

Background and Planning Evaluation

Background and Site Context

In 2017, the *Springbank Hill Area Structure Plan* (ASP) was adopted by Council in an effort to resolve on-going challenges to comprehensive planning in the community and to align new community growth with the *Municipal Development Plan* (MDP). A particular focus was on the 76 hectares (189 acres) south of 17 Avenue SW, between 85 Street SW and 77 Street SW that was deemed underdeveloped due to topography challenges and fragmented land ownership. The adoption of the ASP spurred development interest, resulting in multiple land developers putting forth comprehensive land use and outline plan applications.

In 2020 January, the associated land use and outline plan application (LOC2018-0085) was heard at Calgary Planning Commission at which time the outline plan was approved. The land use portion of the application was approved at the 24 February 2020 Council meeting.

This application represents one of three development projects along 19 Avenue SW, indicated as a “Liveable Street” in the *Springbank Hill ASP*. The ASP vision for the area is to provide medium to high-density pedestrian-scaled developments along a modified collector street with an enhanced pedestrian environment.

The subject site is located in the southwest community of Springbank Hill, at the southwest intersection of 19 Avenue SW and 81 Street SW. The subject site is approximately 0.77 hectares (1.89 acres) in size with approximately 108 metres and 70 metres of frontage along 19 Avenue SW and 81 Street SW, respectively.

The lands to the north are intended for mixed-use development as per the *Springbank Hill ASP* and are designated Commercial – Community 2 f1.0h20 (C-C2f1.0h20) District. The lands to the east of 81 Street SW are intended for medium-density residential development and are currently country residential development designated as a DC District (Bylaw 12Z96). The lands to the south are intended for medium-density residential development and are currently country residential development designated as DC District (Bylaw 99D2019). The lands to the west are intended for medium-density residential development and are designated DC District (Bylaw 27D2020) with an active development permit application (DP2021-0970) under review.

The 69 Street LRT Station is approximately 1.3 kilometres east of the subject site (16-minute walk). The site is also within one kilometre of institutions such as Rundle College, Ernest Manning High School, and Ambrose University. Amenities such as the Westside Recreation Centre is 1.8 kilometres away (24-minute walk) and the Aspen Landing commercial area is 300 metres north of the site (5-minute walk).

Community Peak Population Table

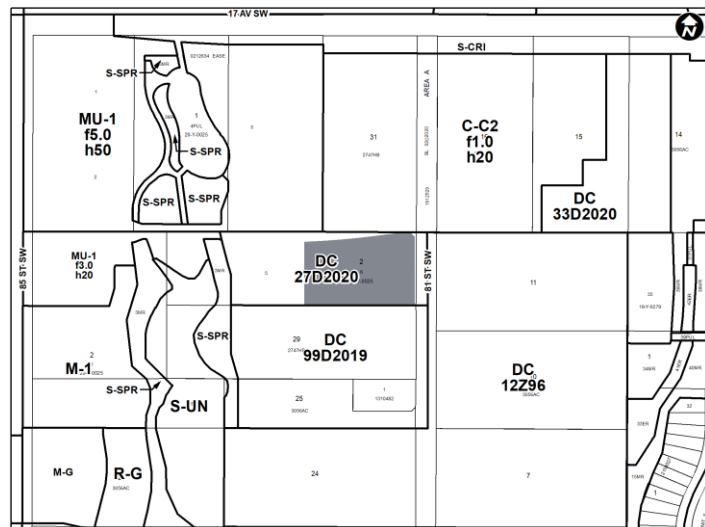
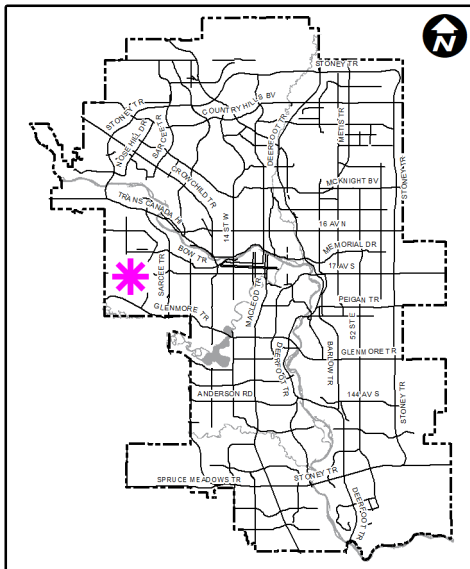
As identified below, the community of Springbank Hill reached its peak population in 2018.

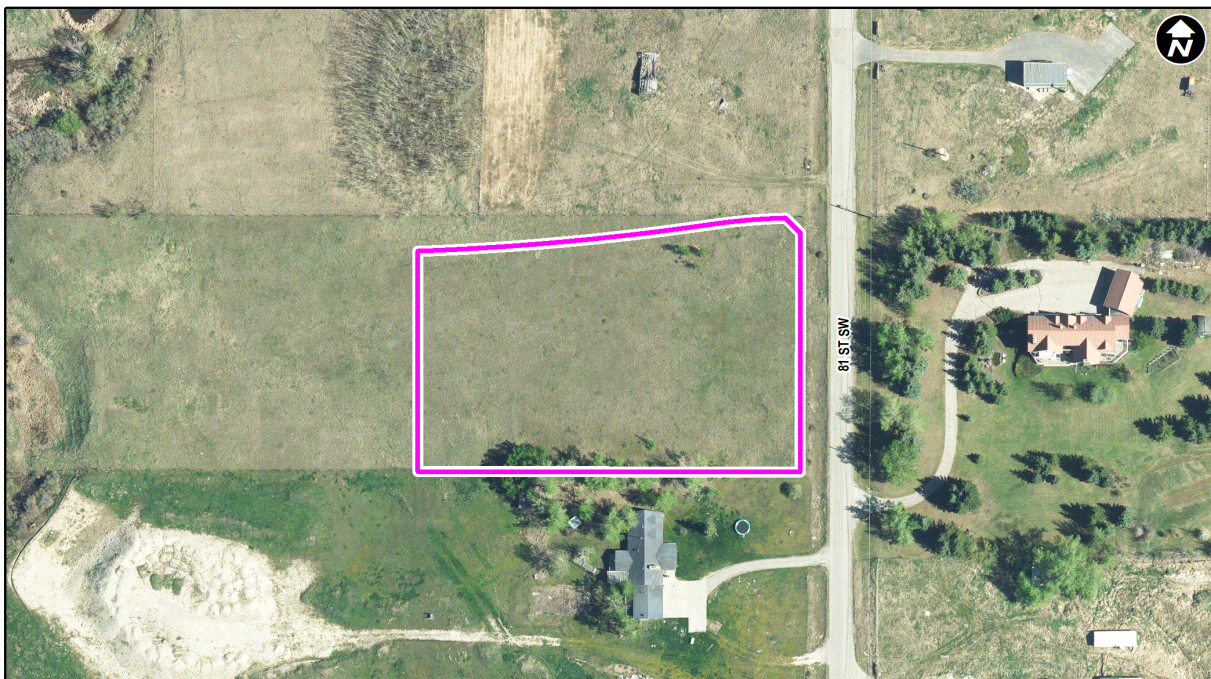
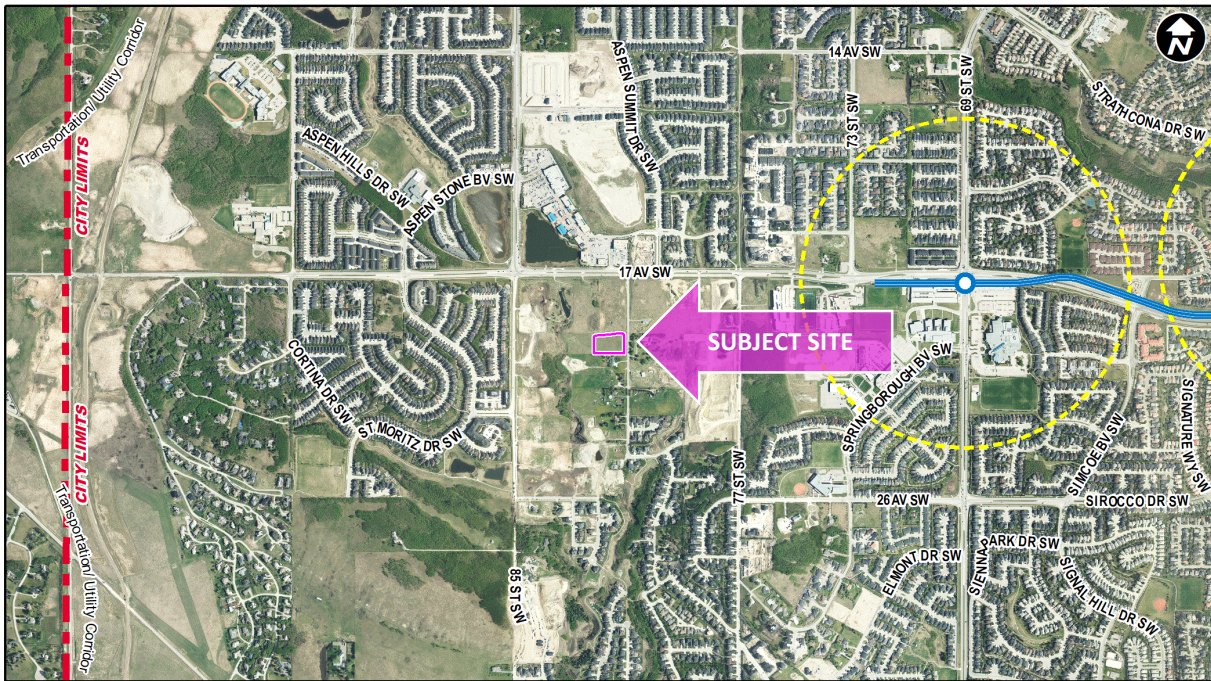
Springbank Hill	
Peak Population Year	2018
Peak Population	10,052
2019 Current Population	9,938
Difference in Population (Number)	-114
Difference in Population (Percent)	-1.1%

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

At the Combined Meeting of Council on 2020 February 24, report CPC2019-1079 was presented for a proposed policy amendment to the *Springbank Hill ASP* and a land use redesignation of lands that included the subject site from DC District to multiple land use districts to accommodate mixed-use areas and medium-density residential development.

Council held a public hearing and gave three readings of Bylaw 10P2020 and 27D2020 with the addition of the following motion as carried by Council:

That with respect to Report CPC2019-1079, the following Motion Arising be adopted:

That Council direct Administration to direct the Development Permit (DP) (when submitted by the applicant) be sent for review by Calgary Planning Commission in addition to the planned review by the Urban Design Review Panel.

The motion arising was in response to the community stakeholder's concerns of ensuring the public realm along the community's Livable Street (19 Avenue SW) is given due consideration by both the Urban Design Review Panel and Calgary Planning Commission prior to approval of development permits that interface with this street.

Planning Evaluation

This application proposes a new multi-residential development with 157 Dwelling Units in two buildings and a separate amenity building. The majority of the parking will be provided underground (165 stalls), with visitor parking provided at the surface level (21 stalls).

Land Use

The existing DC District ([Bylaw 27D2020](#)) is intended to accommodate medium-density, mid-rise multi-residential development with buildings up to six storeys and provide a transition in density and built form between mixed-use districts to the north and medium-density residential districts to the south.

The rules of the base M-2 District provides guidance for the site development, including appropriate uses, massing, landscaping, parcel coverage, and parking. The DC District allows for a density range of 60 units per hectare (UPH) to 210 UPH. The proposed development is 122 UPH and has a floor area ratio (FAR) of 1.91, which complies with the land use of this site.

Development and Site Design

Site and Building Design

The building is located on a parcel challenged by steep grades with the highest point at the northeast corner. The site drops approximately 5.24 metres from east to the west along 19 Avenue SW and approximately 4.92 metres from north to south along 81 Street SW.

To address the rather significant slope across the site, the proposed development has been divided into two buildings that are positioned along the eastern and western edges of the property. The western building will be a full storey lower than its eastern counterpart, creating a stepping effect across the site. The amenity building is situated in between the two residential buildings, with the principle entrance facing onto 19 Avenue SW, providing continuity along the livable street.

The development has dual street frontage along the north and east sides of the site, at 19 Avenue SW and 81 Street SW respectively. Both street frontages are to be activated and integrated through landscaping, street-oriented design, and direct access to the units and the building where possible.

Building Materials

The development adopts a modern mountain style that is related to the predominate context of the area with stone, timber, and metal siding of complementary colours that make up the facade of the buildings.

Pedestrian Connections

To connect the development with its surrounding area, the proposed development incorporates multiple direct pedestrian connections from the buildings and individual units onto 19 Avenue SW (livable street) and 81 Street SW (regional pathway), where grade allows.

Outdoor Amenity Spaces

A large landscaped outdoor amenity space is provided along the southern portion of the site, connecting the two buildings with this greenspace that can be programmed for a variety of activities and passive recreation uses.

Several benches with pergolas and landscaping areas are proposed along 19 Avenue SW for pedestrians to pause and gather. An outdoor amenity plaza is also provided just south of the amenity building with café tables, benches, planters, and a pergola for outdoor gatherings.

Landscaping

A variety of soft and hard landscaping is provided throughout the site. Landscaped areas adjacent to 19 Avenue SW and 81 Street SW provide a variety of shrubs, trees, and ornamental grasses. Additional planting has been incorporated along the southern edge of the property to soften the parkade walls.

City Wide Urban Design

The proposed development was reviewed by the City Wide Urban Design team throughout the Corporate Planning Applications Group (CPAG) process. A number of comments were provided in regards to site integration, amenity space, accessibility, and pedestrian connections along the street frontages.

Through submission of amended plans, the applicant was able to address the comments provided by City Wide Urban Design. Specifically, the amended proposal reduced the amount of surface parking, provided additional public and private outdoor amenity spaces, and enhanced the pedestrian interfaces along 19 Avenue SW and 81 Street SW.

Urban Design Review Panel

The proposal was presented to the Urban Design Review Panel (UDRP) on 2020 July 22 at the pre-application stage. UDRP acknowledged that the site has challenges given the extreme slope. While a different development configuration, such as a single, larger building may have provided a greater urban design outcome, it was acknowledged by the Panel that multiple concepts had been considered between the applicant and The City, and were deemed to be not feasible. The concept presented has shown methods and design choices to best optimize the built form chosen.

UDRP also advised the applicant to adjust the number of surface parking stalls and explore expansion of the interior amenity space to create a larger, more functional greenspace/amenity for the residents. The applicant minimized the number of surface parking by expanding the parkade and providing all resident parking below grade. The applicant also provided additional amenity spaces along the southern portion of the site connecting the two buildings.

Transportation

A Transportation Impact Assessment (TIA) was not required for this development. Due to site constraints and challenges, 81 Street SW is not able to accommodate the proposed access. For this reason, the primary site access is from 19 Avenue SW and includes two vehicular access points as per emergency standards.

Transit

The area is well served by Calgary Transit with bus stops (Routes 95, 156 and 895) located along 17 Avenue SW, approximately 400 metres from the site. The 69 Street LRT Station is located 1.3 kilometres (16-minute walk) away providing service to West Market Square, Westbrook Mall and the downtown core.

Motor Vehicle Parking

A total of 165 residential parking stalls are provided underground, with access to the amenity building and both residential buildings. The plans also indicate 21 surface parking stalls provided for visitors in front of the two residential buildings with landscaping screening from 19 Avenue SW.

Bicycle Parking Facilities

A total of 112 Class 1 and 16 Class 2 bicycle parking stalls are provided, which exceeds the Land Use Bylaw requirements. Class 1 bicycle storage is provided in the parkade. Class 2 bicycle storage is provided in groups by the amenity building and the residential building.

Environmental Site Considerations

As part of the approved land use and outline plan (LOC2018-0085) for the site, a Biophysical Impact Assessment (BIA) which provides an assessment of existing site conditions was submitted, reviewed and approved by Calgary Parks.

Utilities and Servicing

The overall utilities for this development area were reviewed and approved with the first tentative plan (SB2020-0025) within Slokker Canada West Inc's Springbank Hill Phase 1 outline plan (LOC2018-0085). The overall utilities have capacity for the proposed 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 development 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 site is located within the Residential - Developing - Planned Greenfield with Area Structure Plan (ASP) area, as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP).

The applicable policies promote housing diversity and choice through a wide range of housing types and densities to create diverse neighbourhoods. The development respects the surrounding built-forms and ensures appropriate transition for existing and future developments adjacent to the subject site.

The proposal is in keeping with relevant MDP policies as the development provides for greater housing mix and choice within the community, higher densities in proximity to primary transit and optimal use of existing infrastructure.

Climate Resilience Strategy (2018)

The [Climate Resilience Strategy](#) contains the Climate Mitigation Action Plan and the Climate Adaptation Action Plan, which identify actions that will reduce Calgary's greenhouse gas emissions and manage climate risks.

Administration has reviewed this application against the applicable policies for its alignment with the *Climate Resilience Strategy*. As indicated in the applicant's Climate Resilience Inventory form, the proposed development will be meeting the requirements of the National Energy Code for Buildings and will provide EV charging stations in the parkade.

Springbank Hill Area Structure Plan (Statutory – 2017)

The subject site is located within the Medium Density area as identified on Map 2: Land Use Concept in the [Springbank Hill ASP](#). The Medium Density area is intended to accommodate a greater concentration of units to increase housing choices within the Plan area. Densities in this area should range between 38 to 148 units per gross developable hectare.

The proposed development is approximately 122 UPH and is consistent with the ASP's density range for this area. The proposed development is also in alignment with the building design and parking policies in the ASP with the majority of the residential parking stalls provided within the underground parkade.

Land Use Bylaw 1P2007 and Direct Control District (Bylaw 27D2020)

Administration highlights the following relaxations to the Land Use Bylaw 1P2007 in the table below. Administration has reviewed each relaxation individually and considers each relaxation to be acceptable for the reasons outlined in the table below.

Bylaw Relaxations			
Regulation	Standard	Provided	Administration Rationale Supporting a Relaxation
632 Building Setbacks (min.)	(1) Unless otherwise referenced in subsection (2), the minimum building setback from a property line shared with a street is 3.0 metres.	Plans indicate the north setback to building 2 as being 1.81m (-1.19m). Plans indicate the East setback to Building 2 as being 1.76m (-1.24m). Plans indicate the East setback to the Amenity building as being 2.57m (-0.43m)	Relaxation Supported as no below or at-grade conflicts are identified.
549 Projections Into Setback Areas (max.)	(1) Unless otherwise referenced in subsections (2), (3), (4), (5), (6), and (7), a building or air conditioning units must not be located in any setback area.	Plans indicate the north and east portions of Building 2 as being within the setback areas. Plans indicate north portions of the Amenity building as being within the setback area.	Relaxation Supported as no below or at-grade conflicts are identified.
549 Projections Into Setback Areas (max.)	(5) Eaves may project a maximum of 0.6m,	Plans indicate the north eaves for Building 2 as projecting 1.65m (+1.05m). Plans indicate the north eaves for the Amenity building as projecting 2.46m (+1.86m).	Relaxation Supported as no above grade conflicts have been identified.
550 General Landscaped Area Rules	(7) All setback areas adjacent to a street or another parcel, except for those portions specifically required for motor vehicle access, must be a landscaped area.	Plans indicate the north and east portions of Building 2 as being within the setback areas. Plans indicate north portions of the Amenity	Relaxation supported.

		building as being within the setback area.	
551 Specific Rules for Landscaped Areas	(3) The max. hard surfaced landscaped area is: (b) 40.0% of the req. L.S. area, in all other cases.	Plans indicate the hard surfaced landscaped area as being 1291.05m ² (+70.89m ²) or 42.32% (+2.32%).	Relaxation supported.
558 Parking Stalls	(1)(a)(i) 1.25 stalls per unit (great than 60m ²) (1)(a)(ii) 1.0 stalls per unit (Less than 60m ²)	Plans indicate 186 (-2) stalls.	Relaxation supported
Direct Control 27D2020 Bylaw Discrepancies			
8. Building Height (max.)	(1) Unless otherwise referenced in subsection (2), the maximum building height is 20.0 metres.	Plans indicate the building height for Building 1 south elevation as being 20.66m (+0.66m) and the west elevation as being 22.88m (+0.88m). Plans indicate the building height for Building 2 west elevation as being 23.03m (+1.03m).	Relaxation supported as the additional height pertains to only small portions of the south and east elevations resulting from sloping grade along building edges.
8. Building Height (max.)	(2) The maximum building height: (a) is 16.0 metres measured from grade at the property line; and (b) increases proportionately to a maximum of 20.0 metres measured from grade at a distance of 5.0 metres from the property line.	Plans indicate south portions of Building 1 as being within the height chamfer. Plans indicate north, south and east portions of Building 2 as being within the height chamfer.	Relaxation supported for same reasons above.