

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Acadia, fronting both Macleod Trail SE and Bonaventure Drive SE between 86 Avenue SE and 90 Avenue SE. The site is approximately 1.60 hectares (3.96 acres) in size and is currently developed with five one-storey commercial buildings. There is a utility right of way easement along the north, south and east property lines. On the north property line this extends 35 metres into the site and is covered by surface parking. The site has four driveway accesses, two each from Macleod Trail SE and Bonaventure Drive SE.

Adjacent developments include the ten-storey Carriage House Inn to the south designated as Commercial – Corridor 3 (C-COR3f1.0h31) District, a Calgary Co-op supermarket and gas bar to the north designated Commercial – Community 2 (C-C2f1.0h18) District, commercial uses to the west of Macleod Trail designated C-COR3f1.0h12 and C-C2 Districts, and low scale multi-residential to the east designated Multi-Residential – Contextual Low Profile (M-C1) District and a vacant parcel currently designated Residential – Grade-Oriented Infill (R-CG) District. The Heritage LRT Station is approximately 800 metres walking distance (a 12-minute walk) northwest of the subject site.

## Community Peak Population Table

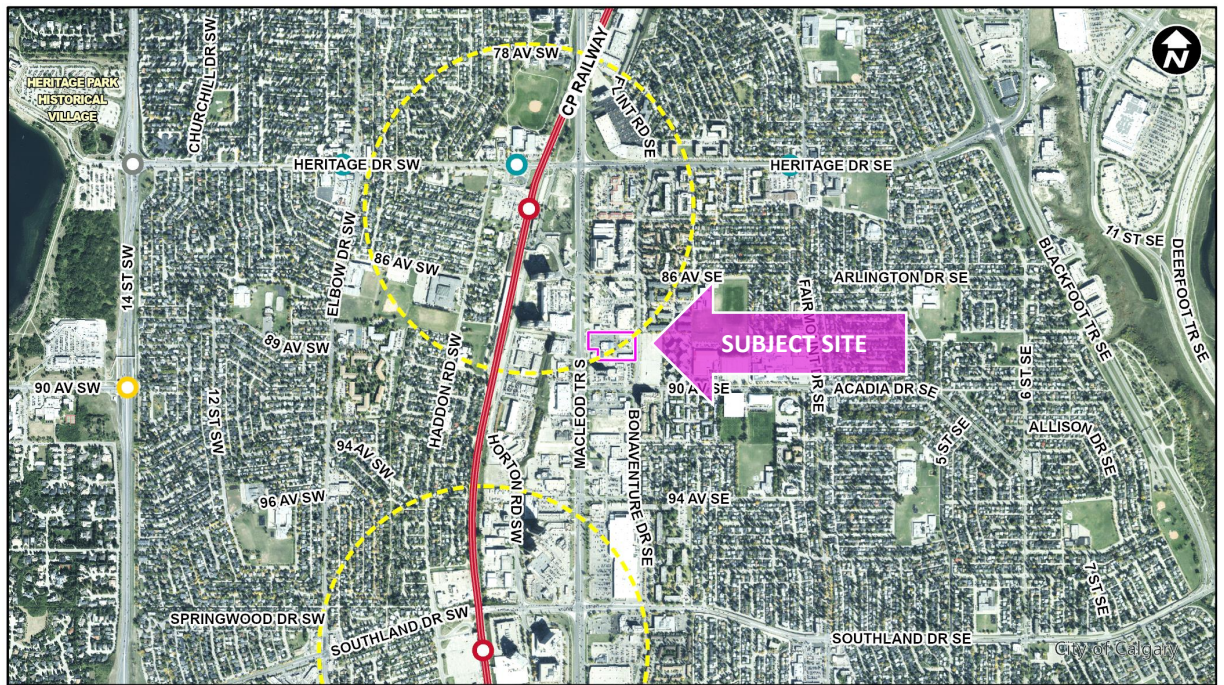
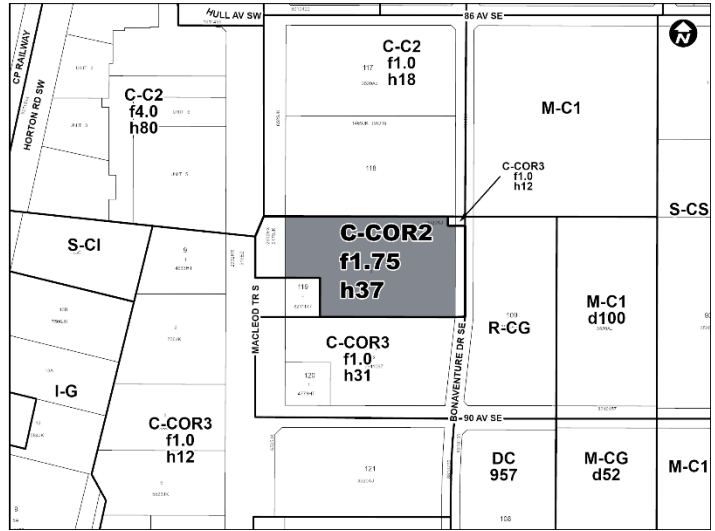
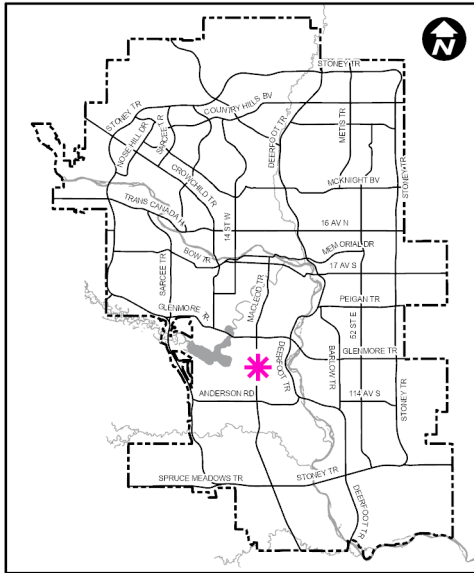
As identified below, the community of Acadia reached its peak population in 1972.

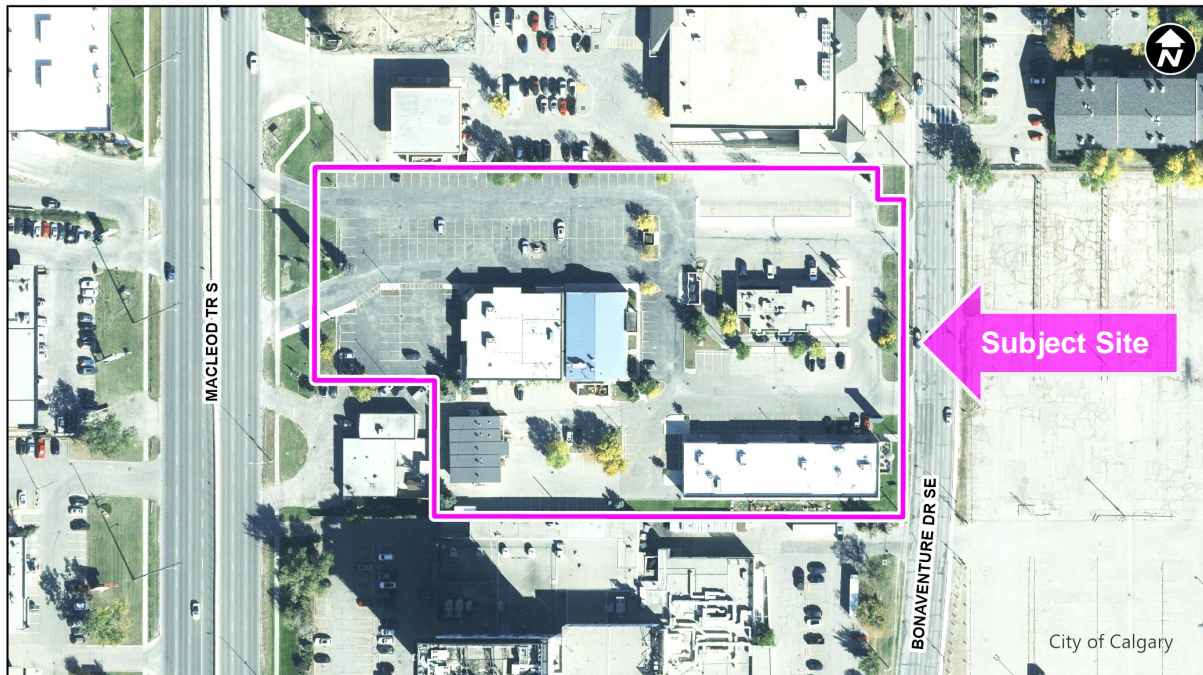
<b>Acadia</b>	
Peak Population Year	1972
Peak Population	13,589
2019 Current Population	10,520
Difference in Population (Number)	-3,069
Difference in Population (Percent)	-22.58%

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-COR3 f1.75h37 District is intended primarily for large retail without residential uses along major roads. The modifiers allow for a maximum parcel to floor area ratio (FAR) of 1.75 and a maximum building height of 37.0 metres.

The proposed Commercial – Corridor 2 f1.75h37 (C-COR2 f1.75h37) District is intended to accommodate a mixed-use development comprising of commercial uses on the ground floor with residential dwelling units above. The proposed land use will retain the same FAR and height modifiers and allow for a total maximum building floor area of approximately 28,060 square metres and a maximum building height of 37.0 metres (up to 10 storeys).

The C-COR2 District is intended to be located along commercial streets where opportunities for both commercial and residential uses are supported in the same building. The C-COR2 District also responds to local area context by establishing building density through maximum floor area ratios and maximum building heights for individual parcels.

Administration supports the C-COR2 District in this location as it allows for residential uses, provides flexibility to distribute a mix of uses across the site, and is in keeping with the policies of the *Heritage Communities Local Area Plan (LAP)* and the *Municipal Development Plan (MDP)*.

### **Development and Site Design**

If this redesignation is approved by Council, the rules of the proposed C-COR2 f1.75h37 District and the policies of the *Heritage Communities LAP* 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 site, additional items that will be considered through the development permit process includes, but are not limited to:

- ensuring commercial uses on the ground floor are facing the public or private streets;
- transition of use and scale to adjacent areas,
- phasing for future development showing how parking areas may evolve,
- overall site design, landscaping and amenity spaces for the developments,
- integrating a pedestrian-oriented built-form interface, and
- providing pedestrian routes within site and connections to the adjacent streets.

### **Transportation**

The site fronts onto Macleod Trail SE which is an Urban Main Street to the west and Bonaventure Drive SE to the east. Pedestrian connectivity in the neighbourhood is provided through sidewalks on Macleod Trail SE and Bonaventure Drive SE. Current vehicular access to the subject site is provided from Macleod Trail SE and Bonaventure Drive SE. A transit stop for Route 81 (Macleod Trail) is located within a two-minute walk of the subject site. This route provides connections to multiple red line LRT stations, Chinook Mall, Manchester Industrial, Southcentre Mall, and other parts of Calgary. The subject parcel is partially within the 600-metre radius of the Heritage LRT Station and is about a 12-minute walk from the 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 an Urban Main Street site while maintaining a strong transportation network.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary sewer and storm sewer mains are available to service the subject site. Details of site servicing will be considered and reviewed as part of the development permit review stage.

At the time of development, fire access, on-site maneuvering, egress and proximities (route / building entries) shall be in accordance with current Calgary Fire Department Access Standards.

## **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. 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 C-COR2 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 Commercial Corridor Urban Form category (Map 3: Urban Form) and within a Mid-Scale modifier (up to 12 storeys) on Map 4: Building Scale of the LAP. Existing developments are primarily vehicle oriented commercial areas that accommodate a range of uses. The Commercial Corridor is expected to evolve to support intensification and a comfortable pedestrian environment. The applicable land use policies support a mix of commercial and residential uses with buildings oriented to the public or internal private streets.

The LAP also characterizes the subject site as being part of the Urban Main Street (Map 2: Community Characteristics). The Urban Main Street 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. The applicable policies identified for future development will provide guidance at the development permit stage.

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