

Land Use Amendment in Sage Hill (Ward 2) at 30 Sage Hill Row NW, LOC2021-0178

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 1.29 hectares \pm (3.19 acres \pm) located at 30 Sage Hill Row NW (Plan 2111238, Block 6, Lot 2) from Multi-Residential – Medium Profile (M-2) District to Multi-Residential – High Density Low Rise (M-H1) District.

HIGHLIGHTS

- This application seeks to redesignate the subject parcel to allow for an increase in height to a multi-residential development, up to 26 metres (6 to 8 storeys) in height.
- The proposal allows for an appropriate increase in height and development intensity near the future Bus Rapid Transit (BRT) station and is in keeping with the applicable policies of the *Municipal Development Plan (MDP)* and *Symons Valley Community Plan*.
- What does this mean to Calgarians? More residential density in a walkable area near a future Bus Rapid Transit station maximizes the future transit investment and provides diversity of housing choice.
- Why does this matter? Allowing for more density and intensity near future Bus Rapid Transit stations represents more efficient use of proposed transit infrastructure and offers more mobility choices to residents.
- A development permit for a 290-unit multi-residential development has been submitted and is currently under review.
- There is no previous Council direction related to this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods

DISCUSSION

This land use amendment application was submitted on 2021 October 27 by B&A Planning Group, on behalf of the landowner Genesis Land Development Corp. A development permit (DP2021-09197) for a 290-unit multi-residential development was submitted on 2021 December 21 and is under review (Attachment 2).

The site is located at the southwest corner of Sage Valley Boulevard NW and Sage Hill Drive NW in the community of Sage Hill. The undeveloped site is approximately 1.29 hectares (3.19 acres) and is located approximately 300 metres (a three-minute walk) from the future Bus Rapid Transit (BRT) station.

As identified in the Applicant Submission (Attachment 3), the applicant is requesting the land use redesignation to allow for an increase in height for their proposed development from the 16 metres currently allowed in the Multi-Residential – Medium Profile (M-2) District to the proposed 26 metres in the to Multi-Residential – High Density Low Rise (M-H1) District.

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A detailed planning evaluation of the application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- Outreach was undertaken by the Applicant
- Public/Stakeholders were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with public stakeholders and respective community association was appropriate. In response, the applicant created a project website, conducted in-person interviews, circulated 259 flyers, held virtual open houses, provided project updates in the community Newsletter, and held virtual meetings with key stakeholders. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders, notice posted on-site and published [online](#), and notification letters were sent to adjacent landowners.

Administration received two responses in support and 36 responses in opposition from the public. Those in opposition noted the following concerns:

- there are too many multi-family developments in the community;
- there is a lack of green space, playgrounds, and schools in the community, and multi-family development shouldn't be approved until these services are built;
- the height of the building should be stepped from low on the side nearest the low-density residential dwellings to high;
- a lack of on-street parking available, along with an increase in traffic;
- height and density for the proposed development is out of scale for the community;
- shading and privacy concerns for adjacent properties; and
- neighbours believe that the project will reduce property values in the area.

The letters of support for the land use redesignation identified that the additional height and density will bring in more people, which will support the businesses in the area.

The Sage Hill Community Association (CA) provided a letter (Attachment 5) on 18 November 2021 outlining that they had no objection to the proposed land use redesignation. The Sage Hill CA did identify some concerns they would like to see addressed, such as adequate parking on site to reduce large amounts of street parking being used up, as well as the setback from street parking to the intersection or crosswalk. These items will be reviewed with the current development permit application.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate for this location. The building and site design,

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number of units, onsite parking and specific traffic impacts will be reviewed and determined through the current development permit application.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social

The proposed land use district would allow for growth and redevelopment near a future Bus Rapid Transit station which can support a walkable, mixed-use area. It may also accommodate the needs of people looking for easy access to jobs, shopping, and services with good transit service and diversity of housing and mobility options.

Environmental

This application does not include any actions that specifically address the objectives of the [Climate Resilience Strategy](#). As part of the development permit, the applicant has proposed 12 Electric Vehicle (EV) parking stalls, 6 charging stations, and half of the parking stalls will be EV capable. Additional opportunities to align the development on this site with applicable climate resilience strategies be reviewed during the current development permit application.

Economic

The ability to develop a six to eight storey multi-residential building may bring additional people in closer proximity to the future Bus Rapid Transit (BRT) station and help create a viable transit-oriented development. The proposal may also make more efficient use of existing infrastructure while maximizing the future transit investment.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. Development Permit Summary
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response

**Planning & Development Report to
Calgary Planning Commission
2022 April 21**

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Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform