

Background and Planning Evaluation

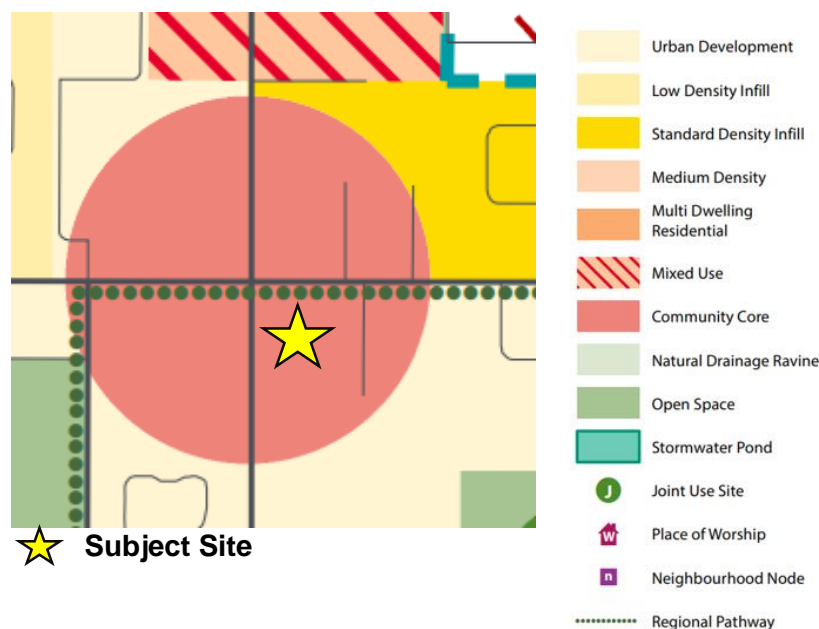
Background and Site Context

The subject site is located in the community of West Springs in the southwest quadrant of the City. The site is approximately 3.73 hectares (9.22 acres) and spans approximately 205 metres along 9 Avenue SW and 152 metres along 85 Street SW. The plan area is currently vacant, generally flat with no distinguishing site characteristics. No stripping or grading has commenced on the site.

The surrounding land uses consist of a mix of commercial and residential land use districts. More specifically, the commercial areas to the north, and west are designated Commercial – Community 1 (C-C1) and Commercial – Community 2 (C-C2) Districts. To the east of the site is a Residential – One Dwelling (R-1) District developed with single detached dwellings and to the north is a multi-residential development designated as Multi-Residential – Low Profile Support Commercial (M-X1) District. To the south of the site are two DC Districts which are developed with semi-detached dwellings and townhomes. Additionally, to the south, there is a Special Purpose – School, Park and Community Reserve (S-SPR) District for the Joan of Arc School.

The *West Springs ASP* identifies the site as being within the Community Core, which is the pink circle shown below in Figure 1, at the intersection of 9 Avenue/85 Street SW. The Community Core currently consists of existing commercial development in three of the quadrants (northwest, northeast and southwest). These areas include a wide range of commercial, consumer and personal services including two grocery stores (Co-op West Springs and No Frills). As such, the proposed land use amendment and outline plan is seen as supporting the completion of the last remaining parcel within the Community Core by providing more housing choice and enhancing the surrounding community character.

Figure 1: West Springs ASP Land Use Concept



Community Peak Population Table

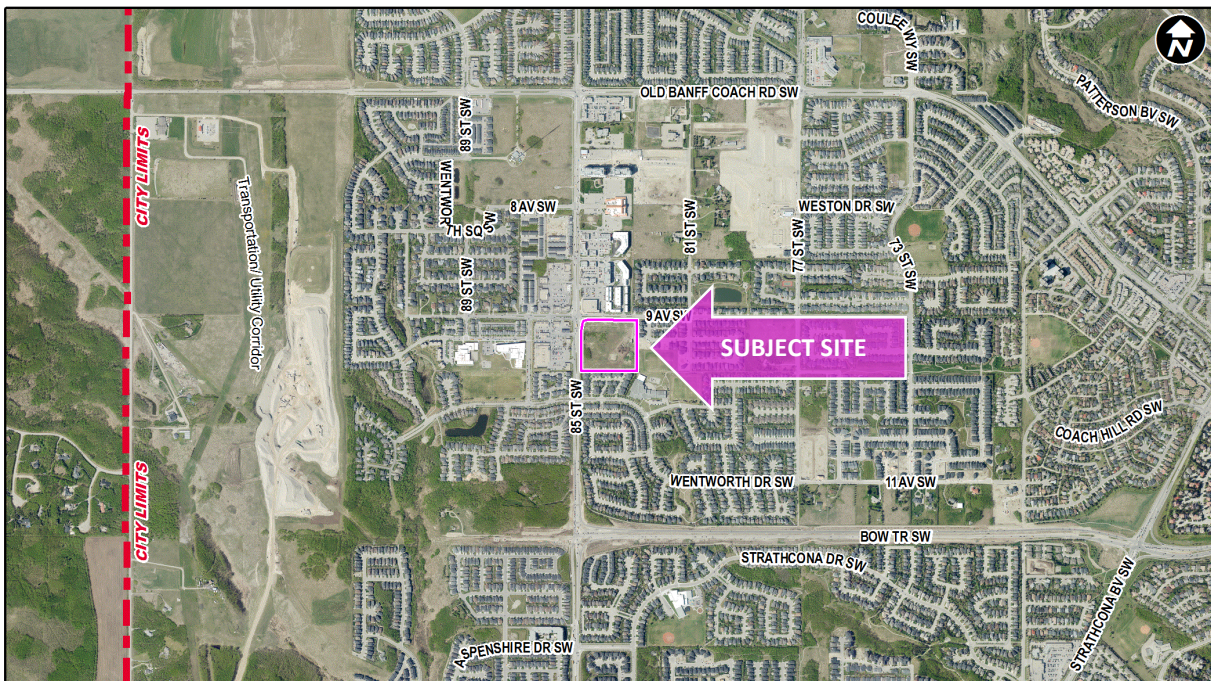
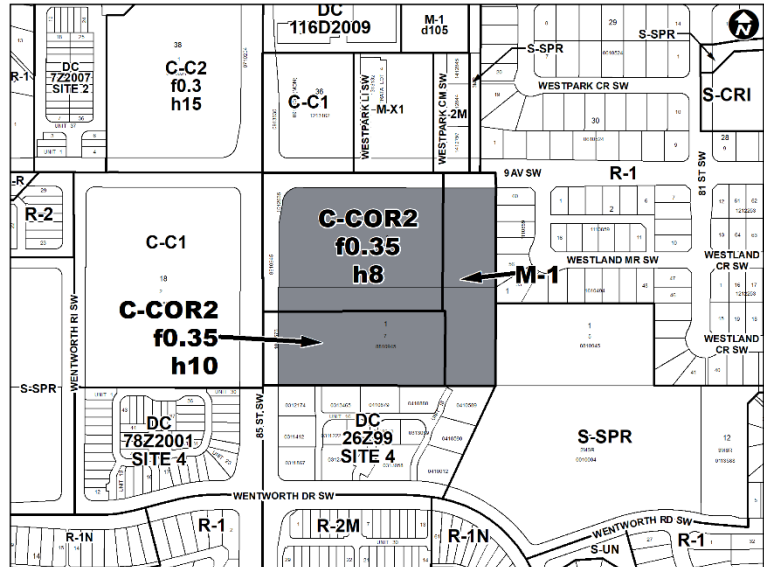
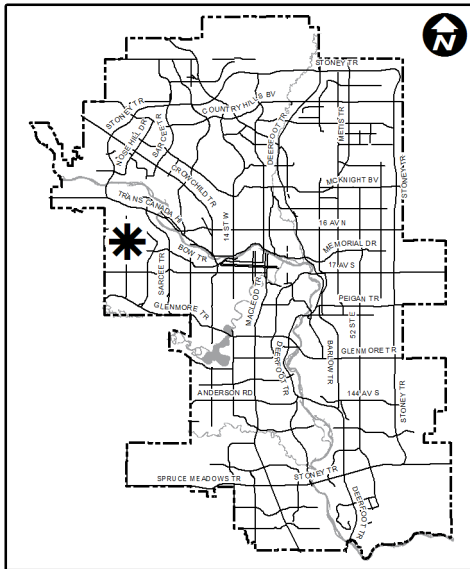
As identified below, the community of West Springs reached its peak population in 2019.

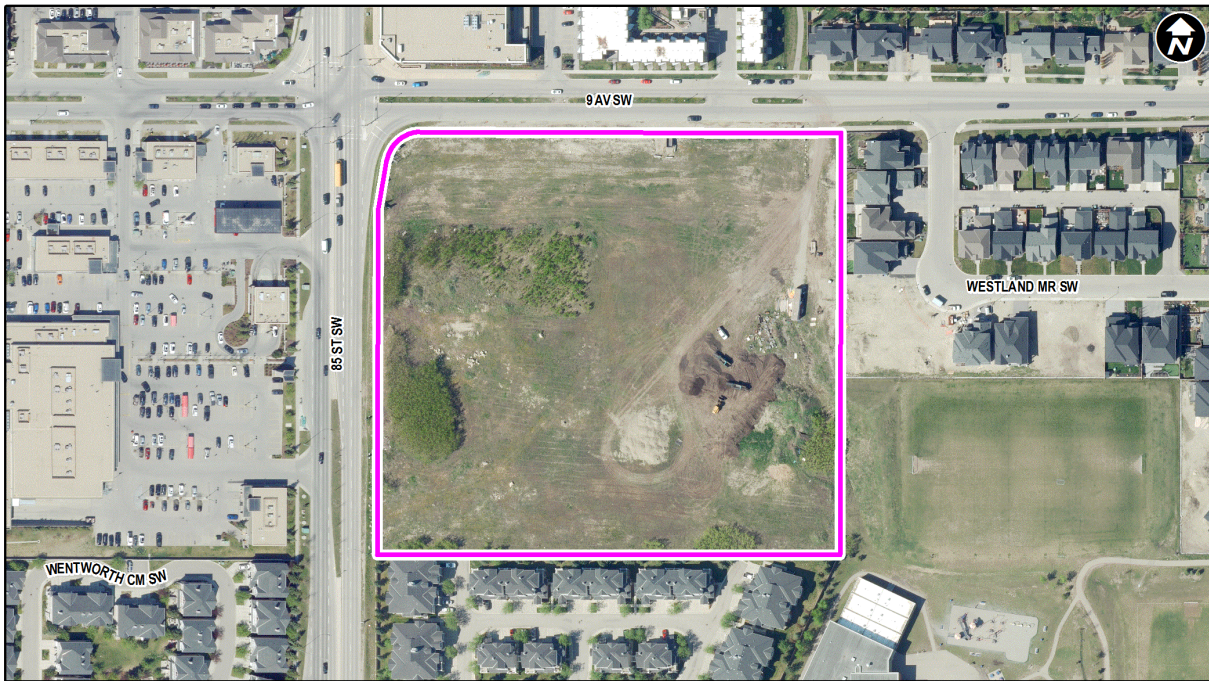
West Springs	
Peak Population Year	2019
Peak Population	10,758
2019 Current Population	10,758
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [West Springs Community Profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing land use districts were approved by Council in 2010 February under land use amendment application LOC2009-0039 and included a DC District ([Bylaw 16D2010](#)), a Residential – Low Density Multiple Dwelling (R-2M) District and a Multi-Residential – Low Profile (M-1d125) District.

The existing DC District, based on the Commercial – Corridor 2 (C-COR2) District, is intended to accommodate mixed use development containing commercial uses on the ground floor with residential and office uses on upper floors with building heights up to 15 metres. The maximum floor area ratio is 0.35 for commercial uses and maximum residential density of 98.8 units per hectare.

The existing M-1d125 District allows for a maximum density of 125 units per hectare and building heights up to 14 metres.

The eastern extent of the site is currently designated as the R-2M, which is intended to primarily accommodate comprehensively designed low density residential development in the form of duplex dwellings and rowhouse buildings, and has a maximum density of 50 units per hectare and a maximum building height of 11 metres.

This application proposes redesignation of the subject site to two commercial districts and one residential district:

- Commercial – Corridor 2 f0.35h10 (C-COR2 f0.35h10) District;

- Commercial – Corridor 2 f0.35h8 (C-COR2 f0.35h8) District; and
- Multi-Residential – Low Profile (M-1) District.

The distribution of the proposed districts can be seen in the proposed land use district map and outline plan in Attachments 5 and 6.

The proposed C-COR2 Districts expand into portions of the site currently designated for residential use and would provide more floor area for commercial and office development to respond to the local market in the surrounding communities. These areas are expected to establish storefronts, with continuing block faces, along both 9 Avenue SW and 85 Street SW. Both C-COR2 Districts continue to cap floor area ratio (FAR) at 0.35 which equates to a total of 9,940 square metres commercial floor area across these two areas. While the northern half of the site (fronting 9 Avenue SW) allows for building heights up to 8 metres, the southern half of the site would allow for building heights up to 10 metres.

The proposed M-1 District along the eastern extent of the subject site is intended to accommodate multi-residential development generating more traffic than low density residential areas to the east. The maximum building height allowed in the M-1 District is 14 metres (approximately four storeys), a moderate increase from the maximum 11 metres allowed in the site's current R-2M District. An increase in density is also proposed in this area (up to 148 units per hectare) which is aligned with the maximum allowed under the M-1 District. Implementing the proposed M-1 District along the east edge of the plan area supports a greater diversity and concentration of dwelling units that are within walking distance to the community core.

Subdivision Design

The applicant's vision for the subject site is to create a neighbourhood-scaled commercial centre that also includes a residential component along the eastern edge of the site. Most of the plan area (two-thirds) accommodates neighbourhood-oriented commercial buildings anticipated to be one and two storeys. The residential parcel is intended to accommodate multi-residential (townhouse and low-rise apartment style) buildings, providing a transition in land use to lower density residential areas to the south and east.

Site Layout

To support both commercial and residential development, the proposed site layout includes the dedication of a public right-of-way providing north-south vehicular and pedestrian access from 9 Avenue SW, at the eastern extent of the site. This public roadway would terminate at a cul-de-sac and provide transition to privately maintained vehicular access to commercial and residential areas in the south portion of the outline plan area. An east-west public access easement connecting the proposed right-of-way across the commercial site onto 85 Street SW is also proposed to satisfy emergency access requirements. The dedication of public roadway and execution of access easements are subject to conditions for approval of the outline plan (Attachment 8).

Municipal Reserves

Municipal Reserve has been accounted for in full, through a previous subdivision of the subject site by a payment of cash-in-lieu of reserve with the registration of Plan 8810945. No Municipal Reserve is required as part of the proposed outline plan.

A breakdown of the statistics for the outline plan can be found in Attachment 7.

Development and Site Design

A detailed conceptual site layout was submitted in support of the proposed outline plan and can be found in Attachment 9.

Public Realm

An on-site plaza at the northwest corner of the subject site is anticipated to provide a pedestrian-oriented entryway from the intersection of 9 Avenue SW and 85 Street SW. A second public plaza is proposed at the northeast corner of the plan area to enhance the pedestrian realm and soften the vehicular impact of the bisecting collector street.

The creation of the new north-south public street is anticipated to accommodate sidewalks on both sides that accommodate pedestrian-oriented commercial buildings and residential access into these semi-private areas.

A 3.0 metre wide segment of the regional pathway along the south side of 9 Avenue SW is also anticipated to be constructed along the northern extent of the subject site. This segment of the regional pathway is to be buffered from the roadway with a landscape boulevard that includes planting of street trees. The proposed regional pathway will link to an existing asphalt pathway located to the west and an existing regional pathway to the east. A 2.0 metre sidewalk will be located along 85 Street SW.

Building Orientation

Continuous building frontages are expected to line public frontages along 9 Avenue SW and 85 Street SW and will provide pedestrians with shielding from the more auto-oriented functions further within the site. By lining all public frontages with a continuous street-wall, most of the vehicular parking area is internalized, therefore minimizing visibility of auto-oriented functions from public boulevards.

Private interfaces along the southern and eastern extents of the subject site are anticipated to be lined with commercial and residential building edges, respectively. Additionally, the adjoining residential areas are expected to be visually buffered by soft landscaping including trees. All public and private landscape details are to be reviewed in greater detail at the development permit stage.

The rules of the proposed C-COR2 Districts will provide guidance for commercial development of the site including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this corner site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along both 9 Avenue SW and 85 Street SW;
- mitigating shadowing, overlooking, and privacy concerns with residential areas to the east and south; and
- completion of the 3.0 metre wide regional pathway segment along the north extent of the site (9 Avenue SW) that ties seamlessly into the existing network.

The rules of the proposed M-1 District will provide guidance for multi-residential of the site including appropriate building height, massing, landscaping, and parking. Currently, the developer is intending to construct two 4-storey buildings allowing for 116 units (Attachment 9).

Additional items that will be considered through the development process will include the review of a minimum of two of the five public amenity benefits to be provided where the base maximum density of 50 units per hectare is proposed.

The subject application was reviewed by City Wide Urban Design and was determined to be generally consistent with the *Large Retail Commercial Urban Design Guidelines* in that the proposed grid layout, circulation network and building placement should prove adaptable to future intensification while providing street wall and active uses along street edges and at key pedestrian connections in the immediate term. Pedestrian routes through the site were strengthened via a strong landscape scheme, and appropriate design revisions were made to improve the interface between the commercial and residential uses proposed on the site.

The conceptual site layout (Attachment 9) was presented to the Urban Design Review Panel on 2021 January 20. While the Panel provided comments on some building interfaces and the playground location, it did endorse the proposal, commenting that the concept meets expectations for commercial centres rooted in stronger urban design principles, and that elements such as the new public road link and plaza spaces throughout will be a welcome addition to the community.

Density

The proposed outline plan anticipates 116 residential units to be accommodated on the 0.89-hectare parcel, proposed to be designated as the M-1 District. The resulting density on this parcel would be 131 units per hectare and is within the maximum 148 units per hectare allowed in the M-1 District.

Calculated across the entire outline plan area (3.73 hectares), the density is 31 units per hectare which exceeds the minimum density requirement of 17.3 units per hectare while remaining below the maximum density requirement of 50 units per hectare established for the Community Core area of the *West Springs ASP*.

The MDP also sets out minimum density targets for new communities at a density of 20 units per hectare (8 units per acre). As mentioned, at a minimum, the density across the entire site is anticipated to have a residential density of 31 units per hectare (12.6 units per acre) which essentially exceeds the density targets of the MDP.

Transportation

Site Access and Traffic

Primary vehicular access to the plan area is to be provided from a proposed public roadway running north-south from 9 Avenue SW which will be dedicated at the subdivision stage. This public roadway terminating in a cul-de-sac mid-block is designed as a custom cross section based on a residential standard, with a collector pavement structure to accommodate larger vehicles and commercial traffic. The public street will serve the commercial parcels and will also provide access to residential lots. A secondary access from 85 Street SW is to span east-west along the southern half of the commercial area, connecting to the cul-de-sac on the proposed public roadway.

A Transportation Impact Assessment was prepared as part of the application to evaluate the impact of traffic generated by the proposal on surrounding infrastructure. Signalization requirements will be further evaluated at the development permit stage, pending the ultimate development proposal.

There are currently no public sidewalks established along both 9 Avenue SW and 85 Street SW. The applicant will be required to construct all public sidewalks and pathways within the public boulevard in association with the proposed development.

A segment of the regional pathway spanning the north extent of the plan area is planned to connect the community core with existing pathways that lead to public parks and school sites within the West Springs community. This connection is to be provided in association with the proposed development.

Transit

West Springs is currently served by bus routes that run along 9 Avenue SW (Route 111), and 85 Street SW (Routes 98 and 111). The routes ultimately connect to the 69 Street LRT Station and Westbrook LRT Station. A bus zone is proposed at the southwest corner of the 9 Avenue SW and 85 Street SW intersection. At the development permit stage, a bus zone amenity pad will be provided along the subject site at this location.

Motor Vehicle Parking

Based on the applicant's conceptual site layout (Attachment 9), the majority of vehicular parking areas are internalized within the site and located between buildings, reducing the proportion of parking directly facing a public street. Residential parking for the residential parcel is anticipated below-grade with at-grade stalls located south of the cul-de-sac from the newly proposed public street. Parking supply and layout will be evaluated in further detail at the development permit stage.

Environmental Site Considerations

No environmental concerns were identified. Environmental site considerations will be evaluated at future subdivision and development permit stage.

Utilities and Servicing

Water, sanitary and storm sewer mains are available and can accommodate the proposed application. Development servicing will be determined at the subdivision stage, with separate service connections to public mains to be provided for each proposed parcel.

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 and outline plan 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 employment opportunities through a wide range of housing types and densities to create diverse neighbourhoods. The proposed land use amendment and outline plan ensures future development provides appropriate transitions in building forms with existing low-density areas to the east and south.

Climate Resilience Strategy (2018)

The [Climate Resilience Strategy](#) identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risks. This land use application does not include any actions that specifically meet objectives of this plan, however, opportunities to align development of this site with applicable climate resilience strategies may be explored and encouraged at subsequent development approval stages.

West Springs Area Structure Plan (Statutory – 2012)

The subject site is located within the Community Core area identified on Map 2: Land Use Concept in the [West Springs ASP](#). Areas within the Community Core represent the centre of public activity in West Springs and accommodate mix of dwelling units including multi-residential development, with higher densities in close proximity to this area.

The proposed land use amendment and outline plan will help achieve the vision for the Community Core by fulfilling the following policies:

- locating auto-oriented activities away from street frontages;
- building facades facing public streets that are pedestrian-scaled;
- establishing a public corner plaza at the intersection of 9 Avenue SW and 85 Street SW;
- providing a well-defined and convenient pedestrian network to and within the core; and
- providing a mix of dwelling units that include multi-residential buildings with higher densities in the Community Core.