

# Background and Planning Evaluation

## Background and Site Context

The approximately 6.20 hectare (15.31 acre) subject site is located in the southwest community of Springbank Hill, both east and west of 80 Street SW and is bound by 17 Avenue SW to the north and 19 Avenue SW to the south. The development area is approximately 350 metres wide by 180 metres deep.

An outline plan, land use amendment and road closure were previously approved at this location (LOC2017-0386) with the intention of developing a central retail shopping area. The land use amendment was approved on 2020 February 24 with a range of land use districts including: Commercial – Community 2 f1.0h20 (C-C2f1.0h20) District, Direct Control ([Bylaw 33D2020](#)) District, Special Purpose – City and Regional Infrastructure (S-CRI) District and Special Purpose – School, Park and Community Reserve (S-SPR) District. Subsequently, the parcels were sold to the new owner and a new vision for the site was developed based on the *Springbank Hill Area Structure Plan (ASP)*.

The subject site is surrounded by completed and actively developing commercial and multi-residential built forms. To the west of the site is an undeveloped parcel, designated as Mixed Use – General (MU-1f5.0h50) District. The site to the south is currently vacant land and was recently redesignated to MU-1f5.0h35 with a section of S-SPR in the northwest corner. The intent of this S-SPR District here is to serve as a central amenity space in the surrounding area, and to align with the requirements of a Neighborhood Activity Centre as identified in the ASP.

Future regional pathways and green corridors to the southeast and southwest of the subject site will be located along the ravine and open green space network. This network is designated S-SPR District to the west of the site and S-CRI and S-UN Districts to the east of the site. Using this network, connections can be made to Stoney Trail to the south and to Aspen Landing Shopping Centre, Bow Trail SW and beyond to the north.

Development north of 17 Avenue SW is characterized by established single detached residential dwellings, multi-residential dwellings and commercial development identified as the Aspen Landing Shopping Centre.

A northern portion of the subject parcel has been redesigned as S-CRI District from the previous outline plan and land use amendment. The purpose of this district is to provide land for a future LRT railway with a future transit station to the west of 85 Street SW.

Transit can be accessed from 17 Avenue SW, with multiple east and west stops for Route 98 (Cougar Ridge) and Route 156 (Aspen Woods).

## Community Peak Population Table

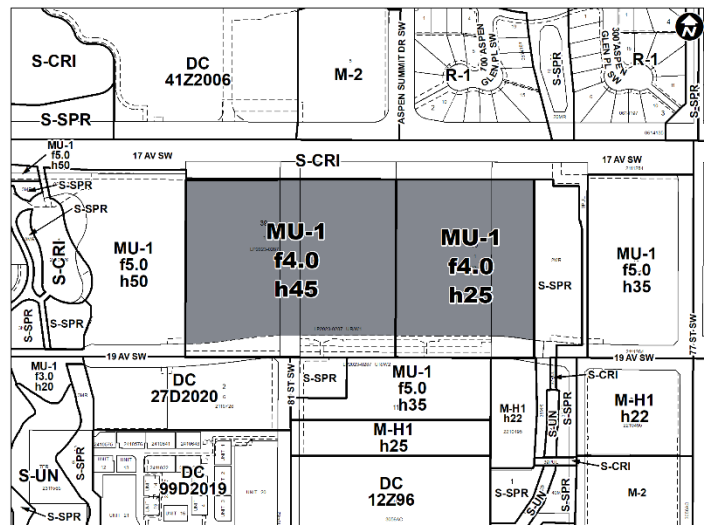
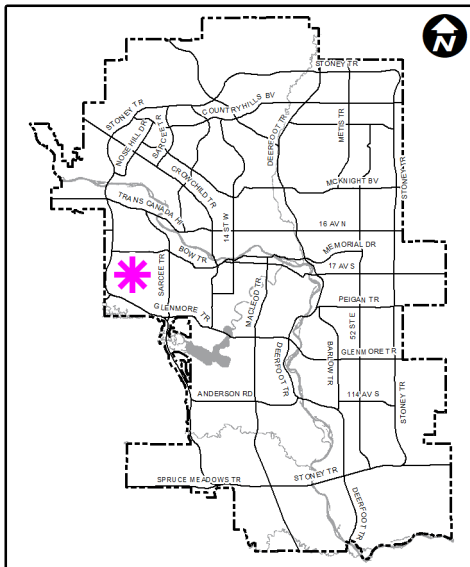
As identified below, the community of Springbank Hill reached its peak population in 2018.

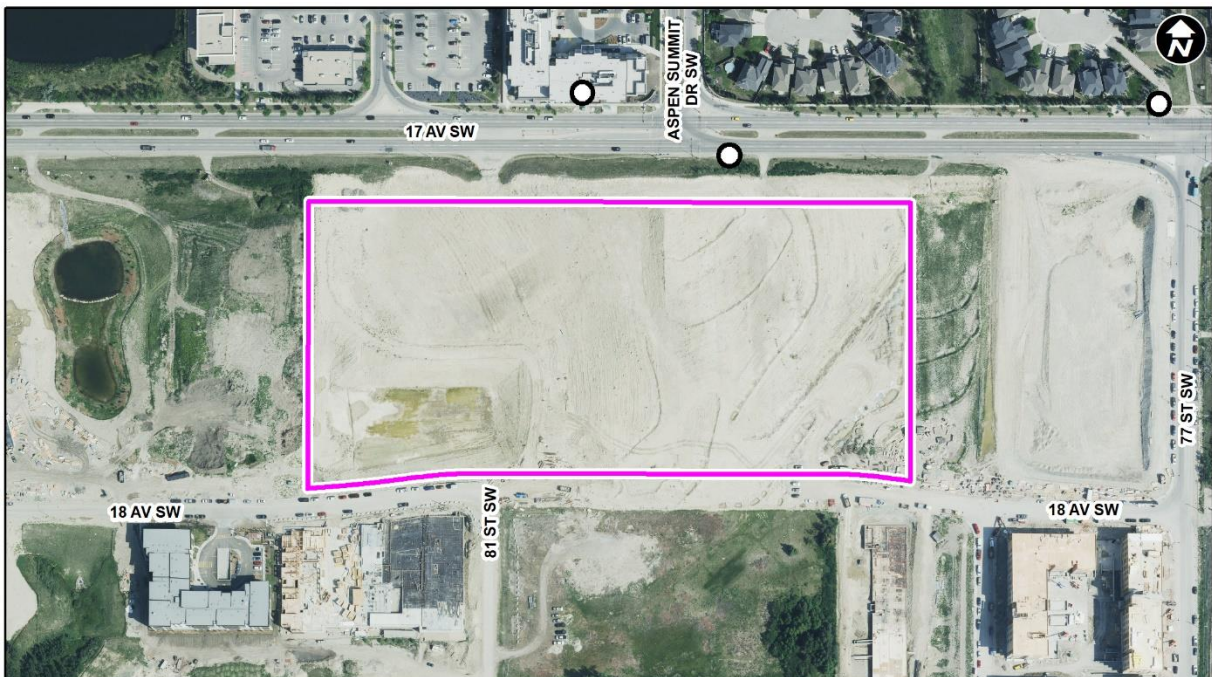
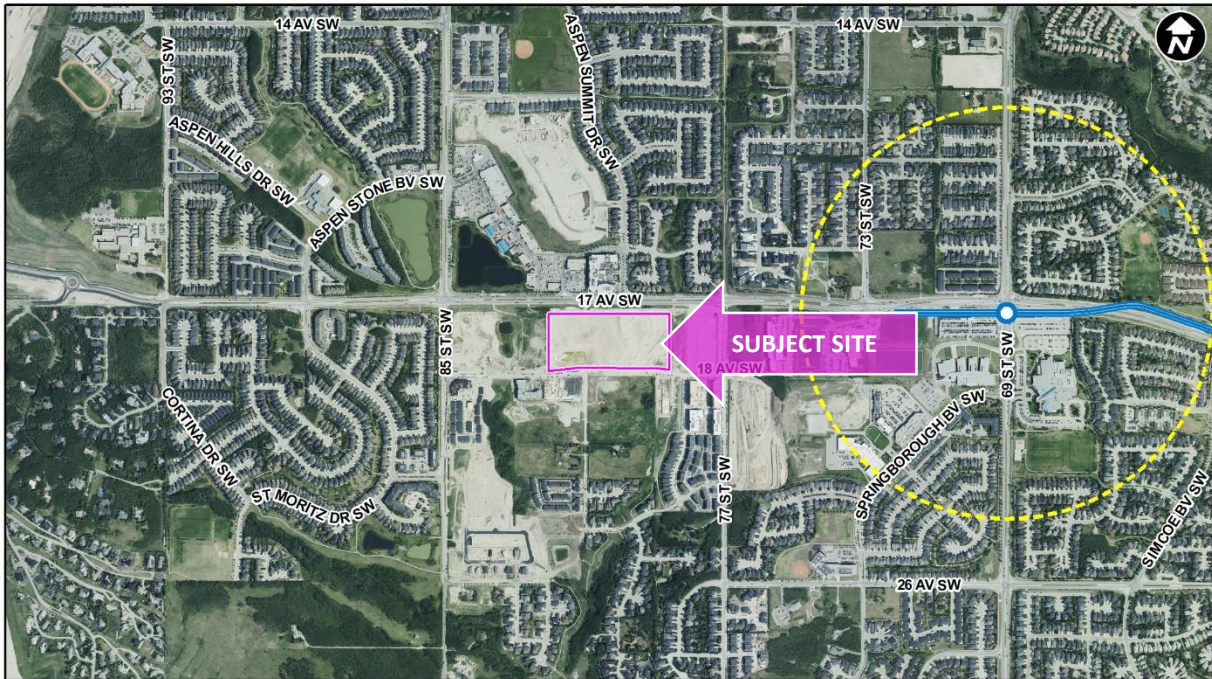
<b>Springbank Hill</b>	
Peak Population Year	2018
Peak Population	10,052
2019 Current Population	9,943
Difference in Population (Number)	-109
Difference in Population (Percent)	-1.1%

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

None.

## Planning Evaluation

### Land Use

The existing land uses on the subject parcels are a combination of C-C2f1.0h20, DC ([Bylaw 33D2020](#)), S-CRI and S-SPR Districts. The DC District is based on the Multi Residential – Medium Profile (M-2) District. This Direct Control District was intended to accommodate multi-residential development with a maximum building height of 20 metres, and a minimum building setback from a property shared with another parcel of 3 metres.

The intent of the existing C-C2f1.0h20 District is to provide large commercial developments that have a wide range of use sizes and types. The land use is currently designated with both height and floor area ratio (FAR) modifiers. The maximum height for this district is 20 metres and the maximum FAR is 1.0, resulting in a maximum gross floor area of approximately 34,000 square metres.

The proposed land use amendment is requesting a revision to the C-C2f1.0h20 and DC District only and will not revise the existing S-CRI or S-SPR Districts.

The proposed Mixed Use – General (MU-1f4.0h25 and MU-1f4.0h45) Districts allow for street-oriented developments with opportunities for a mix of both residential and commercial uses that can be accommodated in the same building or in multiple buildings throughout an area. The proposed districts provide a compatible transition with surrounding developments and open space. The proposed MU-1f4.0h45 District on the west side of 80 Street SW would allow for a maximum floor area ratio of 4.0 which equates to a building floor area of approximately 133,000 square metres. The proposed maximum building height of 45 metres would result in a building form approximately 10 storeys tall. The proposed MU-1f4.0h45 District is anticipated to provide 939 dwelling units and 3,750 square metres of commercial and retail space. The anticipated density for this portion of the development is 243.9 units per hectare (98.7 units per acre).

The proposed MU-1f4.0h25 District on the east side of 80 Street SW would allow for a maximum floor area ratio of 4.0 which equates to a building floor area of approximately 79,000 square metres. The proposed maximum building height of 25 metres would result in a building form approximately six storeys tall. The proposed MU-1f4.0h25 District is anticipated to provide 529 dwelling units, for a density of 225.1 units per hectare (91.4 units per acre). The proposed density is in alignment with the ASP, as the Mixed-Use area should achieve a minimum intensity of 125 people and jobs per gross developable hectare.

The existing land uses for this site envisioned a regional shopping centre along with a multi-residential development east of 81 Street SW. While this did align with the intent of mixed-use development, the existing land uses resulted in a proposed auto-centric retail development. The proposed land use amendment strengthens the ASP policies of liveable streets and neighborhood activity centres as the mixed use districts support a walkable, pedestrian friendly environment that allows for a mix of residential and non-residential uses with active street frontages and gathering spaces.

No municipal reserve is owing on this parcel, as it was included in the previous land use amendment (LOC2017-0386), which identifies the east section of the parcel as S-SPR District.

### **Development and Site Design**

The rules of the proposed MU-1f4.0h45 District and the MU-1f4.0h25 District would provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping, parcel coverage and parking. Other key factors that will be considered during the review of the development permit application include the following:

- interface with 19 Avenue SW and alignment with the Liveable Streets Policy identified in the ASP;
- interaction of the proposed development area with the existing open space east of the subject parcel;
- alignment with the Neighborhood Activity Centre requirements identified in the ASP;
- building massing and relationship with the adjacent residential parcels;
- mix of uses within the building; and
- appropriate amenity space for the residents.

### **Transportation**

The pedestrian network for the area will be constructed as the area develops. A 3.0 metre regional pathway is planned along the south side of 17 Avenue SW, as well as the west side of the future 80 Street SW. This pathway will connect to the pathway system that will be included on 19 Avenue SW and 81 Street SW, as well as provide connections to the existing pathway network in the area. There will also be a 2.0 metre sidewalk on the east side of 80 Street SW, as well as 19 Avenue SW. The use of regional pathways will ensure a robust network for cyclists in the area.

The location is well served by Calgary Transit, with routes 98 (Cougar Ridge) and 156 (Aspen Woods) providing direct access to the 69 Street LRT station. A future bus stop is planned to be constructed for these routes directly adjacent to the site at the intersection of 17 Avenue and 80 Street SW. A future local transit route is planned to run through the area along 80 Street SW and 19 Avenue SW as per the ASP, but the timing of this route is not yet known. The parcel has dedicated additional right-of-way along 17 Avenue SW for a future extension of the Blue Line west of 69 Street SW, but the timing of this extension is not yet known.

Surrounded by a road network, along its northern boundary, the site features 17 Avenue SW; an arterial street constructed to its full width, except for its south boulevard, which will be built as site development progresses. On the southern side of the site, 19 Avenue SW, a two-lane collector street included in the ASP, has been completed to the east and west of this site. As development continues, the street will be extended to fill in the missing portion. Lastly, 80 Street SW, a planned four-lane divided entrance street and a primary collector, will bisect the proposed site, connecting 17th Avenue SW and 19th Avenue SW.

A trip generation memo was prepared in support of this application, highlighting how the proposed multi-residential development will generate fewer trips to and from the area compared to the previously planned regional shopping center that had been applied for on this parcel.

### **Environmental Site Considerations**

There are no known environmental concerns with the proposed application.

### **Utilities and Servicing**

Water and sanitary are available to service the subject site. Storm pipe is required to service the site at the expense of the developer.

## **Legislation and Policy**

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

Administration's recommendation 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)**

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment 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 Developing Residential – Planned Greenfield with Area Structure Plan (ASP) area as identified on map 1 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 proposed redesignation accommodates a range of housing types with access to local open space and meets minimum density targets.

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

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy - Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

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

The [Springbank Hill Area Structure Plan](#) (ASP) provides additional direction for the plan area with detailed policies and guidelines for development. The subject parcel falls within the Mixed Use area, the Liveable Street area and the Neighborhood Activity Centre (NAC) of Map 2: Land Use Concept. The Mixed Use policies identify a maximum height allowance of 10 storeys and an minimum intensity of 125 people and jobs per gross developable hectare. The proposed maximum height and floor area ratio aligns with the Mixed Use Policies in the ASP. The NAC identifies a requirement that a mixed-use development should integrate at least two different uses that are either retail, employment uses such as offices, medical clinics or financial services, residential uses or institutional, cultural and civic uses. The MU-1 Districts provide the opportunity to allow for a range of mixed uses that would align with the requirements of the NAC. The Liveable Street policies of the ASP identify the requirement of a high-quality pedestrian realm, along with additional building animation in the form of frequent entries, outdoor patios and greater façade articulation. While the alignment of the development with these policies will be reviewed during the development permit, the applicant has identified in their summary that they intend to provide at grade entrances along 19 Avenue SW for the residential units.

Given these considerations, the proposed development aligns with the policies of the ASP.

