

# Background and Planning Evaluation

## Background and Site Context

The subject parcel, in the community of Springbank Hill, is located on 26 Avenue SW which is both a collector street and a transit route. The subject parcel is approximately 0.24 hectares (0.59 acres) in size and is approximately 35 metres wide by 68 metres long. There is an existing single detached dwelling situated on the southern portion of the parcel.

The subject parcel is surrounded by low density suburban residential development. North of the parcel, there are two-storey single detached homes with front attached garages. To the immediate east of the parcel is a large lot with a single detached dwelling. To the west, across Elysian Crescent SW, and south of the parcel, there are single-storey semi-detached dwellings located in a bareland condominium development.

## Community Peak Population Table

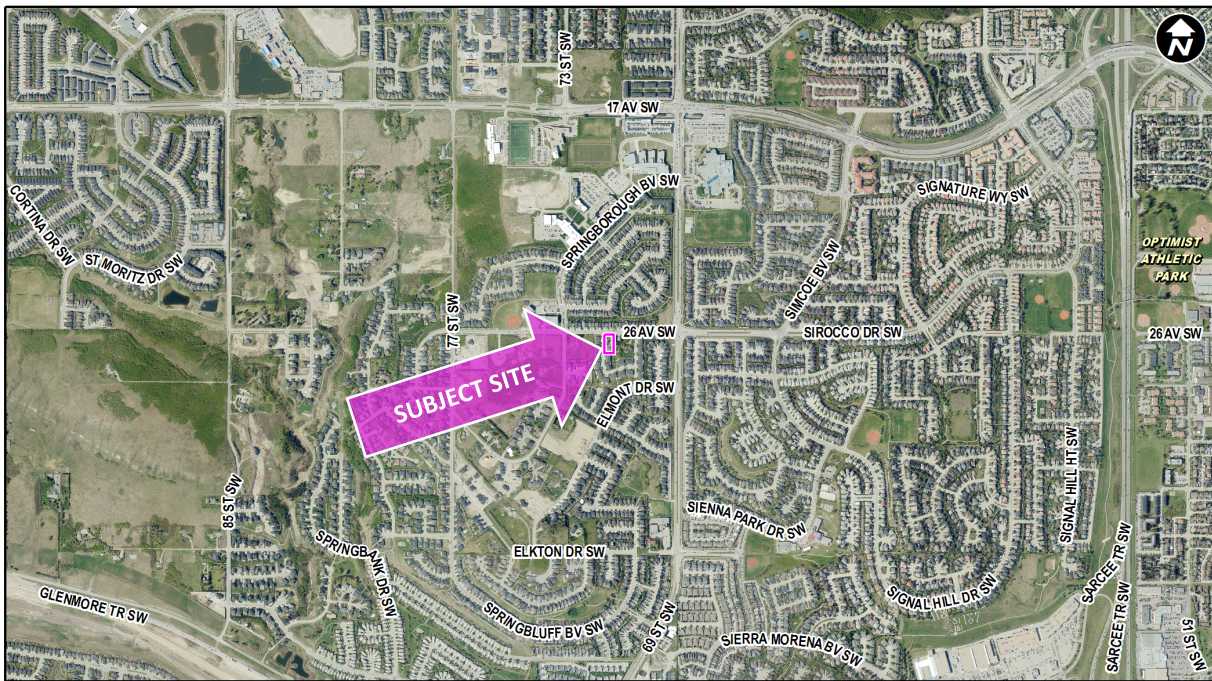
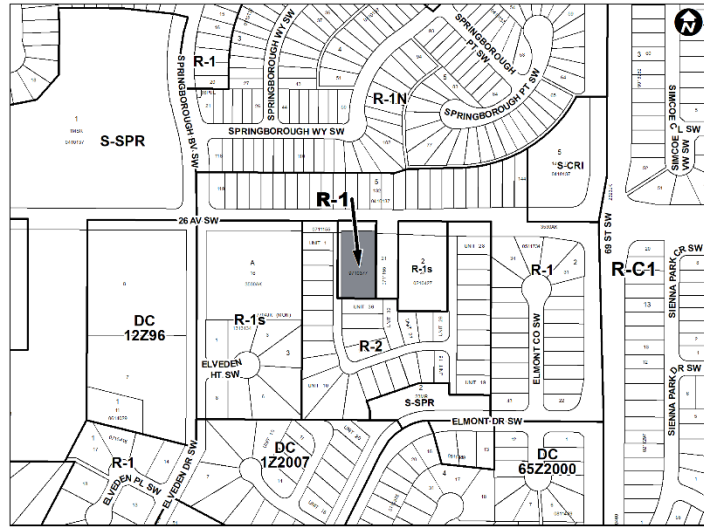
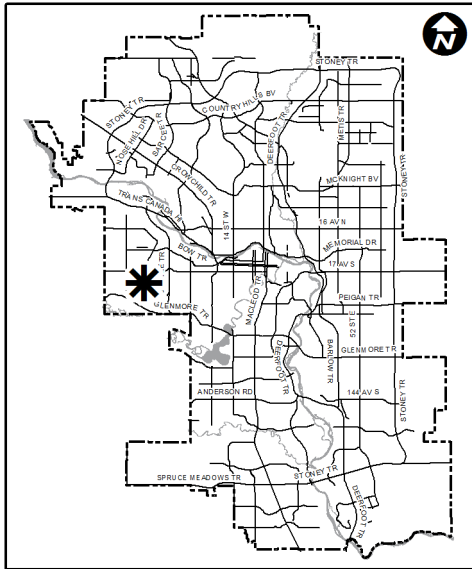
As identified below, the community of Springbank Hill reached its peak population in 2018.

<b>Springbank Hill</b>	
Peak Population Year	2018
Peak Population	10,052
2019 Current Population	9,938
Difference in Population (Number)	-114
Difference in Population (Percent)	-1.1%

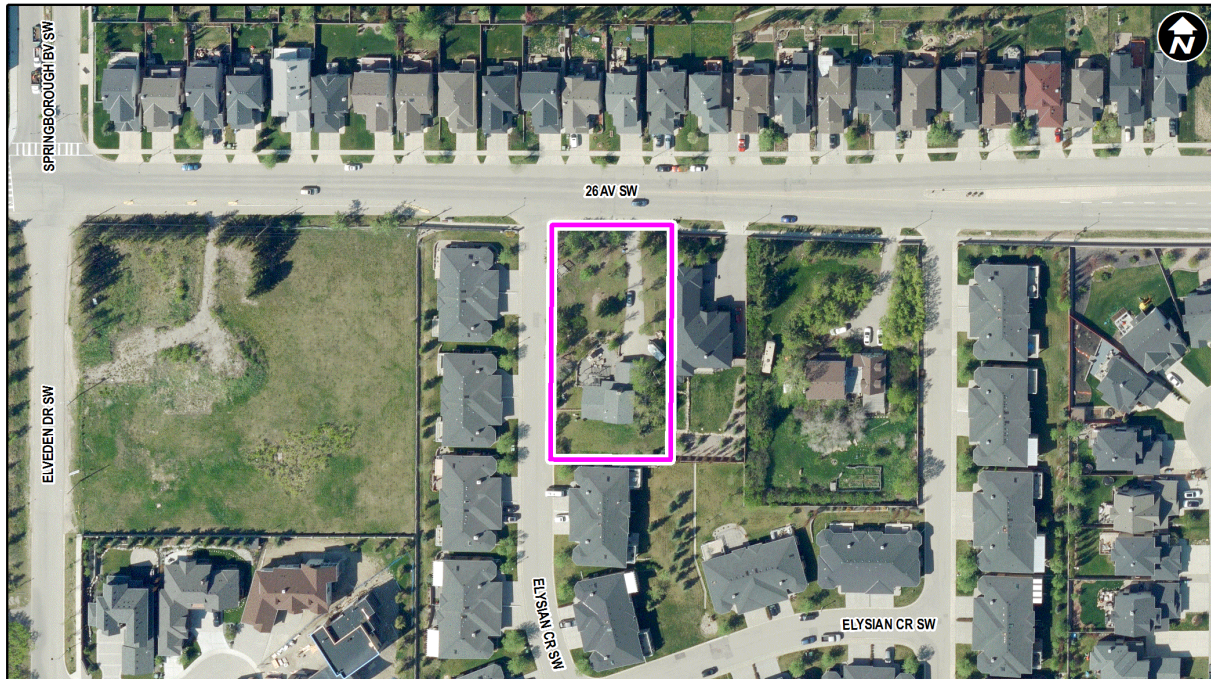
Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Springbank Hill](#) community profile.

# Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing DC District ([Bylaw 12Z96](#)), based on the Special Districts in Bylaw 2P80, allows for rural residential development on subdivided lots of no less than 0.2 hectare (or 0.5 acre). This does not align with the *Springbank Hill Area Structure Plan's* (ASP) Standard Suburban Neighbourhood policy area planned for this part of Springbank Hill. The policy area intends for the development of single detached and semi-detached dwellings.

The purpose of the proposed R-1 District is to accommodate single detached dwellings, that may include secondary suites, in the developing area. This district would allow the subject parcel to be subdivided into three smaller lots, each one less than 0.2 hectare (or 0.5 acre) in area. Two of these smaller lots will be subsequently developed to accommodate a new single detached dwelling on each lot. The existing single detached dwelling will be retained on the remaining area (that is, the third lot) of the subdivided subject parcel.

In view of this, the proposed R-1 District is in keeping with the policy direction of the ASP.

### Development and Site Design

There is no development permit application submitted at this time. If this application is approved by Council, the rules of the proposed R-1 District will provide guidance for future development of single detached dwellings on the subdivided lots.

## Transportation

The subject parcel is within walking distance (approximately 1 kilometre) of the Primary Transit Network on 69 Street SW that connects to the 69 Street LRT Station. The subject parcel is also well-serviced with a transit stop for Bus Route 454 (approximately 180 metres away), and a transit stop for Bus Route 439 (approximately 260 metres away). Both of these bus routes offer connections directly to the 69 Street LRT Station.

The existing mono sidewalk, at the street frontage of the subject parcel, will be upgraded to tie in with the separated sidewalk for the rest of 26 Avenue SW. This will be addressed at the development permit stage. Likewise, parking restrictions along 26 Avenue SW and parking provisions will be addressed at the development permit stage.

There is an existing single vehicular access point to the subject parcel from 26 Avenue SW, which is designated as a collector road. This single access will be adjusted to a central position to provide a mutually shared private driveway for access and movement to the existing dwelling unit and the future dwelling units. This aims to minimize disruption to pedestrian travel and offer greater pedestrian safety along this southern street frontage of the subject parcel.

## Environmental Site Considerations

No environmental concerns have been identified at this time.

Municipal Reserve has previously been provided through a deferred reserve caveat on Plan 9710377, and this was subsequently dedicated on Plan 0711155. The subject parcel is also less than 0.8 hectares, with no further reserve contribution required in the subdivision application review process.

## Utilities and Servicing

Water, sanitary and storm sewer mains are available and can accommodate the proposed land use redesignation without the need for network upgrades at time time.

Development servicing will be determined at the subdivision stage, with separate service connections to a public main to be provided for each proposed subdivided lot.

## 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 means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

**Municipal Development Plan (Statutory – 2009)**

The subject parcel is located within the Residential – Developing – Planned Greenfield with Area Structure Plan area as identified in the [Municipal Development Plan \(MDP\)](#). This category is typically characterized as fairly low-density residential neighbourhoods with single-family housing, smaller areas of multi-residential housing and local retail, often located at the edges of communities.

**Climate Resilience Strategy (2018)**

This application does not include any specific actions that address objective of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at the subsequent development approval stages.

**Springbank Hill Area Structure Plan (Statutory – 2020)**

The adoption of the [Springbank Hill Area Structure Plan \(ASP\)](#) has set policies in place to guide the development of the subject parcel towards complying with the applicable policies of the *MDP*. The ASP shows the subject parcel situated within a standard suburban residential neighbourhood policy area. The area policy states that redevelopment should accommodate single detached and semi-detached dwellings, with densities ranging between 7 and 17 units per gross developable hectare.