

Background and Planning Evaluation

Background and Site Context

The subject parcel is located in the southwest community of Haysboro, on the south side of Heritage Drive SW between Horton Road SW and Macleod Trail SW. The site is approximately 1.87 hectares (4.62 acres) in size and is of irregular shape. Access to the parcel is available from Horton Road SW. The site is currently vacant and is characterized by significant slope down from the southeast corner of the site towards Horton Road SW and the Heritage LRT Station.

Surrounding development is characterized by commercial, multi-residential, and mixed-use development to the north, east and south. The Heritage LRT Station and associated park-and-ride facilities are located approximately 150 metres (a three-minute walk) west of the subject site which provides direct transit service into downtown Calgary via the Red Line. The area is well-served by a wide variety of commercial amenities, including existing grocery stores, retail and consumer services and medical clinics. Opportunities for indoor and outdoor recreation in the area include the Kingsland Community Centre and associated play fields to the north, the Acadia Recreation Complex and Bonaventure Park to the east. Calgary Board of Education (CBE) and Calgary Catholic School Board (CCSD) school facilities are located within a 600-metre radius (a ten-minute walk) of the subject site to the west.

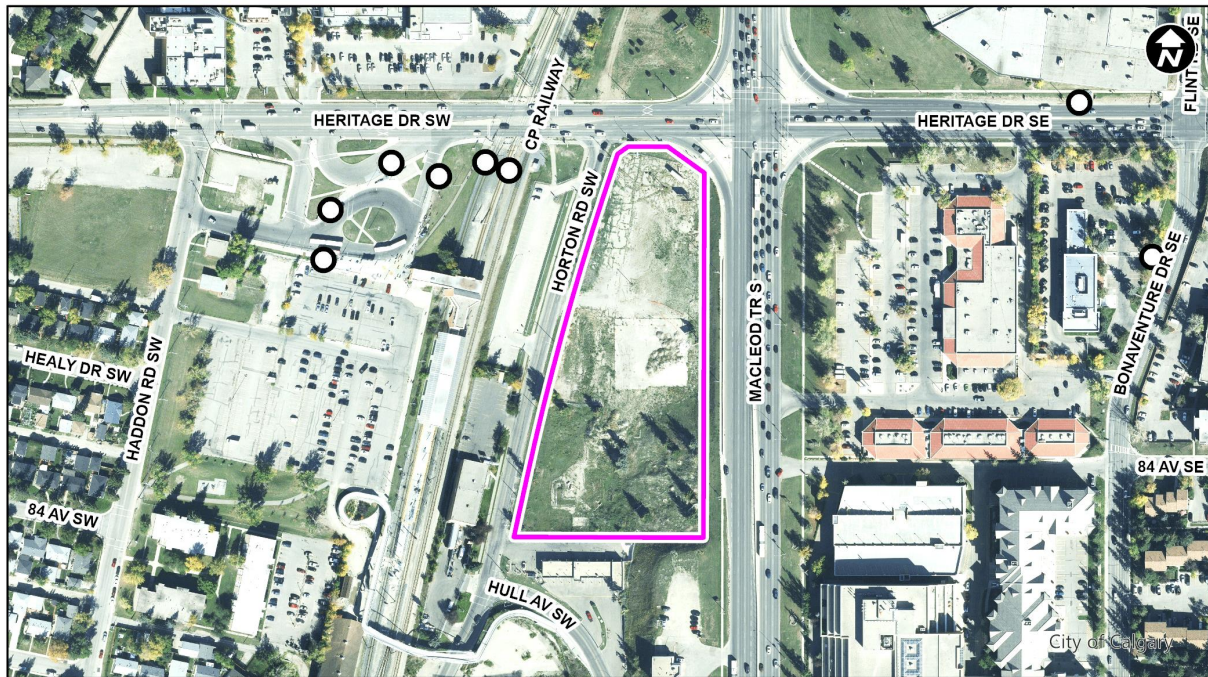
Community Peak Population Table

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

Haysboro	
Peak Population Year	1968
Peak Population	8,044
2019 Current Population	7,080
Difference in Population (Number)	-964
Difference in Population (Percent)	-11.98%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing land use district is Direct Control ([Bylaw 89Z2006](#)) District which is based on the General Commercial (C-4) District of Land Use Bylaw 2P80. This District was intended to accommodate mixed-use development up to 46 metres in height with a requirement to develop an overhead pedestrian connection from the development site into Heritage LRT station. The C-4 General Commercial District also requires a minimum of 25% of the gross floor area to be allocated to commercial uses. Through the Detailed Review (DR) process, the Applicant advised Administration that incorporating commercial land uses will not be viable due to the existing and proposed commercial amenities in the surrounding area. To realize multi-residential development on the site, a land use amendment is required.

The proposed Multi-Residential – High Density Medium Rise (M-H2) District is intended to enable multi-residential development that provides intense development with higher numbers of dwelling units in a variety of built forms. The district is intended to be located on strategic parcels, including landmark locations, transit and transportation corridors. The proposed M-H2 District would allow for development up to 50 metres (approximately 14 to 16 storeys) in height and proposes a floor area ratio (FAR) of 5.0. Based on the size of the parcel, approximately 93,500 square metres (approximately 1,000,000 square feet) of developable area would be allowed. The District also includes a limited range of support commercial uses that are restricted in size and location. The proposed District requires a minimum residential density of 150 units per hectare (uph). Based on the size of the parcel, a minimum of 280 dwelling units is required.

The District does not contain a maximum number of dwelling units. A development permit (DP2024-08086) proposing a four-building, six storey development with 500 dwelling units (approximately 267 uph) has been submitted and is under review. DP2024-08086's proposal represents a substantial addition of dwelling units to a vacant TOD site.

Development and Site Design

If approved by Council, the applicable land use policies and rules of the proposed M-H2 District, along with the applicable policies of the *Heritage Communities Local Area Plan* (LAP) will provide guidance for the future redevelopment of this site including appropriate uses, height and building massing, landscaping, parking, and off-site improvements.

Given the prominent context of this site located at the corner of Macleod Trail SW and Heritage Drive SW and adjacent to existing inner-city LRT infrastructure, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring a high-quality building design and public realm;
- enhancing pedestrian connections to the Heritage LRT station west of the subject site;
- incorporating, where possible, slope-adaptive site planning guidelines; and
- mitigating traffic concerns and limiting vehicle access, where appropriate.

Transportation

Pedestrian access to the site will be available from Horton Rd SW and Macleod Trail SW. The Always Available for All Ages and Abilities (5A) Network recommends off-street cycling facilities adjacent to the site on Heritage Drive SW and MacLeod Trail SW. A second off-street cycling facility is recommended on Horton Road SW adjacent to the subject site. The [Southwest Neighbourhood Bikeway Project](#) which sets to connect and enhance several neighbourhoods with pathway and bikeway improvements, is anticipating work in the immediate area.

The area is served by Calgary Transit's Heritage LRT Station which provides frequent service to downtown Calgary along with MAX Teal Bus Rapid Transit (BRT) which provides greater-frequency bus service between Westbrook and Douglas Glen. Additional local bus routes provide service to and from the Heritage Station park-and-ride facility into neighbouring communities. Pedestrian connection to the Heritage LRT station is provided by an existing overhead pedestrian crossing 50 metres south of the site along with at-grade sidewalks along Heritage Drive SW. Access to MAX Teal BRT is available from Heritage Drive SW.

Direct vehicular access to the proposed development will be directly from Horton Road SW. On-street parking is fully restricted on Horton Road SW but will be available within the site. A Transportation Impact Assessment (TIA) was reviewed as part of this application. No vehicle access will be granted from Macleod Trail SW into the site.

Environmental Site Considerations

A Phase 1 Environmental Site Assessment (ESA) was submitted by the applicant and reviewed by the City of Calgary. At this time, there are no known environmental concerns associated with the site that would prevent support for the proposed land use.

Utilities and Servicing

Public water, sanitary and storm deep utilities exist adjacent the site. Servicing requirements will be further 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](#) (SSRP), 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 located within the 'Urban Main Street' area as identified on Map 1 – Urban Structure of the [Municipal Development Plan](#) (MDP). Urban Main Streets seek to contain a broad range of employment, commercial and retail uses as well as housing (form, tenure and affordability) to accommodate a diverse range of the population. Apartments, mixed-use developments and ground-oriented housing are encouraged. The proposal to redesignate the subject site to the M-H2 District aligns with the applicable policies of the MDP and achieves the minimum density targets for an Urban Main Street within proximity to existing transit infrastructure.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy Guidelines](#) direct development of areas within 600 metres of a LRT station or BRT station to provide for walkable, mixed use shopping needs and contribute to the vibrancy, activity and pedestrian connections to the transit-supportive land uses. The TOD area is intended to be characterized by a mix of uses, with medium density residential development as the predominant use. The proposed land use meets the key policy objectives of the Guidelines.

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 'Neighborhood Flex' urban form category (Map 3: Urban Form) with a 'High' building scale modifier (Map 4: Building Scale), which allows up to 26 storeys. The 'Neighbourhood Flex' Urban Form Category is characterized by a mix of commercial and / or residential uses, with buildings that are oriented towards the street. Uses may be mixed horizontally or vertically within a building or a block. The urban form category is typically applied to areas of the communities that are commercially oriented, including transit station areas. This parcel also falls within the 'Core Zone' of the Heritage LRT Station Area (Figure 11: Heritage LRT Station Area) and future development is also subject to those policies, including 5A Network mobility enhancements and improvements to active modes mobility connections to Heritage LRT station. The proposed land use amendment is in alignment with the applicable policies of the LAP.