

# Background and Planning Evaluation

## Background and Site Context

The subject parcel is located in the southwest community of Haysboro at the southwest corner of Heritage Drive SW and Haddon Road SW. The site is approximately 0.61 hectares (1.50 acres) in size and is approximately 73 metres wide by 75 metres deep. Previously the site was developed with the South Calgary YMCA and is part of The City's non-market housing land disposition program. The site is currently vacant with access from Haddon Road SW and a rear lane along the south boundary of the parcel.

The surrounding land use context includes a currently vacant site directly to the west of the subject site, designated Mixed Use – General (MU-1f3.0h25) District, which is anticipated to accommodate a six-storey residential building. Existing residential development north and south of the site consists of predominantly single-detached housing forms with potential for higher densities under the Housing – Grade Oriented (H-GO) District in locations along Heritage Drive SW and Haddon Road SW. Other housing forms south of the subject site include an apartment development designated Multi-Residential – Contextual Low Profile (M-C1) District. North of the site is a two-storey utility building owned by Telus Communications Inc. designated Special Purpose – City and Regional Infrastructure (S-CRI) District, and a local restaurant on a parcel designated Commercial – Community 1 (C-C1) District. Northeast of the subject site is the Rose Kohn and Jimmie Condon Arenas and the Kingsland Community Centre and associated play fields on a parcel designated Special Purpose – School, Park and Community Reserve (S-SPR) District.

The site is approximately 400 metres (a seven-minute walk) east of Haysboro Centre, a commercial development located at the intersection of Elbow Drive SW and Heritage Drive SW. Macleod Trail SW, an Urban Main Street, is approximately 350 metres (a six-minute walk) east of the subject site and offers a variety of commercial amenities. A Calgary Catholic School Board high school is located 300 metres (a five-minute walk) south of the subject site. Calgary Transit's Heritage Station and associated park-and-ride facilities are located approximately 220 metres (a four-minute walk) east of the subject site which provide direct transit service into downtown Calgary via the Red Line LRT and is well serviced by several bus routes including the MAX Teal BRT route.

## Community Peak Population Table

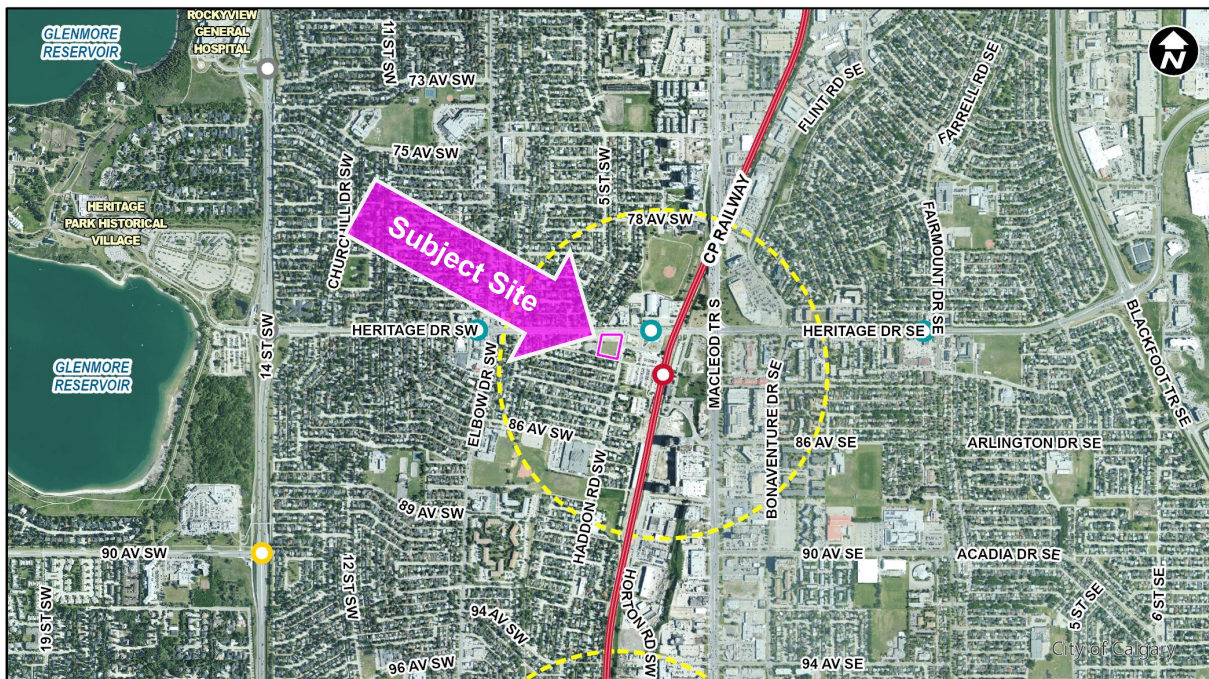
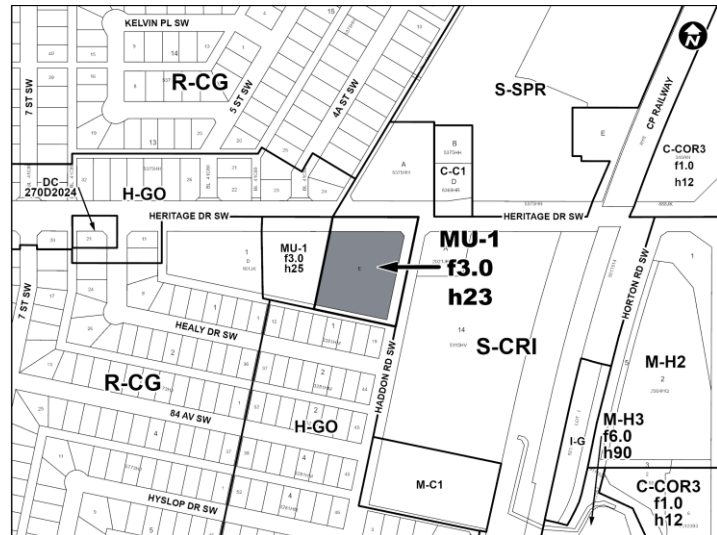
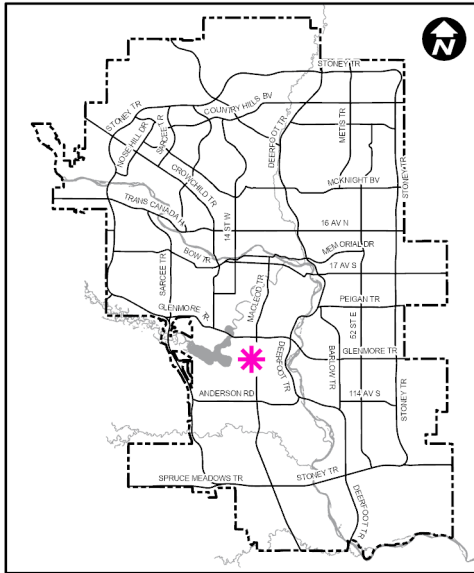
As identified below, the community of Haysboro reached its peak population in 1968.

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

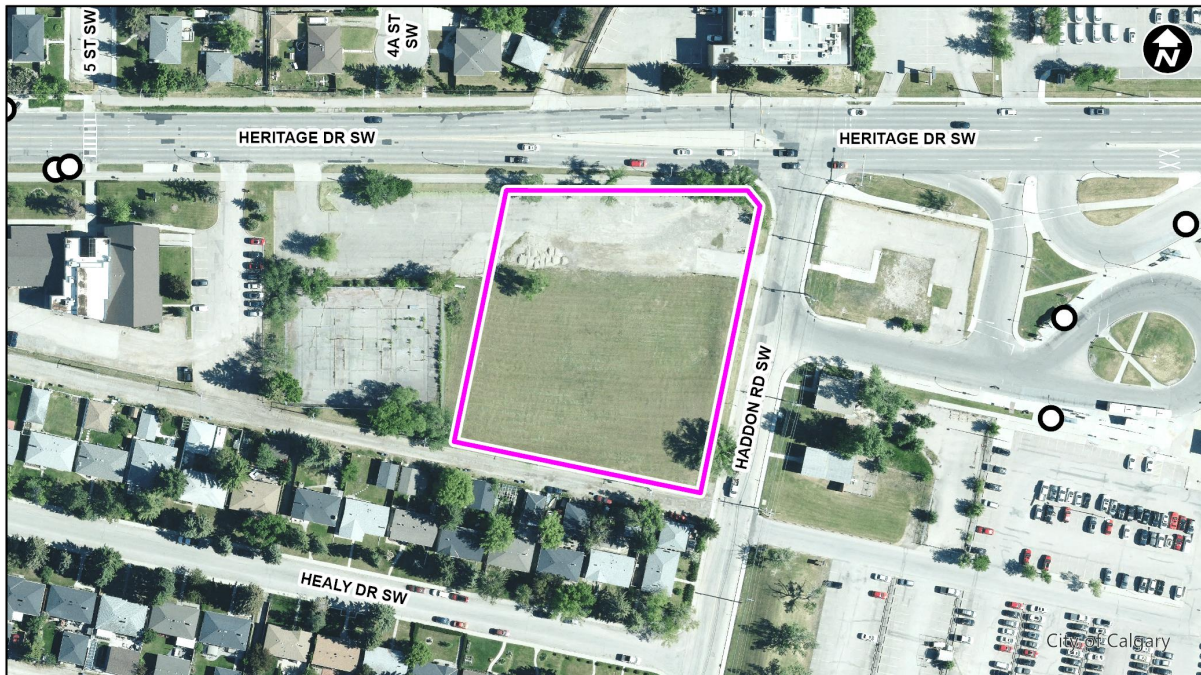
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing S-R District accommodates a range of indoor and outdoor recreation uses and provides for complementary uses located within buildings occupied by these recreational uses. This district is not used for land dedicated as reserve pursuant to the *Municipal Government Act*. The subject parcel was previously a YMCA site and its demolition was completed in 2019.

The proposed Mixed Use – General (MU-1) District allows for commercial and residential uses in street-oriented buildings with either commercial or residential uses along a commercial street. The proposed District accommodates a mix of residential and commercial uses in the same building or in multiple buildings throughout an area and provides rules to guide compatible transitions with adjacent residential parcels.

The proposed MU-1f3.0h23 District would allow for a maximum floor area ratio of 3.0 which equates to a building floor area of 18,180 square metres. The proposed 23-metre building height would allow for approximately six storeys.

### Development and Site Design

The rules of the proposed MU-1f3.0h23 District and the *Heritage Communities Local Area Plan* (LAP) would provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping, parcel coverage and parking. Other key factors that

are being considered during the review of the development permit application include the following:

- interface and public realm enhancements along Heritage Drive SW and Haddon Road SW;
- building massing and relationship with residential parcels to the south;
- mix of uses in the building; and
- appropriate amenity spaces for the residents.

### **Transportation**

Pedestrian access to the site is available from Heritage Drive SW and Haddon Road SW. The site is adjacent to an existing multi-use pathway along Heritage Drive SW and on-street bikeway along Haddon Road SW both forming part of the Always Available for All Ages and Abilities (5A) Network. In the *Heritage Communities LAP*, Haddon Road SW is identified as an important north-south mobility connection that links the transit station areas. A City of Calgary bikeway project is underway to determine bike improvements in the immediate area.

The site is within 220 metres (a four-minute walk) from Heritage Station which is served by both the Red Line LRT and Max Teal BRT. From Heritage Station, additional bus routes provide service into neighboring communities including: Calgary Transit Route 3 (Elbow Drive-Centre Street N), Route 37 (Heritage Station-Canyon Meadows), Route 20 (Heritage/Northmount) and Route 56 (Woodbine).

Direct vehicular access to the site will be from the lane. On-street parking adjacent to the site on Heritage Drive SW and Haddon Road SW is fully restricted. A Transportation Impact Assessment is being reviewed through the development permit application.

### **Environmental Site Considerations**

A Phase 1 Environmental Site Assessment was received and reviewed. No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary and storm services are available to the site. Details of site servicing are being considered and reviewed as part of the development permit application.

## **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 parcel is located within the Developed Residential – Established areas as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). Established Areas encourage modest redevelopment, and new developments should incorporate appropriate densities, a mix of land uses, a pedestrian-friendly environment to support an enhanced Primary Transit Network and small and incremental benefits to climate resilience. Map 2: Primary Transit Network of the *MDP* identifies Heritage Station as a Primary Transit Hub. The transit-supportive land use framework encourages optimizing population and job growth within walking distance of

transit (Section 2.2.2). These policies support higher density residential and employment development within Main Streets supported by the Primary Transit Network and in areas deemed appropriate in local area plans within 400 metres of transit stations and stops. The proposed application to redesignate the subject site to the MU-1 District aligns with the applicable policies of the MDP.

### **Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has proposed 13 electric vehicle capable stalls, which supports Program Pathway F: Zero Emissions Vehicles – Accelerate the Transition to Zero Emissions Vehicles in the *Calgary Climate Strategy – Pathways to 2050*. Additionally, rooftop solar photovoltaics are proposed and a 25 percent reduction in energy consumption and greenhouse gas emissions beyond *National Energy Code of Canada for Buildings* (NECB) 2020 minimums is being targeted.

### **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 category (Map 3: Urban Form) with a Mid building scale modifier (Map 4: Building Scale), which allows up to 12 storeys. The Neighbourhood Flex urban form category is characterized by a mix of commercial and residential uses with buildings oriented toward the street. Uses may be mixed horizontally or vertically within a building or a block. This urban form category has been applied to areas of the communities that are commercially oriented and transit station areas. The parcel also falls within the Core Zone of the Heritage LRT Station Area (Figure 11: Heritage LRT Station Area) and should have a maximum street wall height of four storeys. Development within the Core Zones should consider recommended 5A mobility enhancements and improve active modes mobility connections to Heritage Station as well as Heritage Drive SW and Haddon Road SW. The proposed land use amendment is in alignment with the applicable policies of the LAP.