

# Applicant Submission

2022 March 11

Keystone Hills – Partners Development Group/Pacific Investments

Prepared by: B&A Planning Group

The Keystone Hills proposed amendment is located in north Calgary within the Keystone Hills Area Structure Plan (ASP). The subject area is located north of Stoney Trail and the Community of Panorama Hills, east of 15 Street NE, south of 144 Avenue NW, and west of the Canadian Pacific Railway tracks.

In 2019 the subject lands were redesignated from S-FUD to I-B and I-C and supportive S-UN, S-SPR and C-CRI land uses. This application was in alignment with the Keystone Hills Area Structure Plan. **In August 2021 the Province of Alberta accepted the request from the City of Calgary and Calgary Airport Authority to revise the 25-30 NEF contours across the City. This approval has removed restrictions on a number of sectors within the City, including the subject lands. The City of Calgary fought for these revisions as they provide greater flexibility across the City.**

Due to the inability for the subject site to be realized as small lot industrial, it is the desire of Partners Development Group and Pacific Investments and Development Ltd to revise the land uses to residential. These uses would better support the mixed use regional commercial/employment area directly west and under development by Melcor Developments and future employment to the north – offering closer proximity to live, work and play. They feel confident that these lands are better suited to residential uses as the City of Calgary still contains a large supply of undeveloped industrial areas around the City, in both City and privately owned lands.

The application is for a revision to the Municipal Development Plan and the Keystone Hills Area Structure Plan. The desired outcome is to change the mapping from Industrial to Residential.

A combination of low density residential and multi-family parcels are being proposed for the subject lands, in conjunction with new municipal reserve parcels that will enhance the previous approvals and connect directly into the natural features of the lands and the Rotary Mattamy Greenway to the south.

**During the application process it was noted by Administration and from Calgary Planning Commission that offering a more diverse mix of land uses, to better transition with the lands to the north, might be better suited on the lands. The applicant team has considered this request and have proposed revisions to the application (see attached). These revisions were not able to be fully considered by Administration, due to timing, but are agreeable by the Applicant and we would like the support of Committee and Council for their consideration and approval for the subject lands. This would now update our desired outcome to be a revision from Industrial to a Flex District and Residential.**

## **WHY SHOULD THESE LANDS BE CHANGED FROM INDUSTRIAL TO RESIDENTIAL?**

- These lands, at the time of the ASP, had restrictions on Residential Land Uses - its common that we support Regional Employment Centres with Residential Development in close proximity. If Planning today - would these be Industrial?
- These lands contain some topographical constraints and large format distribution and logistics sites will not fit on these lands. Market demand for 2-5 acre lots is not a desired Industrial type - for example the City of Calgary themselves not been able to sell or develop their Aurora Business Park and Shepard Industrial Park containing these lot types.
- Cushman Wakefield prepared a study in 2021 for the City of Calgary - the trend for industrial buildings is getting larger, taller, and the demand is for large parcels of land and warehousing space. Within their report they identified that the NEF revisions might preclude better uses for lands that were once restricted, but large lands with direct and near adjacency to the Airport remain valuable. The Sites designated Industrial that move to a lower NEF could be supported (eg residential) which are not contiguous to established industrial uses. These lands meet that criteria.
- Pacific investigated the viability of large format users in relation to location, shape and topography of the approved plan, and concluded large format warehousing and logistics were more cost effective on parcels that were large and already flat (East Balzac and SE Calgary). They have marketed these lands for 5 years unsuccessfully. During the Land Use and Outline Plan Application the City of Calgary had identified the NE corner of these lands for a potential Multi-Department Depot Site (hence the reason it was zone as one parcel) and subsequently have decided to move their site further north, even the City wants these lands for industrial.
- Marketing signage has been on the site for approximately 3 years, with no uptake. It has been identified that businesses are not finding these lands to be suitable to meet current market demands. It has been identified that the subject lands are not competitive and viable for Industrial development.
- The subject lands would remove 5 parcels from the inventory and would result in a minimal change to the City Industrial Inventory.
- Feel strongly that a better use for these lands, given the location and adjacency to the Regional Centre to the West, is residential. These lands can be built now which will repay the City's 11th Street investment quicker. This interchange is due to open this year.

The previous anticipated intensity for the subject lands were between 61 and 73 people and jobs per ha, if revised to residential the land are anticipated to generate 87 people and jobs per hectare.

The Municipal Development Plan has a number of policies to enable and protect industrial lands, in addition to, Standard Industrial Areas policy **identifying that it may be appropriate for redevelopment as non-industrial or mixed-residential business area if in proximity to an existing community and Primary Transit Network.**

The subject lands do contain employment uses and would remove this from the Keystone Hills ASP, however, the Nose Creek ASP (directly north) contains hundreds of acres of Industrial and Employment. In comparison to other sectors of the City, when these ASPs are combined, this area far exceeds the employment to residential ratio.

The Subject Lands do not have the ability to access Deerfoot Trail directly, CN Rail line nor are they directly adjacent to the Supporting Goods Movement Corridor. Lands in direct adjacency of the Airport and within the Southeast have increased accessibility the prioritized corridors. There is no ability for these lands to access the Main Rail Line, and there is no opportunity to utilize this corridor for any movement of goods and services from the subject lands.

## **PARTNERS GROUP**

For over 20 years, Partners Group has been creating thoughtfully planned communities built with wellness in mind. Communities where pathways, playgrounds, green spaces and local businesses bring neighbours together to enjoy life and make meaningful connections. Where home styles suit a variety of lifestyles, and where families of all backgrounds and life stages can plant roots and thrive.

Their focus on wellness is also why all Partners homes are certified Built Green® and constructed using environmentally friendly and sustainable materials that make them healthier, cleaner and more efficient. But that's just the start. Their industry leading QuietWall™ system reduces sound transfer between townhomes by up to 23% more than even single-family homes. Their European-designed Molok waste, compost and recycling systems look better and reduce CO2 emissions. They also recycle all construction disposals to help protect the environment.

**Why do they care so much?** They are your neighbours. They live and work in the cities where they build, and they want families to enjoy them for generations to come. Think of them as your partner in wellness, building homes and communities that encourage healthy living and enhance family well-being.

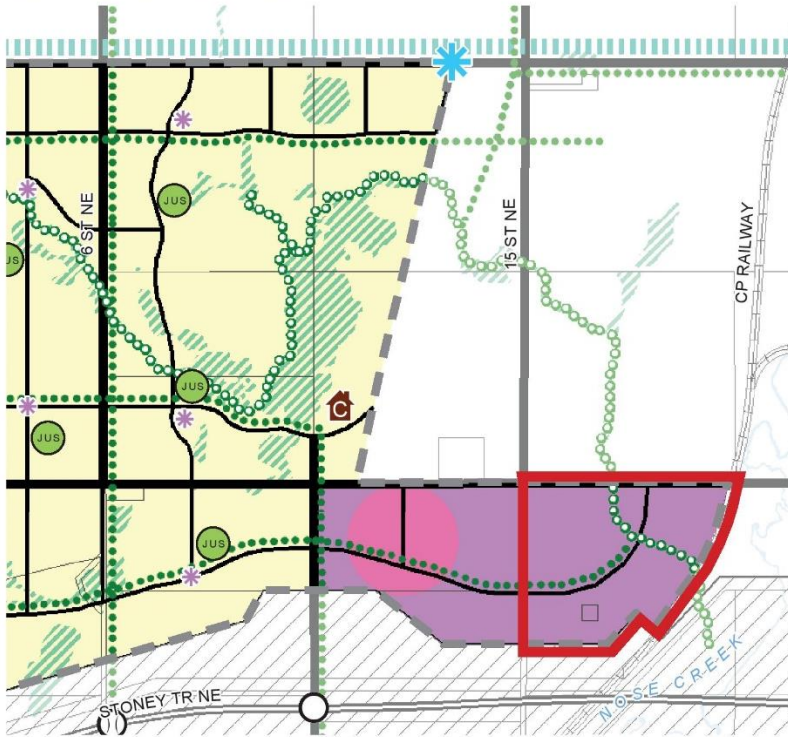
We are seeking the support of Committee and City Council for an MDP and ASP Amendments.

Attachment 1: Proposed ASP Amendments

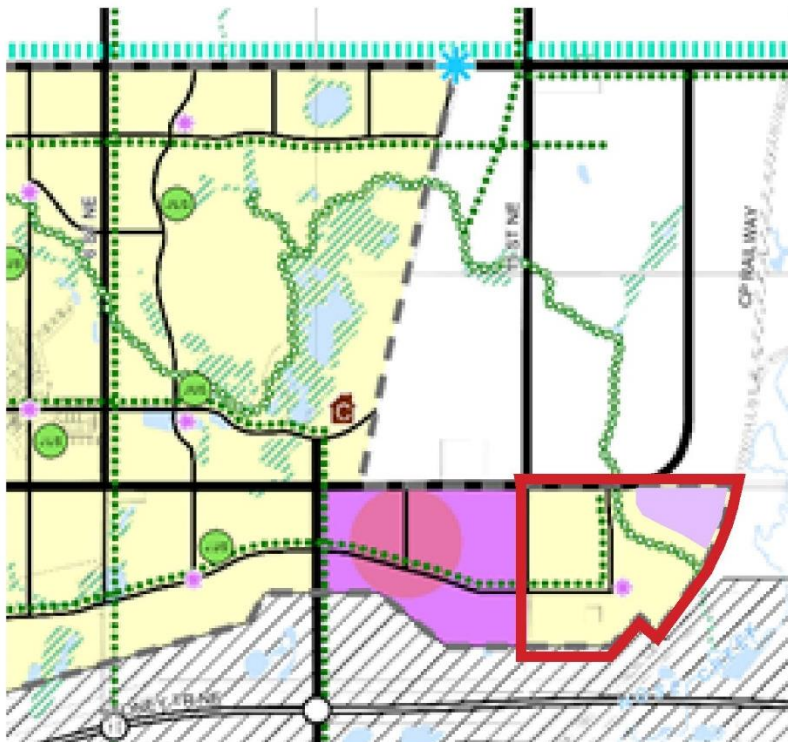
Attachment 2: New Proposed ASP Flexible District Policy

# ATTACHMENT 1

## EXISTING ASP



## PROPOSED ASP REVISION



### Legend

- Transportation/Utility Corridor
- Plan Area Boundary
- Neighbourhood Area
- Special Study Area (Major Activity Centre & Urban Corridor)
- Regional Retail Centre
- Community Retail Centre
- Industrial/ Employment Area
- Environmental Open Space Study Area
- Transit Station Planning Area
- Emergency Response Station
- Community Activity Centre
- Neighbourhood Activity Centre
- High School
- Joint Use Site
- Community Centre
- Green Corridor
- Regional Pathway
- Skeletal Road
- Arterial Street
- Urban Boulevard
- Primary Collector/Collector
- Full Interchange
- Pedestrian Overpass
- BRT Route
- LRT Alignment
- LRT Station

NEW

### Proposed Flexible Employment/ Residential Area

The Keystone Hills Employment/Residential Area serves as an important opportunity for the Keystone Hills Community. These lands have the opportunity to contain, light industrial, commercial, institutional and housing uses. Uses range from auto oriented shops, retail and restaurants to places of worship, seniors housing and residential housing forms.

The following policies are intended to support the continued diversity and evolution of Keystone Hills by encouraging opportunities for job-intensive and innovative uses closer to the adjacent industrial to the north and greater integration of residential uses along the coulee and natural areas.

## ATTACHMENT 2

### DRAFT SUGGESTED POLICIES FOR APPROVAL

## NE CORNER OF KEYSTONE HILLS

### Flexible Employment/Residential Area

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#### Policy

- a. Light industrial, commercial, institutional or office uses would be supported if the lands directly adjacent developed into non-residential uses.
- b. Non-residential uses have the ability to generate employment and are encouraged within the Flexible Zone.
- c. Development should provide for a well connected street network with sidewalks and pathways connecting into the natural ravine area.
- d. Development adjacent to the coulee and the Flexible Employment/Residential Area should be residential and include landscape buffering if designed for industrial uses, no additional buffering if commercial, institutional or office.
- e. Development should provide adequate screening along any industrial/residential interface to reduce visual impacts of industrial uses.