfoot Trail SE are arterial roadways. There are no internal public roads proposed within the outline plan boundary.

A Transportation Impact Assessment was submitted, reviewed and accepted by Administration. The TIA noted upgrades are required to service the proposed application.

Direct vehicular access to the proposed development will be via a new, signalized, all-turns access on Blackfoot Trail SE. This signalized intersection will also include an at-grade pedestrian crossing. A new right-in-right-out access will also be located near the north end of the outline plan boundary. Two new transit stops, in the form of bus laybys, are also required as part of this application. One bus stop will be located on each side (east and west) of Blackfoot Trail SE. The exact location and design details of the signalized intersection, right-in-right-out access and bus stops will be determined through the subdivision stage.

The proposed application will also improve the pedestrian connectivity of the site. The outline plan proposes a three-metre multi-use pathway that runs along the eastern edge of the development, connecting the business park to the north with Southland Drive SE to the south. This pathway is in alignment with the Always Available for All Ages and Abilities (5A) Network recommendation of an off-street pathway along Blackfoot Trail SE. In addition, a new sidewalk will be located on the subject site, connecting the at-grade pedestrian crossing on Blackfoot Trail SE to the subject site, then proceeding north along the western edge of the development and connecting to the existing business park. The existing pedestrian bridge located above Blackfoot Trail SE will also continue to provide pedestrian access to the site and the greater Acadia community.

## **Environmental Site Considerations**

An Environmental Site Assessment (ESA) was submitted by the applicant and reviewed by the Administration. The ESA determined there are no known outstanding environmental concerns associated with the site.

Multiple Geotechnical and Slope Stability Assessments were produced for the site, in support of this outline plan and land use amendment and a previously approved stripping and grading development permit application. As a result, the site is considered suitable for the intended uses. Future development on the lands shall be in accordance with development restriction recommendations outlined in the geotechnical reports of record.

The applicant's geotechnical consultant also produced a "Letter of Assurance", which confirmed the material properties (and other assumptions) used in the slope stability analyses for the site were used in producing the final outline plan.

At the time of subdivision or development permit, a Development and Geotechnical Covenant will be registered on title, by way of caveat, to ensure future development on the lands will coincide with development restriction recommendations outlined in the reports of record.

## **Utilities and Servicing**

City water, sanitary and storm utilities exist adjacent to the site, within Blackfoot Trail SE, however, these utilities do not span the frontage of the subject site. As such, servicing requirements will be further determined at the time of development permit. Any required public

utility improvements or upgrades to service the proposed development will be at the developer's expense and subject to the terms and conditions of a Development Agreement.

The applicant has produced conceptual development servicing information, including preliminary water network information and a Sanitary Servicing Study. At the time of development, an updated Storm Technical Memo and a Fire Flow Letter will be required, for review and acceptance, to the satisfaction of City Administration. All required future storm servicing infrastructure shall be located within the private development site and shall not cross into the ER lands.

## 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 outline plan and land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure and establishing strong, sustainable communities. The proposed outline plan meets the density targets set out in the Growth Plan.

### **Calgary International Airport Vicinity Protection Area (2009)**

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) 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 Noise Exposure Forecast (NEF) areas. The proposed application was circulated to Transport Canada and the Calgary International Airport. The proposed development is not located within the NEF (Noise Exposure Forecast) contours but is located within the *Runway 17R-35L Approach Surface* as defined in the Calgary International Airport Zoning Regulations and is therefore subject to regulated height restrictions. The maximum height for any structure in this area is 1,371.6 metres above sea level. The proposed application is well below this maximum height requirement. The submitted development permit will be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

### **Municipal Development Plan (Statutory – 2009)**

The site is located within the Established - Developed Residential Area as identified on Map 1 in the [Municipal Development Plan](#) (MDP). The applicable policies promote appropriate densities, a mix of land uses and a pedestrian-friendly environment.

### **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 under the 'Neighbourhood Flex' urban form category with a building scale of 'mid' up to 12 storeys. Neighbourhood Flex areas are characterized by a mix of commercial and residential uses and are applied to areas of the communities that are commercially oriented, or in areas where commercial development would be appropriate, but is not required. The public realm in Neighbourhood Flex areas should be designed to support moderate to high volumes of pedestrians.

The proposed outline plan and land use amendment application aligns with the policies of the LAP, providing for multi-residential uses within the limits of the identified building scale. The addition of a multi-use pathway system within the site and an at-grade crossing of Blackfoot Trail SE will significantly benefit the pedestrian connectivity and public realm of the site.