

# Background and Planning Evaluation

## Background and Site Context

The subject parcels are located in the southwest community of Springbank Hill, between Elkton Drive SW and Springbluff Boulevard SW. The 1.00 hectare (2.47 acre) site is approximately 122 metres wide and 159 metres deep in a triangle lot pattern, with potential driveway access from both Springbluff Boulevard SW and Elkton Drive SW. The site is currently developed with a single detached dwelling and attached garage which can be accessed from Elkton Drive SW.

Surrounding development is primarily characterized by single detached dwellings on parcels designated as Residential – One Dwelling (R-1) District. A small park with a playground is directly adjacent to the development to the east, designated as Special Purpose – School, Park and Community Reserve (S-SPR) District. To the north, there is a small group of semi-detached dwellings that are either under construction or have recently been built. The site is approximately 50 metres (a one-minute walk) to transit stops for Route 164 (Aspen Summit/Richmond Terminal) on 77 Street SW, traveling both south and north-bound.

## Community Peak Population Table

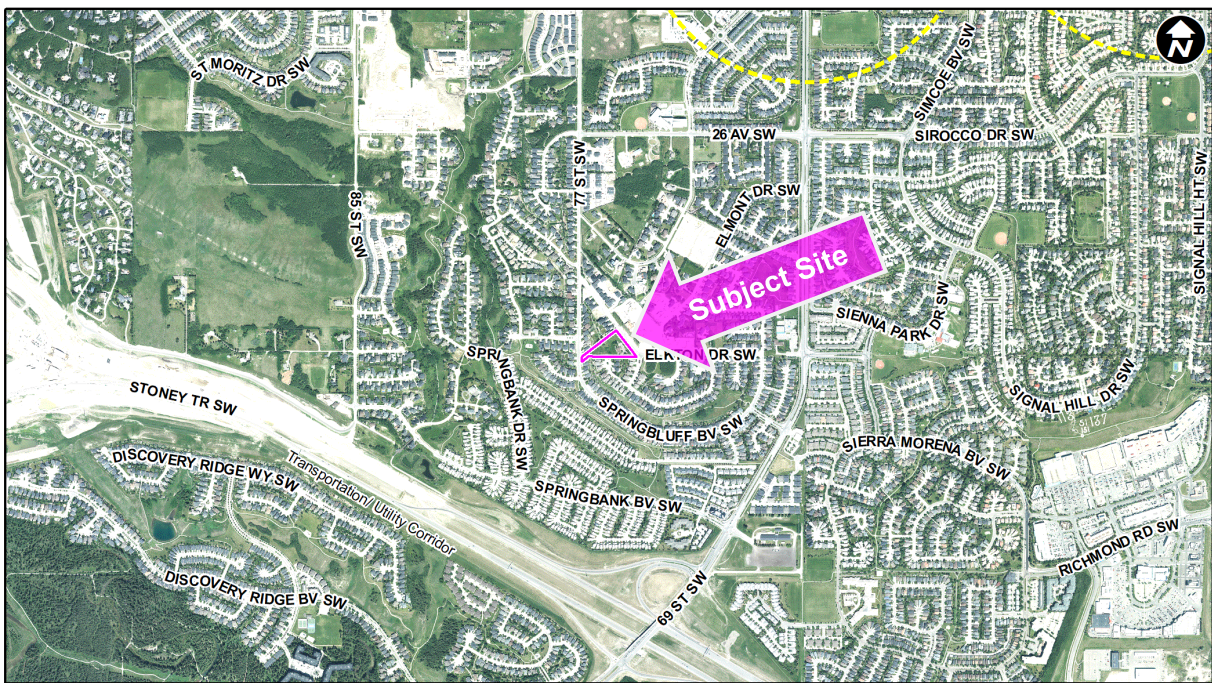
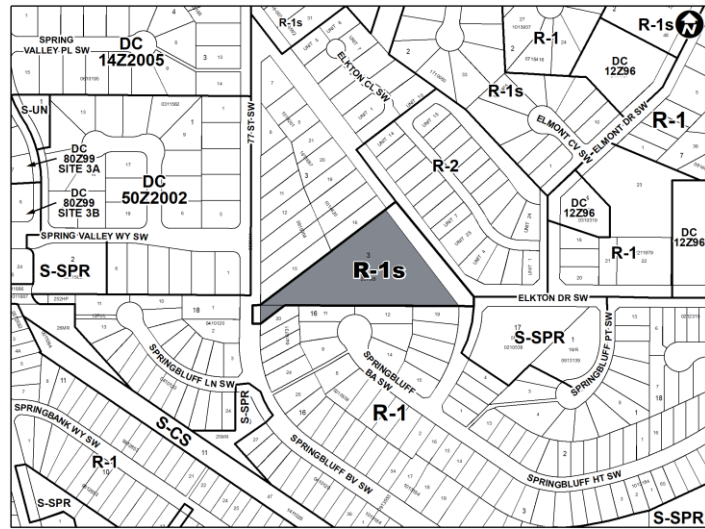
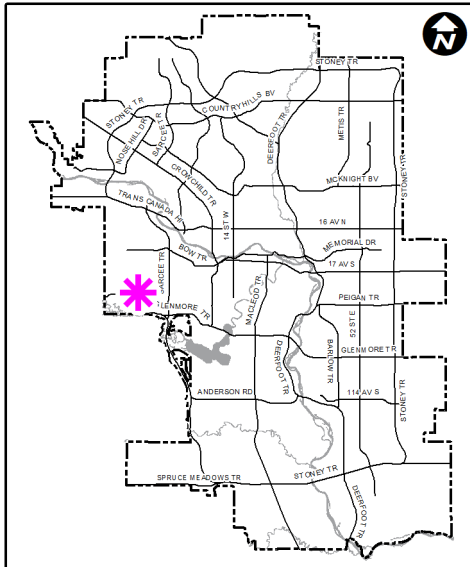
As identified below, the community of Springbank Hill reached its peak population in 2018.

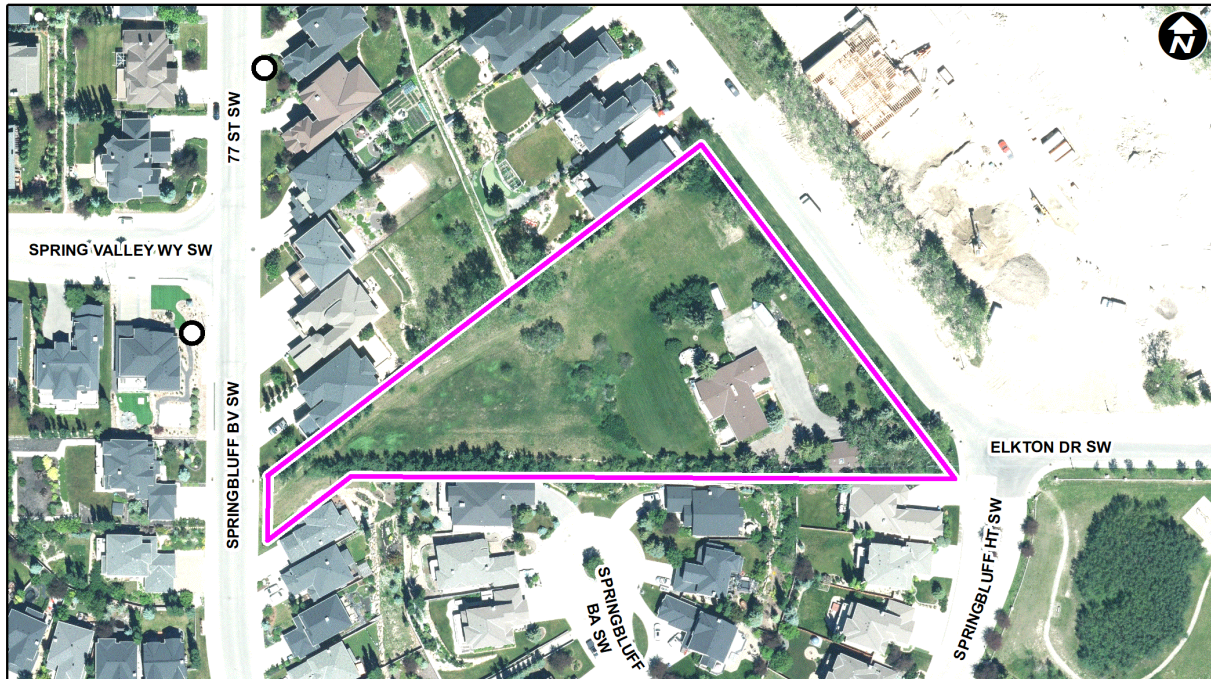
<b>Springbank Hill</b>	
Peak Population Year	2018
Peak Population	10,052
2019 Current Population	9,943
Difference in Population (Number)	-109
Difference in Population (Percent)	-1.1%

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 current land uses for this site include a Direct Control (DC) District ([Bylaw 12Z96](#)) based on the Special Districts of the previous Land Use Bylaw 2P80, and a small section in the southwest corner identified as Residential – One Dwelling (R-1) District.

The Direct Control district is intended to accommodate large lot, low-density residential dwellings with minimum lot sizes of 0.2 hectares (0.5 acres) and protect the land from premature development until servicing was available and future urbanization could occur.

The R-1 District is intended for low-density residential development in developing areas. This district is designed to support a variety of low-density residential building forms including single detached dwellings, secondary suites and backyard suites. The minimum parcel width for the R-1 district is 10 metres, with a minimum parcel area of 330 square metres. The maximum building height in this district is 12 metres.

This application proposes a Residential – One Dwelling (R-1s) District for both parcels. The proposed R-1s District would retain the same rules outlined above for the R-1 District, with the addition of secondary suite as a permitted use. The proposed R-1s District is contextually sensitive to the surrounding area, given that the neighboring properties predominantly belong to low-density residential areas of R-1 or Residential – One / Two Dwelling (R-2) Districts.

### **Development and Site Design**

The rules of the proposed R-1s District would provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking. Additional items that will be considered through the subdivision permit process include, but are not limited to:

- lot size;
- parcel configuration; and
- driveway access location.

The application was originally submitted as a land use and outline plan, which showed the lot layout, driveway access and parcel locations. During the review of the application, it was determined that the proposal did not require any road dedication, nor did it require a dedication for Municipal Reserve (MR) and Administration did not see the need for the submittal of the outline plan. In discussions with the applicant, it was decided that the outline plan would be removed, and the application would be for a land use amendment only. The review of the parcel locations, driveway access and lot design will be determined at the subdivision stage.

### **Transportation**

Pedestrian access to the site is available from the existing sidewalks along Springbluff Boulevard SW and anticipated along Elkton Drive SW with future redevelopment. This site is located adjacent to future on-street bikeways as identified on the Always Available for All Ages and Abilities (5A) Network, along both Springbluff Boulevard SW and Elkton Drive SW.

The subject site frontages, adjacent to both Springbluff Boulevard SW and Elkton Drive SW, are within close proximity to Calgary Transit, with the north/southbound stops for Route 164 (Aspen Summit/Richmond Terminal) located along Springbluff Boulevard SW between 75 and 400 metres (a one-to-six-minute walk).

Direct vehicular access to the site is anticipated from the frontages of Springbluff Boulevard SW and Elkton Drive SW, with on-street parking presently unrestricted along both these roadways.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Existing utilities are available to service the subject site. Connections and extensions if needed will be at the expense of the developer. There are no impacts to utilities and servicing anticipated with the proposed land use amendment.

## **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 subject parcel is located within the Developing Residential – Planned Greenfield with Area Structure Plan (ASP) area as identified in Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). This area is intended to be primarily residential, 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 applicable MDP policies encourage redevelopment and modest intensification of communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience. The proposal is in keeping with the policies of the MDP.

### **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 future development on 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) identifies the subject site as being part of the Standard Suburban area (Map 2: Land Use Concept). The policies of the Standard Suburban area identify single-detached, semi-detached housing, institutional and recreational uses as appropriate. The proposed land use amendment is in alignment with applicable policies of the ASP.