

Background and Planning Evaluation

Background and Site Context

The 1.91 hectare (4.72 acre) subject parcel is located in the southwest community of Springbank Hill, south of 17 Avenue SW and east of 77 Street SW. The development area is approximately 98 metres wide by 198 metres deep.

The subject site is surrounded by a combination of existing development and actively developing lands characterized by a mix of commercial and multi-residential districts. The site to the south is under construction, with three future six-storey multi-residential buildings for a total of 308 units. The site to the west includes a future 10-storey mixed use development, with commercial and retail on the first and second floor and residential units above. The parcel to the east is the existing Rundle College, a private school (Kindergarten to Grade 12) with a building that directly faces the east boundary of the subject parcel. Single detached dwellings exist to the north of the site and are characterized by larger estate lots.

The subject site is characterized by significant slopes, descending from east to west and north to south. On the southern portion of the property exists a large aspen stand. The site presents an opportunity for slope adaptive development that is responsive to the adjacent buildings and the surrounding environment.

Transit can be accessed from 17 Avenue SW, with multiple east and west stops for Route 98 (Cougar Ridge) and Route 156 (Aspen Woods). The 69 Street LRT Station is approximately 700 metres east (a 12 minute walk) from the subject parcel.

Community Peak Population Table

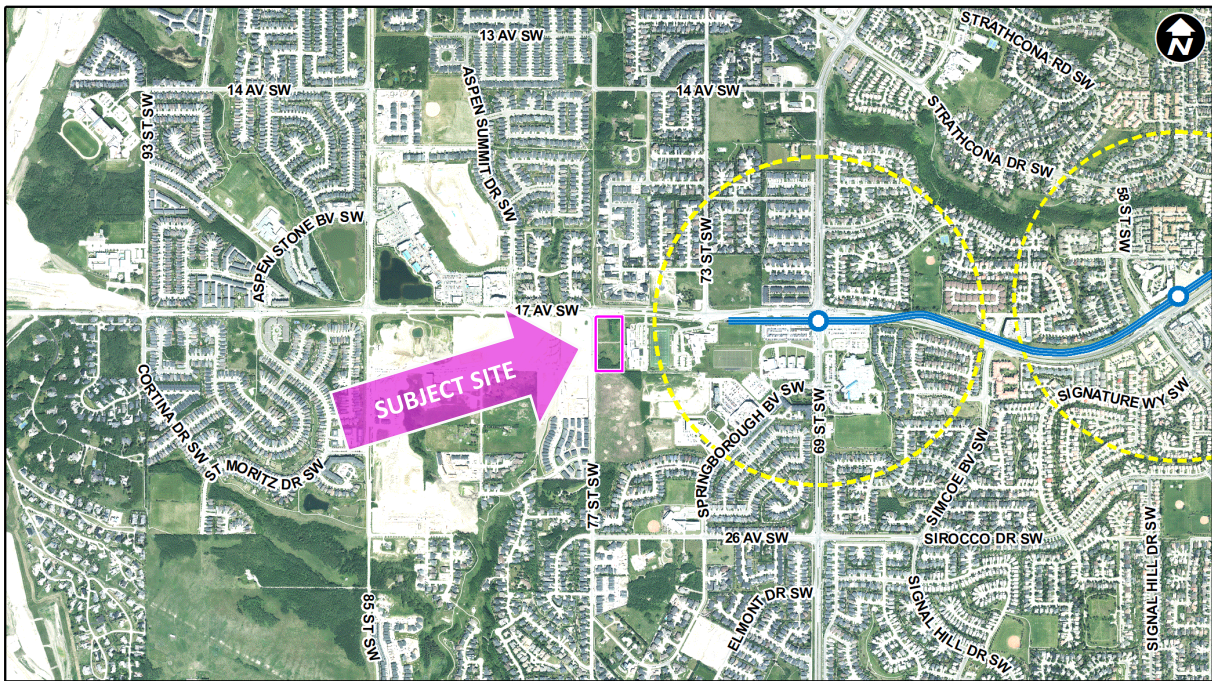
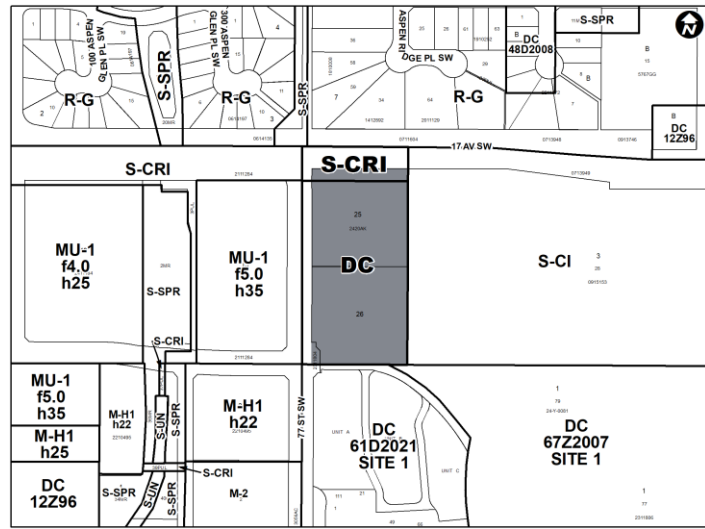
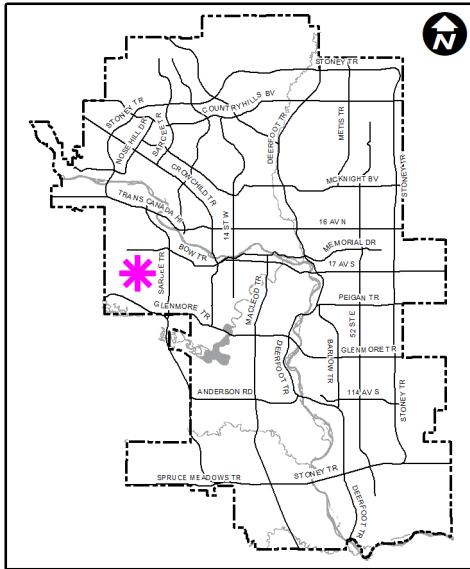
As identified below, the community of Springbank Hill reached its peak population in 2018.

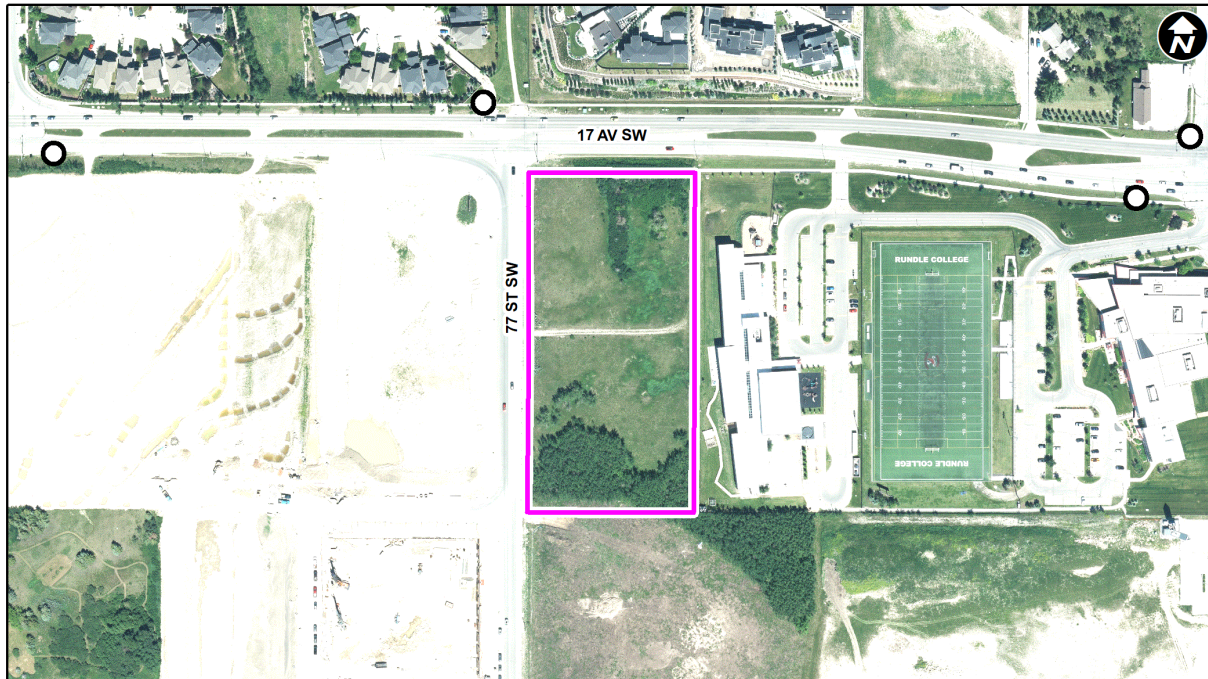
Springbank Hill	
Peak Population Year	2018
Peak Population	10,052
2019 Current Population	9,943
Difference in Population (Number)	-109
Difference in Population (Percent)	-1.1%

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 use on the site is Direct Control (DC) District ([Bylaw 12Z96](#)) based on the Special Districts of the previous Land Use Bylaw 2P80. This District was 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 proposed DC District is based on the Mixed Use – General (MU-1) District. It allows for street-oriented developments with opportunities for a mix of both residential and commercial uses and provides a compatible transition with surrounding developments. The proposed land use accommodates a mix of residential and commercial uses in the same building or in multiple buildings throughout an area. A 13 metre setback has been included in the DC District, where the parcel shares a property line with a parcel designated as a Special Purpose – Community Institution (S-CI) District. This setback is based on feedback received directly from Rundle College and residents at multiple open houses, who identified concerns regarding shadowing, overlooking and privacy of the students in the adjacent building. The applicant has agreed to this buffer, which provides an opportunity for additional separation and privacy through the use of landscaping. The DC District will include a maximum building height of 35 metres, which equates to a development of approximately 10 storeys. There is an additional building height restriction at 16 metres at the setback distance, which increases at a rate of 45 degrees to the maximum 35 metre height. The DC District includes a maximum floor area ratio (FAR) of 3.5,

which equates to a maximum floor area of approximately 63,000 square metres. An additional discretionary use has been proposed for Place of Worship – Large.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to the unique characteristics of the surrounding environment, along with the unusual site constraints of slope. This proposal allows for the applicant's intended development while maintaining the MU-1 District base to accommodate a slope adaptive development that is responsive to the concerns raised by the community at large. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 7 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district.

Municipal reserve (MR) in the amount of 10 percent is owing on this parcel. MR can either be provided as land or cash-in-lieu of land. MR is provided to The City through the subdivision process and is typically provided as land in residential development. Through the review of this application, many attempts were made to find a location for the required 0.19 hectares of MR that was agreeable to both Administration and the applicant. These efforts were unresolved and no acceptable location for MR was determined. The applicant then indicated they would forgo the subdivision process and not identify MR at this time. Administration had concerns that if a land use was granted, a subdivision application could be submitted after construction and development of future buildings. This could limit the size, shape and location of the MR, thereby reducing its effectiveness for public use and programming.

The proposed rules in the DC District address these concerns by not requiring MR be provided at this time but provides the applicant with an opportunity to include a publicly accessible private open space as part of a future development. This would be in a form and location deemed acceptable by the Development Authority. If neither MR nor publicly accessible private open space is provided, future development would be limited to a floor area ratio of 2.0. However, if MR or publicly accessible private open space is provided, the development can achieve a FAR of 3.5.

A northern portion within the plan area is to be designated Special Purpose – City and Regional Infrastructure (S-CRI) District. These areas are intended to provide for infrastructure, utility facilities and systems for public transportation. The section that spans the northerly edge of the subject site along 17 Avenue SW is to be dedicated for the purpose of accommodating future extension of the Blue Line LRT right-of-way.

The proposed development is a contextually appropriate extension of the surrounding area. The *Springbank Hill Area Structure Plan* identifies development to the west as a Mixed Use policy area. The ASP states that the Mixed Use area will provide intensification along 17 Avenue SW as it is anticipated to receive a high volume of pedestrian and vehicular traffic that will support a strong commercial base. The proposed rules identified in the DC District align with the intent of the Mixed Use area in the ASP.

Development and Site Design

If approved by Council, the rules of the proposed DC District would provide development guidance for the future site. The overall distribution of buildings, building design, mix, location and size of uses and site layout details such as parking, landscaping and site access will be further reviewed at the development permit stage. Additional items that will be considered through the development permit process include, but are not limited to:

- mitigating access and traffic concerns;
- landscaping;
- publicly accessible private open space;
- overlooking and privacy concerns;
- building materials and glass transparency; and
- location and impacts of uses.

Transportation

Transportation Impact Assessments have been submitted supporting nearby development applications in Springbank Hill over the past several years. Each analysis has considered other approved developments, with the latest analysis providing a comprehensive overview of the road network's performance with all the planned projects. The analysis has indicated that the projected volumes on 77 Street SW are neither high enough to warrant an arterial designation, nor warrant an upgrade to arterial road design. Anticipated volumes can instead be accommodated through a collector designation south of 19 Avenue SW, and a Neighbourhood Boulevard designation between 17 Avenue SW and 19 Avenue SW.

By making this change, easier access conditions can be considered for adjacent parcels of land and traffic calming measures can be incorporated into the design of 77 Street SW to create a road more appropriate for the context of the residential area it is located within that it services.

Environmental Site Considerations

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

Utilities and Servicing

Utilities and servicing are not affected by the proposed amendments. Public water, sanitary, and storm deep utility requirements will be evaluated at future subdivision and development permit stages.

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 policy and 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 Standard Suburban typology area of Map 2: Land Use Concept. The Standard Suburban policies identify a density that should range between seven and 17 units per gross developable hectare, and developments should accommodate single-detached and semi-detached housing. The Mixed-Use typology is intended to provide for intensification of development along the 17 Avenue S.W. corridor. Residential and non-residential development is intended to offer amenities and services for the community in street-oriented buildings supported by a strong mobility network. Development is expected to achieve minimum intensity of 125 people and jobs per gross developable hectare, in buildings up to ten storeys. The Mixed-Use area currently encompasses the 16 hectares (40 acres) from 77 Street SW in the east to 85 Street SW in the west, north of 19 Avenue SW.

The proposed amendment to the Land Use Concept Map provides a contextually appropriate extension of the existing policy and typologies to the west of the site. The proposed land use would enable development similar in nature to the mixed-use development currently under construction to the west, adjacent to the subject parcel. This proposal would also enable additional residential dwellings within close proximity to an existing LRT station and to commercial amenities.

The proposed amendment also includes a minor revision to Map 6: Street Network. Originally, the ASP envisioned a Mixed-Use area at a significant intensity, which led to changing the classification of 77 Street SW from a collector to an arterial road to accommodate the expected increase in traffic. Development has progressed with multiple permits submitted and traffic analyses completed, showing that actual traffic generation is lower than expected. As a result, the arterial designation for 77 Street SW is no longer necessary and is limiting access for nearby developments due to restrictions within the arterial designation.

To address this, Administration is proposing a minor amendment to the ASP to reclassify 77 Street SW as a collector street south of 19 Avenue SW and as a neighbourhood boulevard between 17 Avenue SW and 19 Avenue SW. This change will support a more community scaled road design and will better enable the development of adjacent parcels while maintaining the density in the Mixed-Use area.

Given these considerations, Administration believes that these proposed amendments to the ASP are reasonable, and that they align with the intent of the ASP and MDP.