

Background and Planning Evaluation

Background and Site Context

This site is located at the southwest corner of Sage Valley Boulevard NW and Sage Hill Drive NW in the community of Sage Hill. The parcel is approximately 1.29 hectares (3.19 acres), has a total frontage of approximately 111 metres along Sage Hill Drive NW, and is approximately 118 metres deep. The site slopes downward towards Sage Hill Drive SW as there is a grade difference of approximately 4 metres across the parcel. The site is currently undeveloped.

The parcel to the west is designated as a Commercial – Community 1 (C-C1) District and is currently undeveloped. To the southwest of the site, a six-storey mixed use development has been built, with retail at-grade and residential on the upper floors. To the south, three parcels are designated Mixed Use – General (MU-1) District, with a floor area ratio (FAR) of 4.0 and a height of 40 metres. Two of those sites are under construction and there is a development permit under review on the third site. The undeveloped land to the east is designated Multi-Residential – Low Profile (M-1) District. Across Sage Valley Boulevard to the north are low density residential dwellings in a Residential – Narrow Parcel One Dwelling (R-1N) District.

The Symons Valley Centre civic site which includes a new public library and a Bus Rapid Transit (BRT) hub is planned for 300 metres south (a three-minute walk) from this site.

Community Peak Population Table

As identified below, the community of Sage Hill reached its peak population in 2019.

Sage Hill	
Peak Population Year	2019
Peak Population	7,924
2019 Current Population	7,924
Difference in Population (Number)	± 0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Multi-Residential – Medium Profile (M-2) District is a medium-density residential designation that is primarily for multi-residential development in developing areas. The M-2 District allows for a maximum building height of 16 metres and a maximum FAR of 3.0. The M-2 District identifies a minimum density requirement of 60 units per hectare, and there is no maximum density in the M-2 District.

The proposed M-H1 District is a multi-residential designation in both developed and developing areas that is primarily for high-density multi-residential development and is intended to be located at community nodes, and transit and transportation corridors and nodes. The M-H1 District allows for a limited range of support commercial multi-residential uses. It allows for a maximum FAR of 4.0 and a maximum building height of 26 metres (approximately 6-8 storeys). The M-H1 District has a minimum residential density requirement of 150 units per hectare, which will require a minimum of 193 dwelling units on the subject site.

The M-H1 District has rules related to building setback requirements and building height restrictions from property lines which respond to the immediate urban context. The proposed building height increase is mitigated by the height restrictions from streets and commercial districts located adjacent to subject sites, allowing for a transitional building height.

The proposed land use district is appropriate for this site as it recognizes the transit-oriented development site context. It also intensifies land uses in close proximity to the future Bus Rapid Transit station.

Development and Site Design

If approved by Council, the rules of the proposed M-H1 District will provide guidance for the redevelopment of this site including appropriate uses, height and building massing, landscaping, and parking. A development permit has been submitted for this parcel, and administration has completed a detailed team review. Additional items that are being considered through the development permit process include, but are not limited to:

- mitigation of concerns around traffic and parking;
- mitigating shadowing, overlooking, and privacy concerns;
- climate resilience measures, such as EV parking stalls;
- development of engaging facades along Sage Valley Boulevard NW, Sage Hill Row NW, and Sage Hill Drive NW to help fit the character of the community;
- continued exploration of building design to best integrate with existing site grades; and
- ensuring building and site design addresses aesthetical concerns.

A shadow study was requested as part of the review of the land use redesignation. The applicant provided shadow studies that showed the impact of the height difference between the current zoning and the proposed zoning. The dates provided for the shadow study were 21 September, March, June, and December. The times provided for each date was 10am, 1pm, and 4pm.

The study showed a small increase of shadows on the northern parcels during December at 10am, 1pm, and 4pm. No impact was shown during September, March, or June at 10am, 1pm, or 4pm.

Transportation

The subject site is located approximately 300 metres north of the Symons Valley Centre civic site which is planned to include a new library and BRT service, as well as connections to other transit routes.

The outline plan for the area identifies a shared internal street connecting Sage Hill Row to Sage Valley Boulevard. The internal street straddles the property line with the adjacent C-C1 site to the west and will be implemented alongside whichever of the two sites proceeds first. A direct connection to the civic site to the south is planned in the form of a pathway network which traverses the MU-1 sites to the south and crosses both Sage Hill Road and Sage Hill Link. The pathways are on the same north-south alignment as the shared internal street.

A transportation impact assessment (TIA) was undertaken as part of the outline plan for the area and it considered the current land use designation. An additional TIA was not required in support of this application. The increase in floor area ratio from 3.0 to 4.0 does not yield the number of units that would generate enough traffic increase to warrant an updated TIA.

A parking study is under review with the associated development permit. Administration is confident that adequate parking can be provided to support development of the site as residential with an M-H1 land use based on a number of considerations, including proximity to high-frequency transit service and the presence of street parking that is planned along the

shared internal street, in addition to on-site underground parking provisioned through the development permit.

Environmental Site Considerations

Environmental Site Assessments were received and reviewed with the previously approved Outline Plan application. There are no known environmental concerns with the proposed land use amendment application.

Utilities and Servicing

Sanitary, water, and storm servicing are not anticipated to be impacted by the proposed land use amendment. Servicing details will be further refined at the development permit stage of development.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered, and is aligned 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.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcels are located within the Community Activity Centre (CAC) typology as identified on Map 1 of the [Municipal Development Plan](#) (MDP). The MDP identifies that CACs should contain a broad range of ground oriented and medium to high density apartment housing and a mix of housing tenure and affordability levels to accommodate a diverse range of the population. The MDP also identifies that vehicle parking should be designed to minimize impacts and vehicle parking should ultimately be contained within structured facilities or underground. The application supports the overarching objectives of the MDP and is in keeping with applicable MDP policies.

Climate Resilience Strategy (2018)

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

Symons Valley Community Plan (Statutory – 2001)

The Transit Oriented Planning Area Map of the [Symons Valley Community Plan](#) identifies that the parcel is located in the Pedestrian Oriented Multi-Residential Area. The purpose of the Pedestrian Oriented Multi-Residential Area is to accommodate multi-residential development where the design of buildings, roadways and the public realm provides an overall neighbourhood design that is distinctive, encourages walking and cycling, and includes a network of mobility connections. The community plan also identifies that the highest intensity

multi-residential development should be located closest to the Civic and Mixed-Use Area and the Transit Hub. The site is within the 600 metre BRT radius, where the policy identifies the need for increased density to support the high frequency, rapid transit bus service. This TOD area will provide a base for a variety of housing, employment, local services and amenities that support a vibrant community. The proposal is in alignment with the policies and objectives of the *Symons Valley Community Plan*.