

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southwest community of Springbank Hill. The site is comprised of a single lot with an area of approximately 0.87 hectares (2.15 acres), measuring approximately 80 metres wide and 105 metres long. The site is accessible from 19 Avenue SW, along with an emergency access from 85 Street SW. Additional roads will be constructed to the east and north of the parcel. The future private road to the north of the parcel will be used to access the parkade and the parcel to the north through a mutual access easement agreement.

The site is situated in a mixed-use policy area that features residential, retail and commercial buildings. The subject parcel is designated Mixed Use – General (MU-1f5.0h50) District with a floor area ratio (FAR) of 5.0 and a maximum height of 50 metres. The parcel to the north is the same Mixed-Use – General District as the subject parcel, with identical FAR and height modifiers. To the south, a mixed-use development on a parcel designated MU-1f3.0h20 is currently under construction. To the west at the top of a bluff across from 85 Street SW is comprised of single detached dwellings in the Residential – Narrow Parcel One Dwelling (R-1N) District. To the immediate east of the subject parcel is a combination of Special Purpose – City and Regional Infrastructure (S-CRI) District and Special Purpose – School, Park and Community Reserve (S-SPR) District. This area will be comprised of a collection of pathways, ponds and greenspace that will act as a community feature.

The surrounding neighbourhood contains several amenities, including a retail shopping area to the north of 17 Avenue SW. The site is well-connected to transit and services, bus transit service is located on 17 Avenue SW, approximately 150 metres (three-minute walk) from the site. The proposed development includes a future bus stop immediately adjacent to the site along 85 Street SW. A future Light Rail Transit (LRT) station is approximately 550 metres (nine-minute walk) to the northwest.

## Community Peak Population Table

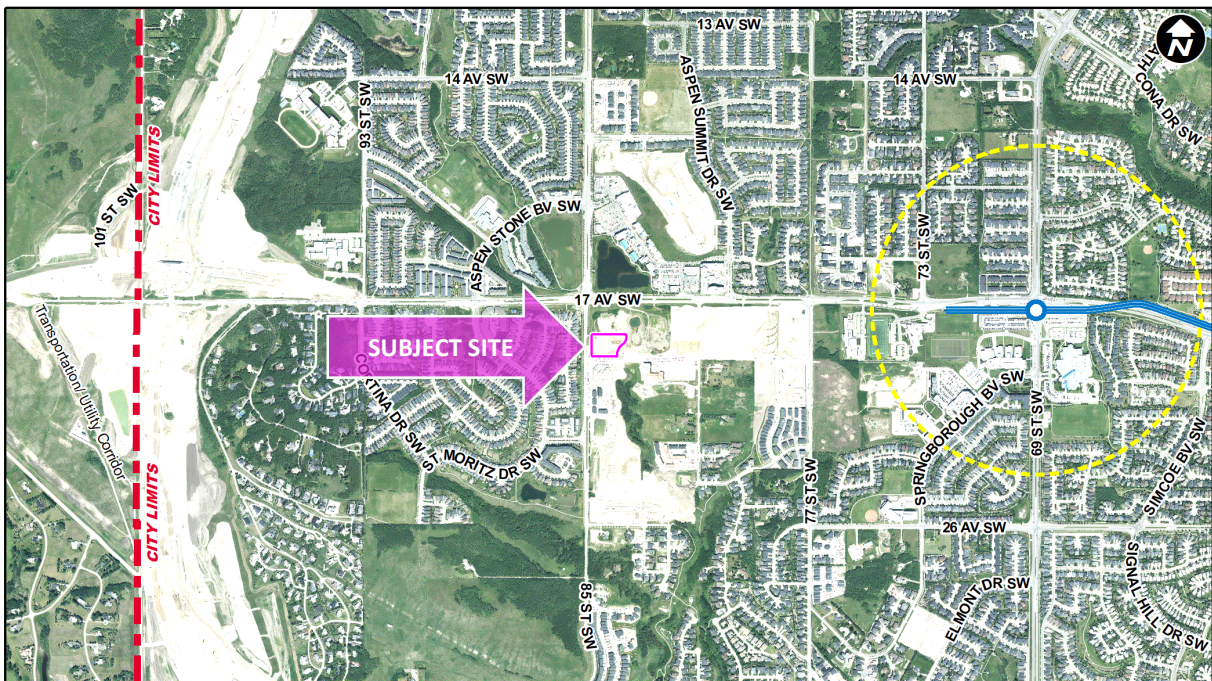
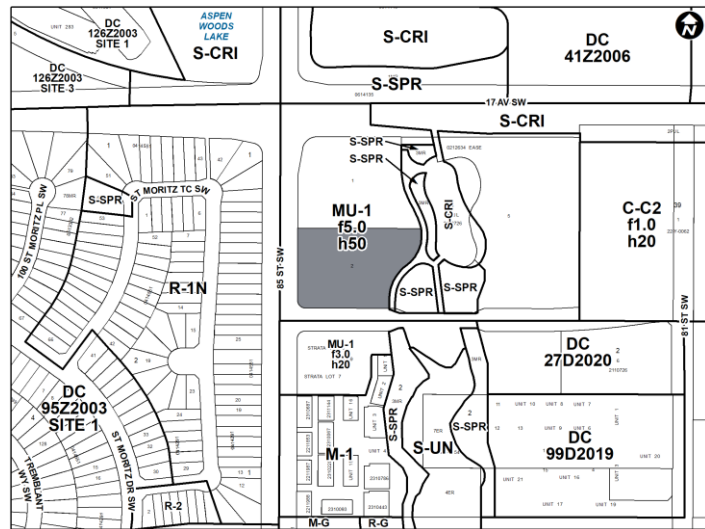
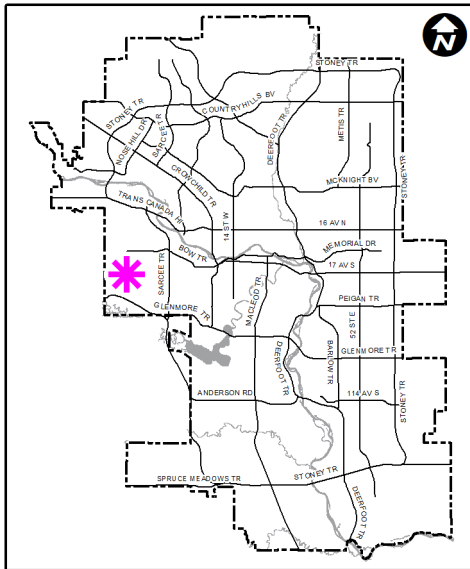
As identified below, the community of Springbank Hill reached its peak population in 2018.

| <b>Springbank Hill</b>             |        |
|------------------------------------|--------|
| Peak Population Year               | 2018   |
| Peak Population                    | 10,052 |
| 2019 Current Population            | 9,943  |
| Difference in Population (Number)  | -109   |
| Difference in Population (Percent) | -1.1%  |

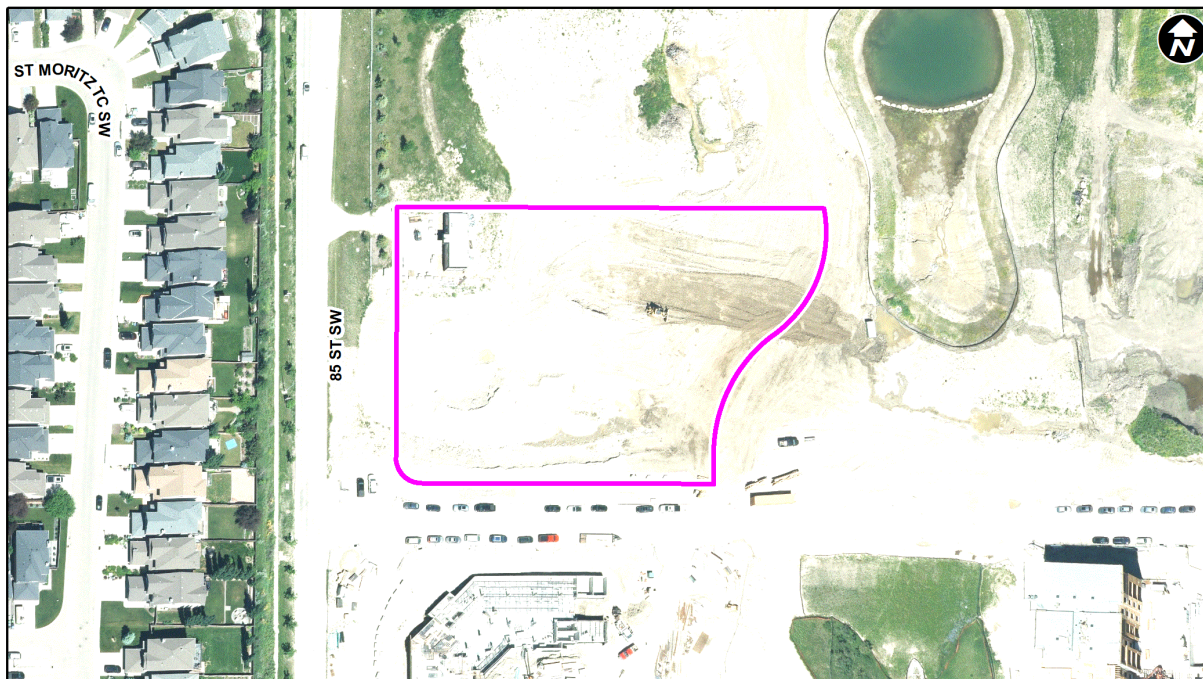
Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps







## Previous Council Direction

This parcel was part of the Land Use Amendment and Outline Plan (LOC2018-0085, CPC2019-1333) that went to Public Hearing on 2020 February 24. In this Public Hearing, the following Motion was passed:

*That Council direct Administration to direct the Development Permit (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.*

With the passing of this Motion, Calgary Planning Commission was delegated as the Development Authority for the development permit.

## Planning Evaluation

### Land Use

The site is designated as a Mixed Use – General (MU-1f5.0h50) District. This land use classification is intended to provide for a mix of residential and commercial uses in the same building or in multiple buildings throughout an area. The MU-1f5.0h50 District has a maximum building height of 50 metres and allows for a maximum floor area ratio of 5.0. This District enables a building form that is street-oriented at grade, including landscaping to complement the design of the development.

## Development and Site Design

### ***Site and Building Design***

The site includes four buildings with a shared underground parkade accessed from the north of the parcel. Each building has been designed as mixed use, as all four buildings include a commercial/retail component at grade with a residential or office use above. Building A, B, and C includes 342 dwelling units while building D proposes 2,167 square metres of office space. A total of 1,909 square metres of commercial/retail uses has been proposed for this application. The commercial/retail uses are situated at-grade, oriented towards the internal private commercial street with on-street parking. The proposed development ranges from eight to 12 storeys in height, with a maximum height of 42 metres for building C.

The site features a significant slope of approximately nine metres in an east-west direction across the site, resulting in a design that is slope adaptive by nature. At grade, the buildings oriented towards 85 Street SW feature individual residential accesses from the sidewalk as shown in Figure 1, while the principal building entrances are accessed from the pedestrian plazas between the north and south buildings. The site also features a large stairway with switchback ramps that include decorative grass and trees at each level.

**Figure 1: View from 85 Street SW**



The development features five levels of underground parking that is accessed at the north side of the subject parcel from the shared private road, as shown in Figure 2. The parkade levels provide areas for 181 secured bicycle parking stalls and storage. Additional building amenities include a fitness room, a storage room, a workspace, a mail room, outdoor amenity area in the northeast corner of the parcel and multiple indoor amenity areas throughout the buildings. The building amenities will be available to all future tenants and can be accessed from the internal elevators or stairwells.



**Figure 2: View of development from the north**



The commercial street will provide one way traffic through the middle of the site, along with commercial retail units accessed directly from grade. The interior street includes enhanced landscaping, bike parking, electric vehicle (EV) charging and outdoor seating. Building A, B, and C features commercial retail units at grade, with residential dwelling units on the upper floors. Building A is 11 storeys with 114 dwelling units, building B is 11 storeys with 116 dwelling units, building C is 12 Storeys with 112 units, and building D is an eight-storey professional building for office space with a commercial/retail unit at grade. The residential units range from studio apartments to three-bedroom apartments, while most units will be offered as one or two bedroom units.

Enhanced landscaping has been provided throughout the site, specifically in the plaza areas. A large staircase/switchback ramp is provided between building A and B, with significant number of trees and shrubs provided at each level. The development proposes a quiet seating area in the northeast area, that provides sightlines to the adjacent park.

The buildings A, B, and C do not feature a rooftop patio area, as the upper floors are used for mechanical unit service access. Building D provides an outdoor amenity area on the sixth floor.

### ***Building Massing***

The slope adaptive features of this site provide an interesting challenge from a building massing perspective. While the *Springbank Hill Area Structure Plan* (ASP) identifies a maximum building height of 10 storeys in the Mixed-Use area, it also recognizes the challenges with grade in this area and allows for discretion to accommodate different topographical features. In this instance, the development has been designed to limit the number of storeys facing toward the low-density residential, as building A and B have 10 storeys facing 85 Street SW. At-grade of building A and B, commercial retail units are oriented toward the interior private commercial street. In

response, building C and D contain a similar design and uses as each other that front on to the commercial street.

In alignment with the Liveable Street requirements of the ASP, the building massing along 19 Avenue SW has been enhanced with transparent glass along the main floor of building D and on the corner of building A, as shown in Figure 3. In addition, two murals were added on the outside of the buildings at grade that will be visible from 19 Avenue SW. Increased landscaping has been included adjacent to the regional pathway.

**Figure 3: View of development from 19 Avenue SW**



The final design took careful consideration to allow abundant sunlight penetration between the towers. Because of the plentiful space between the buildings which allows for sunlight penetration, a secondary benefit is that the dwelling units have additional privacy from the other towers. A shadow study was completed by the applicant and the minimal impacts shown to adjacent properties was determined to be acceptable.

### ***Building Materials***

The building facades are finished with a variety of building materials. All buildings contain a mix of masonry brick, metal panelling, glass and concrete accents, as shown in Figure 4. These materials complement the building design and add variation to the exterior facades. All four buildings are finished with similar materials. The south facade proposes painted murals to add visual interest along 19 Avenue SW and contribute to the vibrancy of the Liveable Street.



**Figure 4: View of the southeast corner of the development**



### ***Landscaping***

Along 85 Street SW and 19 Avenue SW, landscaping is provided between the building and the regional pathway. This landscaped area includes trees, shrubs and soft landscaping, as well as pedestrian walkways to the building and interior commercial street.

Additional landscaped areas are provided in the plazas, along with a stairway between building A and B that is adorned with decorative grasses and trees. Further landscaping surrounds the seating area in the northeast corner of the site. The interior private commercial street provides both soft and hard surfaced landscaped areas.

### ***Public Realm and Outdoor Amenity Spaces***

The development includes two plazas that also act as principal entrances for the four buildings. Additional seating, landscaping and bicycle parking has been provided at the entrance to these buildings. In the northeast corner of the site, a small landing has been proposed that provides views towards the park to the east.

### ***Urban Design Review***

The project was reviewed throughout the process by the Urban Design & Open Space Team and design modifications were made in response to the comments. The development was reviewed by Urban Design Review Panel (UDRP) on 2022 June 29. The Panel recommended several changes to the building and site design which aligned with Administration's urban design comments, including improvements to the edge conditions of the site, enhancements to the east-west plaza and revisions to the building for slope adaptation. In response to similar comments provided by both administration and UDRP, the applicant made several changes to the proposed building and site design including enhancing all elevations with additional

transparency and articulation, refinement of the sloped path and additional landscaping and street furniture.

### **Commercial Frontage**

The proposed development features an interior private commercial street with on-street parking, EV charging and bike parking. The design of the commercial/retail units includes inviting entrances, with large glass facades and masonry brick details, as shown in Figure 5. The walkway along the units connects to the regional pathway to the south and provides an inviting pedestrian environment. Trees have been provided along the walkway as well as additional seating.

**Figure 5: View of the interior commercial street**



### **Transportation**

Pedestrian access to the development is available from an existing sidewalk along 19 Avenue SW and a new regional pathway on 85 Street SW, while vehicular access to the subject site is from 19 Avenue SW. The development includes the provision of 181 Class 1 bicycle parking stalls on the parkade level 1 for the western buildings which are accessed using the parkade ramp, and parkade level 3 for the eastern buildings which is accessed of the private roadway due to the site elevation change. A provision of 46 Class 2 bicycle parking stalls is also provided on the site.

The development is approximately 220 metres (four-minute walk) from existing eastbound and westbound transit on 17 Avenue SW. There will be a future bus route on 85 Street SW and the development has provided a new bus stop on 85 Street SW just north of 19 Avenue SW. The total vehicular parking supply exceeds bylaw requirements, although the application does include a relaxation to the number of required residential stalls. This development proposes a total of 393 parking stalls, specifically: 177 residential stalls, 35 visitor stalls and 181 commercial stalls. As per the 1P2007 Land Use Bylaw, the required stalls are 193 residential stalls, 26 visitor stalls and 100 commercial stalls, resulting in a relaxation to the required residential stalls.



### **Environmental Site Considerations**

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

### **Utilities and Servicing**

Water, sanitary and storm (deep) utilities exist adjacent to the site. Servicing requirements are being reviewed as part of the Development Site Servicing Plan (DSSP) application. An approved or tentative legal plan will be required as part of the DSSP review.

## **Legislation and Policy**

### **South Saskatchewan Regional Plan (2014)**

Administration's recommendations aligns 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.

### **Growth Plan (2022)**

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed development builds on the principles of the GP by promoting efficient use of land and regional infrastructure and establishing strong, sustainable communities.

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

The site is located within the Planned Greenfield with Area Structure Plan (ASP) Policy area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). This area is intended to be relatively low-density residential neighbourhoods containing single-family housing, smaller pockets of multi-family and locally oriented retail in the form of strip developments located at the edges of communities. The proposed development is in keeping with the relevant MDP policies.

### **Calgary Climate Strategy (2022)**

This development proposes plug ins for electric vehicles in the parkade and the surface parking. This feature is in alignment with F1.1 Implement local and regional public electric vehicle Level 2 and Level 3 fast charging infrastructure of the [Calgary Climate Strategy – Pathways to 2050](#), and will contribute to lower emissions.

### **Springbank Hill Area Structure Plan (Statutory – 2017)**

The [Springbank Hill Area Structure Plan](#) (ASP) identifies the subject site as being part of the Mixed-Use and Liveable Street Policy areas (Map 2: Land Use Concept). The policies of the Mixed-Use area identifies a maximum building height of ten storeys, which may be increased based on topographic conditions of the site. The ASP also identifies the need for this area to contain a mix of residential and non-residential uses. The Building and Site Design sections of the ASP identify the requirement when buildings are on corner sites they should be oriented towards both public streets, where practical. As well, at-grade units should be oriented to the street and provide a seamless at-grade transition to the public sidewalk, where possible. The Liveable Street section of the ASP identifies the need to provide a unique destination for residents with wide sidewalks and pedestrian-scaled developments. To achieve this intent, developments should be designed with a high-quality pedestrian realm. Buildings should be

designed to animate the pedestrian realm, which could be achieved with greater façade articulation, frequent entries, transparent and unobscured glazing, or outdoor patios. The proposed development permit is in alignment with applicable policy of the ASP.

### Land Use Bylaw 1P2007

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.

| <b>Bylaw Discrepancies</b>                     |  |   |  |
|--|--|---|--|
| <b>Regulation</b>                              | <b>Standard</b>  | <b>Provided</b>   | <b>Rationale for Relaxation</b>  |
| 1339 Building Orientation                      | Units and individual uses located at grade with an exterior wall facing a street must provide: (b) an entrance that is visible from the street; and  | Plans indicate buildings A and D have an individual Use without a street facing entrance.                                       | Administration supports a relaxation for street access as most of the frontage for building D has a utility right of way that does not allow for an entryway, and building A has a slope that would not be conducive to providing an entryway. |
| 1340 Rules for Facades Facing a Street         | (1) The length of the building façade that faces the commercial street must be a minimum of 80.0% of the length of the property line it faces. (2) In calculating the length of the building façade, the depth of any required rear or side setback areas will not be included as part of the length of the property line. | Plans indicate the building façade lengths as being: building A+ B - West = 72.82% (-7.18%), building A + D = 66.41% (-13.59%), | Administration supports this relaxation as it reduces the overall massing of the development and helps to support pedestrian permeability into the site.   |
| 1342 Rules for Commercial Uses Facing a Street | (1) Unless otherwise referenced in subsection (2), the façade of a building located on the floor closest to grade and facing a street must provide windows with unobscured glass that: (a) occupy a minimum of 65.0% of the façade between a height of 0.6m and 2.4m;  | Plans indicate the building facades with the following glazing percentages: building A South-47.16% (-17.84%)                   | Administration supports this relaxation as the additional glass that would be required would be facing the parkade. Murals have been added in place of additional glass to enhance the pedestrian experience along the commercial street.      |
| 1347 Additional Landscaping Requirements       | (6) (b) be a minimum width of: (iii) 2.0m in all other cases;  | Plans indicate portions of the sidewalks with a width less than 2.0m  | Administration supports this relaxation as it is minimal, the width between the building and tree well on the commercial interior street measures 1.85m in some locations resulting in a 0.15m relaxation.                                     |
| 1350 Parking Stalls                            | (a)(i) 0.75 stalls per unit.   | Plans indicate 177 (-16) Residential compliant stalls.  | Administration supports the relaxation for residential stalls. The proposed relaxation is minimal, and the location for this site has good access to transit, along with providing class 1 and 2 bicycle parking.                              |



|                    |  |                                       |  |
|--------------------|--|---------------------------------------|--|
|                    |  |                                       | Given the oversupply with commercial stalls, this is a relaxation that could be reduced in the future when tenants occupy the retail units.  |
| 123 Loading Stalls | (5)(a) 1.0 stall per 9300m2<br>And<br>(7) 1.0 stall per building with 20 or more units | Plans indicate 2 (-2) loading stalls. | Administration supports the relaxation for the loading stalls, as one loading stall is located in the centre of the development, supporting all four buildings, and the second loading stall is located on P3 providing direct access to the storage area. |