

Land Use Amendment in Haysboro (Ward 11) at 8306 Horton Road SW, LOC2024-0149

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 1.87 hectares \pm (4.62 acres \pm) located at 8306 Horton Road SW (Plan 2904HQ, Blocks 1, 2 and 5) from Direct Control (DC) District to Multi-Residential – High Density Medium Rise (M-H2) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for high density multi-residential development adjacent to the Macleod Trail SW Urban Main Street and Heritage LRT Station.
- The proposal represents an appropriate density increase of a vacant site, allows for development that is compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and *Heritage Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would allow for additional housing options within the community and more efficient use of neighbouring transit-oriented development (TOD) infrastructure and nearby amenities.
- Why does this matter? The proposed Multi-Residential – High Density Medium Rise (M-H2) District would allow for a high concentration of new dwelling units adjacent to existing TOD infrastructure.
- A development permit (DP2024-08086) proposing a multi-residential development (500 dwelling units) has been submitted and is currently under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This land use amendment application, in the southwest community of Haysboro, was submitted by B&A Studios on behalf of the landowners, HS Apartments GP Ltd., on 2024 May 31. This application proposes to redesignate the site to the Multi-Residential – High Density Medium Rise (M-H2) District to accommodate multi-residential development. A development permit (DP2024-08086) for a four-building, six-storey development (500 dwelling units) was submitted on 2024 November 14 and is under review.

The 1.87 hectare (4.62 acre) subject parcel is located at the southwest corner of Macleod Trail SW and Heritage Drive SW. Macleod Trail SW is designated as an Urban Main Street in the *Municipal Development Plan* (MDP). The site is currently undeveloped and significantly slopes down from southeast to southwest. The Heritage LRT Station is 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. Vehicle access to the site is available from Horton Road SW.

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

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ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed land use amendment, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties was appropriate. In response, the applicant notice-posted the application on-site, connected with the Haysboro Community Association (CA) via email on 2024 October 29 and again in-person on 2024 November 6, held a virtual information session for residents and businesses on 2024 November 12 and created an online survey that was active from 2024 November 12 to November 19. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published [online](#). Notification letters were also sent to adjacent landowners. Administration received three letters of support and two letters of opposition to the proposed land use amendment. The three letters of support encouraged development of high-density housing on the existing vacant site. The two letters of opposition expressed concerns related to increased congestion in the area, a lack of on-street parking and potential under-development of the site relative to the maximum allowable building scale modifiers (26 storeys) noted in the *Heritage Communities Local Area Plan* (LAP).

Administration received a letter of 'neutral position' from the CA on 2024 October 14 (Attachment 4). The letter questions whether the land use amendment's proposed building height of 50 metres aligns with the maximum allowable building scale modifier of 26 storeys anticipated in the LAP.

Administration considered the relevant planning issues and has determined the proposal to be appropriate. The building and site design, number of units, on-site parking and building / street interface will be reviewed and determined at the development permit stage. As for concerns related to potential under-development of the site relative to the LAP maximum allowable building scale modifier, Administration notes the LAP's maximum building scale modifier allows development "up to 26 storeys" and does not "require" development of 26 storeys. Furthermore, DP2024-08086's proposal to develop 500 dwelling units across the site represents a positive increase in housing supply of a vacant TOD site.

Following Calgary Planning Commission, notifications for a Public Hearing of Council for the land use amendment 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.

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IMPLICATIONS

Social

The proposed M-H2 District would allow for an appropriate level of development intensity next to an Urban Main Street and existing LRT infrastructure which may accommodate the evolving housing needs of different age groups, lifestyles and demographics.

Environmental

This application does not include actions that specifically address the objectives of the *Calgary Climate Strategy – Pathway to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Economic

The ability to develop a multi-residential development adjacent to an Urban Main Street and existing LRT infrastructure would allow for more efficient use of land, infrastructure and nearby amenities.

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. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform