

Background and Planning Evaluation

Background and Site Context

In 2017, the *Springbank Hill 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 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 CPC at which time the outline plan was approved. The land use portion of the application was approved at the 2020 February 24 Council meeting.

This application represents one of three development projects underway 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 on the south side of 19 Avenue SW, and is adjacent to a north-south linear passive open space to the west which is designated as Special Purpose - School Park and Community Reserve (S-SPR) District with an Municipal Reserve (MR) designation. The subject site is approximately 0.49 hectares (1.21 acres) in size with approximately 85 metres of frontage along 19 Avenue SW and 67 metres of frontage along the MR.

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 are intended for medium-density residential development and are designated as a Direct Control District ([Bylaw 27D2020](#)) with an active application (DP2020-5757). The lands to the south are intended for medium-density residential development and currently consists of country residential development designated as a Direct Control District ([Bylaw 99D2019](#)).

The 69 Street LRT Station is approximately 1.6 kilometres east of the subject site (19-minute walk). A future expansion of the LRT line is planned to the northwest of the subject site. The location of the station is conceptual at this time but is approximately 1.5 kilometres (20-minute walk) from the subject site.

The site is also within 1.5 kilometres of institutions such as Rundle College, Earnest Manning High School, and Ambrose University. The Westside Recreation Centre is 2.1 kilometres away (30-minute walk) and the Aspen Landing commercial area is 950 metres north of the site (15-minute walk).

Community Peak Population Table

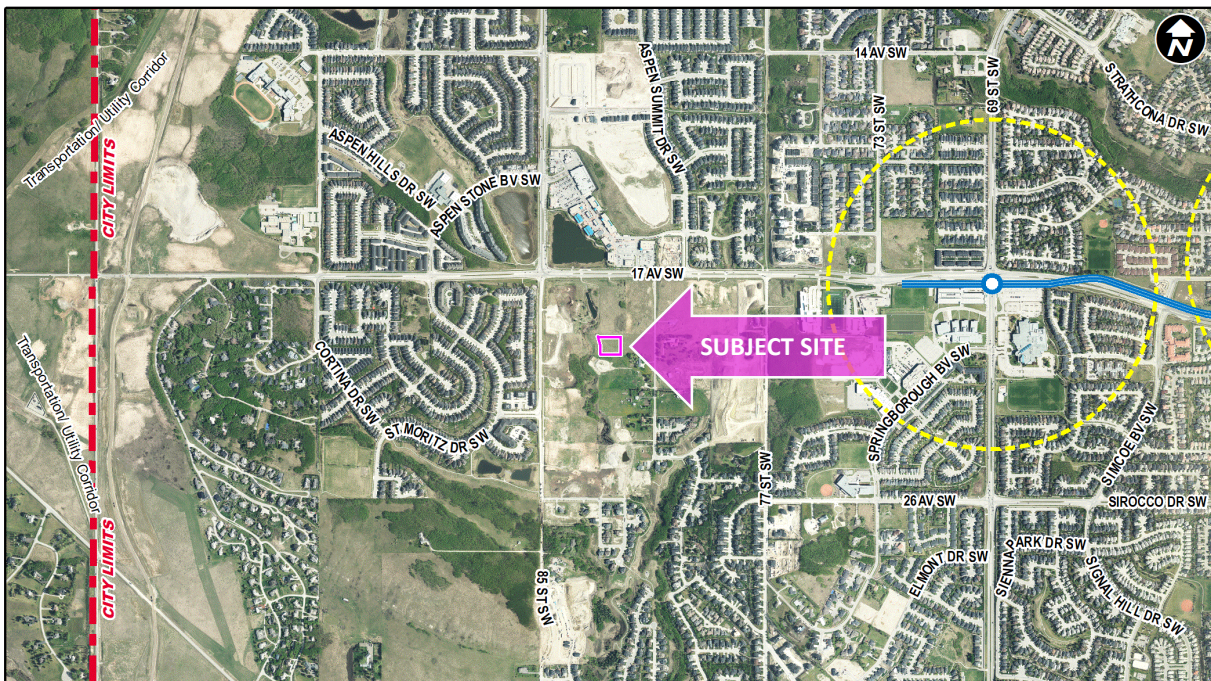
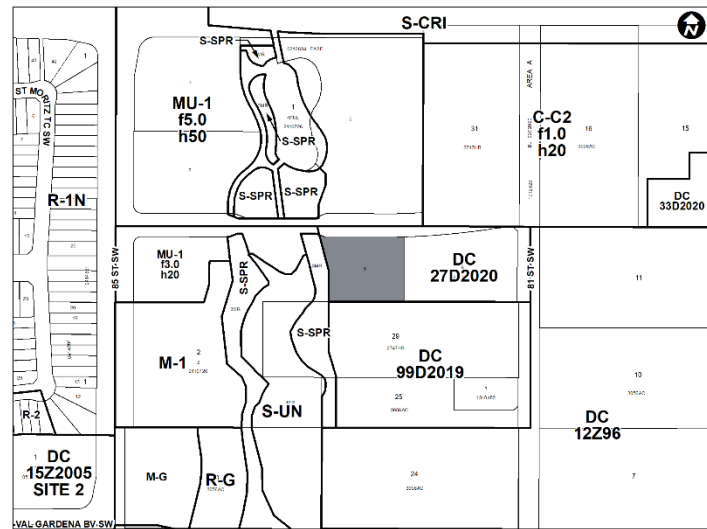
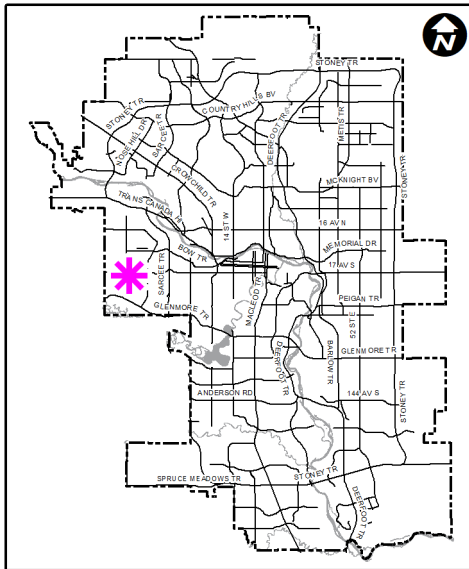
As identified below, the community of Springbank Hill reached its peak population in 2018.

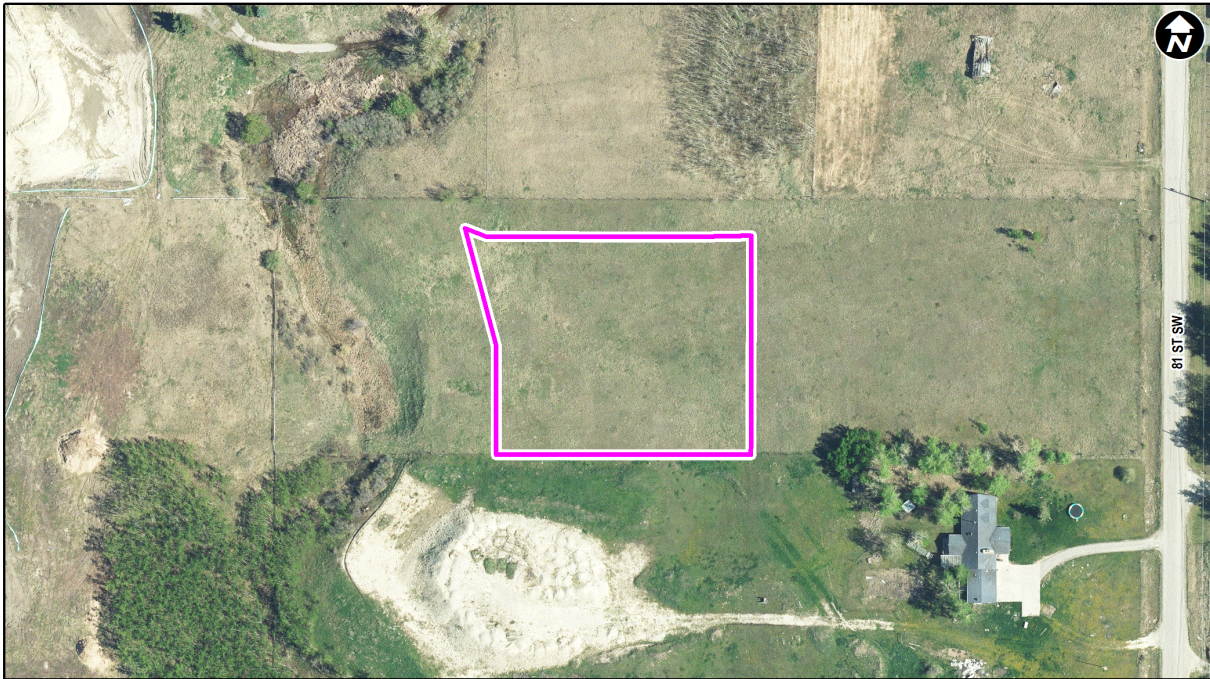
Springbank Hill	
Peak Population Year	2018
Peak Population	10,052
2019 Current Population	9,938
Difference in Population (Number)	-114
Difference in Population (Percent)	-1.1%

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 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 to Bylaws 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 stakeholders’ concerns regarding the quality of the public realm along the community’s Livable Street (19 Avenue SW). It was meant to ensure due consideration by both the UDRP and CPC are received prior to approval of any development permits that interface with this street.

Planning Evaluation

This application proposes a new multi-residential development with 70 dwelling units in a four-storey building. The resident parking would be provided underground (93 stalls), and visitor parking would be provided at the surface level (seven stalls).

Land Use

The existing Direct Control 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 Direct Control District is based on M-2 District and provides guidance for the site development, including appropriate uses, massing, landscaping, parcel coverage, and parking. The Direct Control District allows for a density range of 60 units per hectare (UPH) to 210 UPH. The proposed development is 143 UPH and has a floor area ratio (FAR) of 1.54, 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 over 8.0 metres to the southwest corner and approximately 4.0 metres from east to west along 19 Avenue SW.

To address the rather significant slope across the site, the proposed development is designed in an L-shape to maximize the views to the southwest and of the adjacent MR. This site design also minimizes interruption to the street frontage by having a single vehicle access point from 19 Avenue SW with a turnaround.

The 19 Avenue SW street frontage is to be activated and integrated through landscaping along the edge, a street-oriented design, and outdoor amenity spaces at the northeast corner.

Pedestrian Connections and Outdoor Amenity Spaces

An enhanced amenity area has been integrated along the northwest corner of the site, including widened pedestrian access, a plaza area, and a gazebo structure with seating and additional planting. This aids in establishing an enhanced streetscape and pedestrian realm along 19 Avenue SW, as well as a buffer to the internal vehicular circulation required on the subject site.

Building Materials

The building palette, including the use of the dark grey and white stucco, has been used strategically to accentuate the articulation of the façade. The use of stone on the corner elements up to the third level has been incorporated to highlight the edges of the building as it sits well below the 19 Avenue road alignment to the north.

Landscaping

A variety of soft and hard landscaping is provided throughout the site. Landscaped areas adjacent to 19 Avenue SW provide a variety of shrubs and trees. Additional plantings and layered landscaping have been integrated where possible along the southern and western edges of the property to mitigate the scale of exposed 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. Comments were provided in regards to site integration, amenity space, accessibility, and pedestrian connections along the street frontage.

Through submission of amended plans, the applicant was able to address the comments raised by City Wide Urban Design. Specifically, the amended proposal reduced the amount of surface parking, provided additional landscaping to buffer the visual impacts of the waste and recycling areas, and enhanced the pedestrian interfaces along 19 Avenue SW.

Urban Design Review Panel

The proposal was presented to the Urban Design Review Panel (UDRP) on 2021 March 31. UDRP acknowledged that the site has definite challenges given the significant grade changes. Overall, UDRP indicated that the four-storey building scale, massing, and rooflines respond to the site and are architecturally contextual within the community.

Administration worked with the applicant to refine this development in response to the UDRP comments, and the resulting revisions were deemed appropriate and sufficient.

Transportation

A Transportation Impact Assessment (TIA) was not required for this development. The primary site access is from 19 Avenue SW and includes a turnaround to accommodate waste and recycling vehicles as well as emergency vehicles.

Transit

The area is well served by Calgary Transit with bus stops (Routes 95, 156, and 895) located along 17 Avenue SW, approximately 500 metres (6-minute walk) from the site. The 69 Street LRT Station is located approximately 1.4 kilometres (16-minute walk) away that provides service to West Market Square, Westbrook Mall and the downtown core. A future expansion of the LRT line is planned to the northwest of the subject site. The location of the station is conceptual at this time but is approximately 1.5 kilometres (20-minute walk) from the subject site.

Motor Vehicle Parking

A total of 93 parking stalls are provided underground for the multi-residential use. The plans also include seven surface parking stalls provided for visitors with landscaping screening from 19 Avenue SW.

Bicycle Parking Facilities

A total of 39 Class 1 and eight 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 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) that provides an assessment of existing site conditions was submitted, reviewed, and approved by Calgary Parks.

Utilities and Servicing

Utilities for this area were previously reviewed and accepted under LOC2018-0085 and SB2020-0025. The area utilities have capacity for the proposed development. Slokker Canada West Inc is responsible for the construction of the area infrastructure required to service 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 options 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* (CMAP) and the *Climate Adaptation Action Plan* (CAAP), 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 would meet the requirements of the National Energy Code for Buildings and will provide Electric Vehicle 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 options within the Plan area. Densities in this area should range between 38 to 148 units per gross developable hectare.

The proposed development is approximately 143 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 (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 one to be acceptable for the reasons outlined in the table below.

Bylaw Relaxations			
Regulation	Standard	Provided	Administration Rationale Supporting a Relaxation
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 a total hard landscaped area of 974.88m ² (+251.31 m ²) or 53.89% (+13.89%)	Relaxation Supported. Soft landscape and plantings are provided where appropriate (mainly along 19 Avenue)
556 Low Water Landscaping Option	(d) a maximum of 30.0% of the required landscaped area is planted with sod and the remainder is covered with plantings, mulch or hard surfaces;	Plans indicate a total sodded area of 693.79m ² (+151.11 m ²) or 38.35% (+8.35%).	Relaxation Supported. Plantings, mulch and hard surfaces are provided where appropriate.
570 Retaining Walls	(1) A retaining wall must be less than 1.2m in height when measured from the lowest grade at any point adjacent to the retaining wall to the highest grade retained by the retaining wall. (b) within 3.0m of a property line	Plans indicate retaining walls exceeding 1.2 m in height along the NW corner of the site. Highest point on any of the wall is 3.3 m at the west facing building entrance (Top of Wall 89.35; Bottom of wall 86.05).	Relaxation supported. Applicant provided landscaping screening where appropriate. See Development Engineering and Parks conditions related to retaining wall requirement and interface with adjacent MR.