

# Background and Planning Evaluation

## Background and Site Context

The proposed development is located in the Beltline on the northeast corner of 13 Avenue SW and 8 Street SW. The parcel is approximately 0.18 hectares in size, approximately 40 metres wide by 46 metres deep. The site is currently developed with a single-storey commercial building. A surface parking area is located behind the building to the east, with access from 13 Avenue SW and the lane.

The local context comprises a mix of low-rise (4 to 7 storey) commercial, hotel and mixed-use buildings to the north, across the lane. Along 12 Avenue SW is the cycle track, which extends from 15 Street SW to Macleod Trail SE. To the east, is a seven-storey apartment building and single detached homes. To the west, across 8 Street SW, is the Calgary Board of Education - Education Centre, the Dr. Carl Saffron building and Barb Scott Park. To the south, is a mix of apartment, commercial, hotel and public service buildings.

## Community Peak Population Table

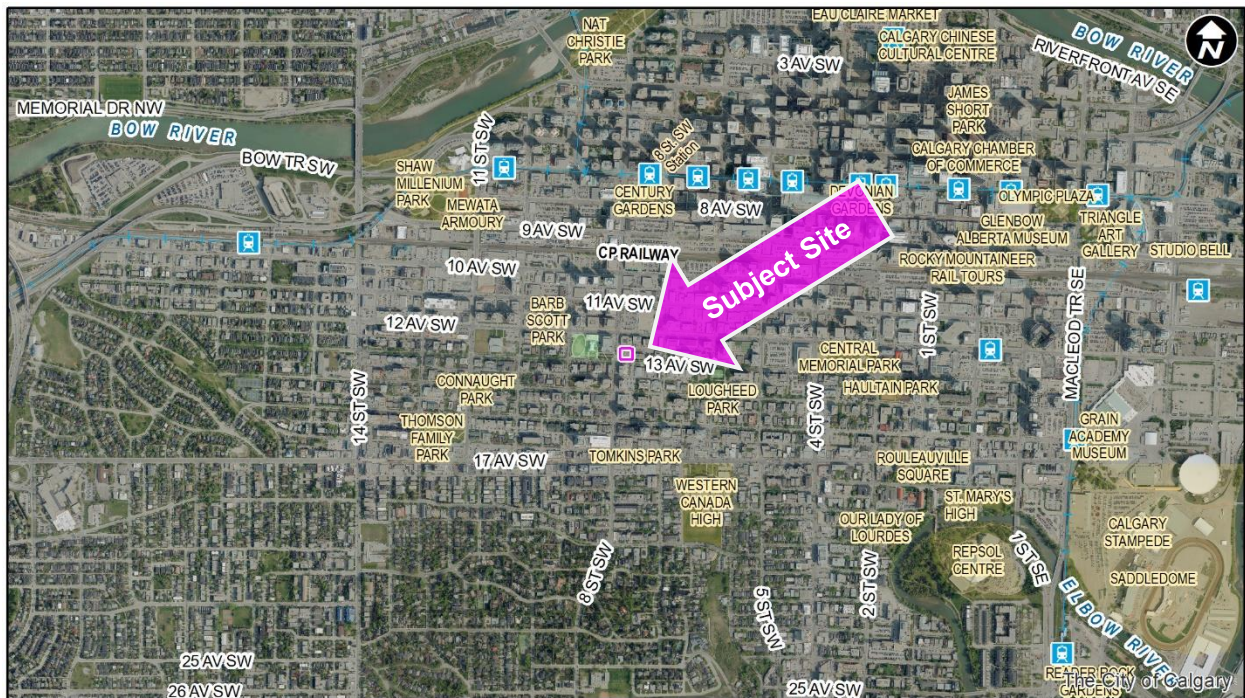
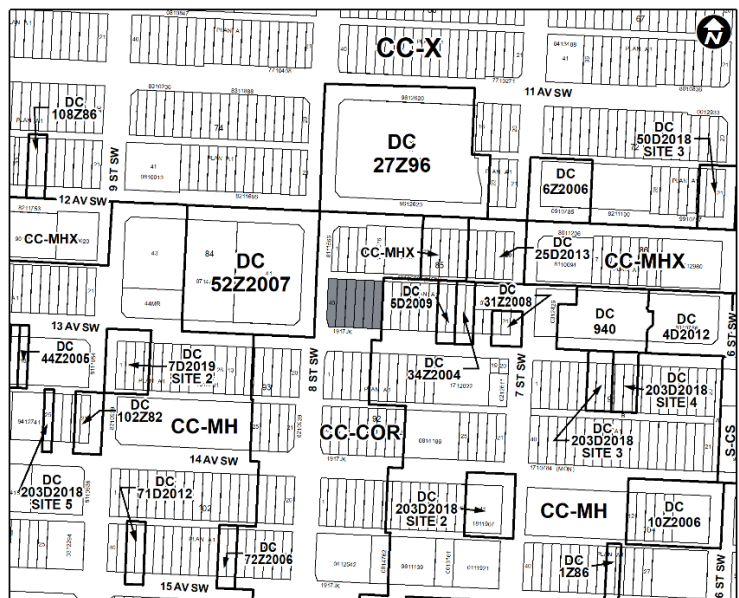
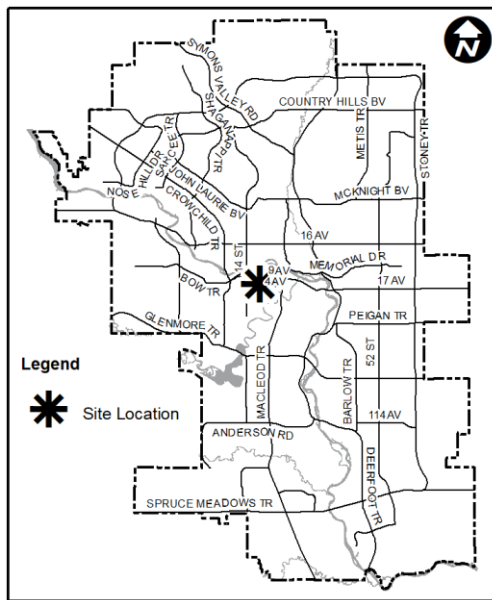
As identified below, the community of Beltline reached its peak population in 2019.

<b>Beltline</b>	
Peak Population Year	2019
Peak Population	25,129
2019 Current Population	25,129
Difference in Population (Number)	0
Difference in Population (Percent)	0%

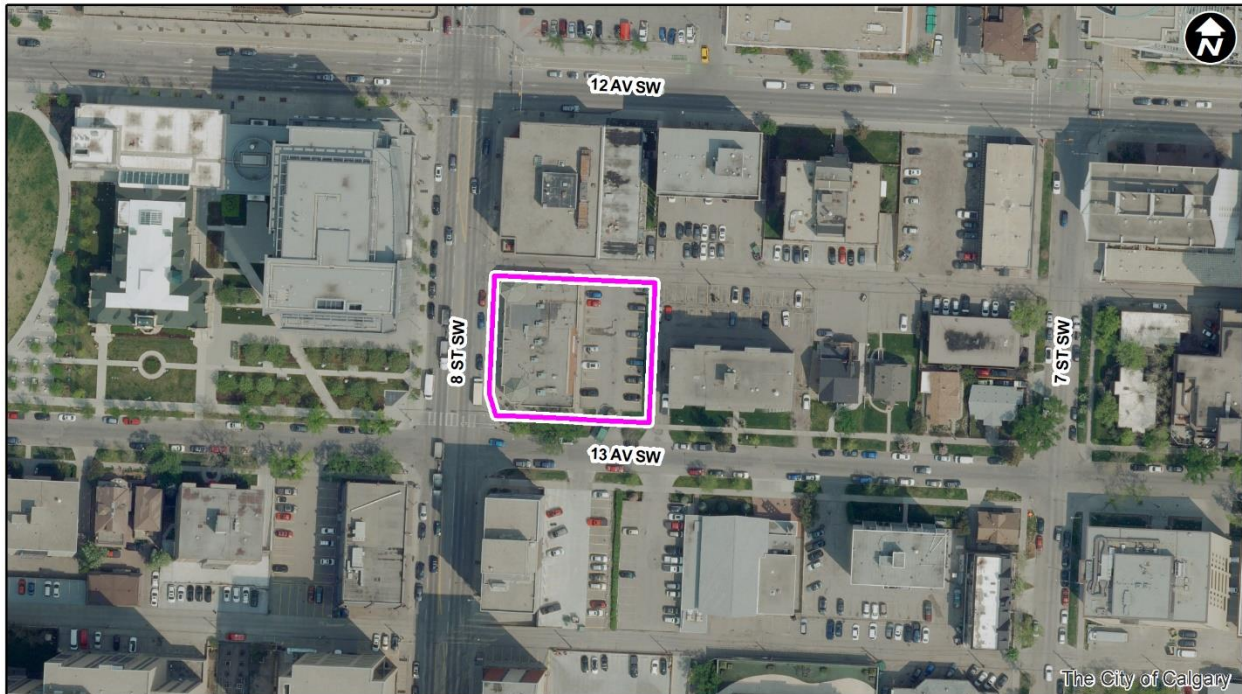
*Source: The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained on [Beltline Community Profile](#) online page.

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject parcel is designated Centre City Commercial Corridor District (CC-COR). The proposed development aligns with the overall purpose of the district, as the development provides:

- storefronts along a continuous block face;
- opportunities for commercial uses at-grade and residential on upper floors; and
- a financial contribution to the Beltline Community Investment Fund (BCIF) in exchange for bonus density.

### Development and Site Design

This application proposes a multi-residential high-rise tower with retail at grade. Key aspects of the development are described below.

### Site and Building Design

#### Building (At-grade Level)

Retail and Consumer Service uses line 8 Street SW and the westerly portion of 13 Avenue SW. Approximately 650 square metres of commercial retail space is proposed. The residential entrance is located on 13 Avenue SW. An outdoor common amenity area is located to the east of the lobby and extends to the site boundary.

### Podium and Tower

The double height single-storey podium (6 metres in height) at the corner of 13 Avenue SW and 8 Street SW provides comparable setbacks, scale and mass with surrounding developments and is pedestrian-scaled towards the street. The exterior of the podium is composed of clear vision glass, stone tile (charcoal, light grey), and corten steel. A canopy is provided along street frontages to create a human scale and provide pedestrian comfort.

The tower is 25 storeys in height (83 metres) with residential uses on Levels 2 to 24 and a common amenity areas on Levels 2 and 25. The tower contains 230 residential units comprised of 138 one-bedroom units and 92 two-bedroom units. The exterior of the tower is composed of clear vision glass, clear spandrel glass, and metal panels (charcoal, grey, light grey, wood finish).

### Amenity Areas

Common amenity areas for the residents will be provided at-grade, on the podium rooftop, and on the tower rooftop. The at-grade common amenity area is located outdoors adjacent to the lobby area and fronts 13 Avenue SW. The podium rooftop amenity area is located outdoors on level 2. The tower rooftop amenity area is located indoors and outdoors on Level 25 and offers a variety of active and passive amenity activity alternatives.

Private amenity areas will be provided for all of the residential units with balconies integrated into the facades of the tower.

### ***Landscaping***

#### Public Realm

The landscaping is designed to implement the 13 Avenue Heritage Greenway concept and 8<sup>th</sup> Street Corridor Public Realm Master Plan.

Along 13 Avenue SW, a row of boulevard trees, soft ground cover, bike racks and pedestrian seating follow the theme of the already constructed portions of the Heritage Greenway east of 4 Street SW. Sidewalk concrete pattern, insignias, and colour also match the existing sections of the Greenway, and assist with pedestrian wayfinding. A five metre wide hard-surfaced public realm provides opportunities for commercial uses to activate and animate public realm while maintaining sufficient room for pedestrian movement.

Along 8 Street SW, a row of boulevard trees, bike racks, waste receptacles and patterned pavers follow the 8 Street Corridor Public Realm Master Plan.

#### Private Realm

The at-grade, Level 2 and Level 25 outdoor amenity areas will be landscaped with trees (Ash, Chokecherry, and Elm) in raised planters, a variety of shrubs and grasses, and seating areas.

### ***City Wide Urban Design***

The proposed development was reviewed by the City Wide Urban Design team at both pre-application and development permit stages. The applicant was asked to pay particular attention to creating a human-scaled, landmark building at this prominent corner with better integration with approved 8 Street Master Plan and 13<sup>th</sup> Avenue Heritage Greenway.

Although not a publicly accessible space, the outdoor space near the residential lobby provides a level of activation and visual connection to the generous public realm along 13<sup>th</sup> Avenue Heritage Greenway.

The applicant's rationale and the resulting additional revisions to the site and building design elements were deemed appropriate and sufficient.

### ***Urban Design Review Panel (UDRP)***

Administration brought this application to UDRP on 2019 July 10. UDRP supported the project and made comments related to the integration with the adjacent Street and Avenue. The comments of UDRP are noted in Attachment 5. Administration worked with the applicant to refine this development permit in response to UDRP comments.

No further review by UDRP was required.

### **Transportation**

The subject site is well-serviced by transit and is approximately:

- 350 metres from the Sunalta Blue Line LRT Station on 10 Avenue SW,
- 600 metres from Kerby Station Red Line LRT Station on 7 Avenue SW,
- 150 metres from the nearest bus stop on 8 Street SW at 11 Avenue SW:
  - Routes 2, 13, 90 provide service to / from the Centre City, Mount Royal University, Westhills, Bridgeland.

The site is approximately 50 metres from the cycle track on 12 Avenue SW, and 100 to 200 metres from bike routes on 14 Avenue SW and 15 Avenue SW.

Vehicular access is provided from the existing rear lane. The proposal will provide 172 residential parking stalls and 23 visitor parking stalls in line with Land Use Bylaw rules. A Transportation Impact Assessment (TIA) was submitted by the applicant in support of the application, the TIA was reviewed and accepted by Administration.

### ***Bicycle Parking Facilities***

The development provides 118 Class 1 bicycle parking stalls on the Parkade P1 Level 1, which are accessed using the parkade ramp. Twenty-four Class 2 bicycle parking stalls are located in the City boulevards and adjacent to the residential lobby entry.

### **Environmental Site Considerations**

As a prior to release condition the applicant will provide copies of the Environmental Assessment reports completed by SLR Consulting, referenced in the Site Contamination Statement. If the assessment reports indicate there is site contamination, the applicant will submit a current Remedial Action Plan (RAP) or Soil Management Plan. The report(s) shall document how the site will be remediated to such an extent that the site will be suitable for the intended use.

All information submitted will be reviewed to the satisfaction of The City of Calgary Environmental and Safety Management team.

### **Utilities and Servicing**

Public water, sanitary and storm sewer mains exist in the adjacent public rights-of-way for development servicing purposes. Development servicing will be determined at the Development Site Servicing Plan circulation stage.

## 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 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 development builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

### Municipal Development Plan (Statutory – 2009)

The subject site is located in the Activity Centres – Centre City area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP).

The proposed development is consistent with the MDP, as it proposes high-density development and incorporates a high-quality public realm into the design of the project.

### Climate Resilience Strategy (2018)

In order to support future deployment of electric vehicles, which contributes to greenhouse gas reduction, the applicant has committed to providing electric vehicle charging stations in the parkade (final numbers of charging stations based on further demand research), which supports Program 5 of the [Climate Resilience Strategy](#): Climate Mitigation Action Plan: Low or Zero-Emission Transportation Modes.

This report contains a prior to release condition requiring submission of Environmental Assessment reports to the satisfaction of Development Engineering (as noted in Attachment 1 and detailed in Attachment 2).

### Land Use Bylaw (2007)

Administration would highlight this development permit requires the following relaxations to the Land Use Bylaw. Administration has reviewed each relaxation individually and considers each relaxation to be acceptable for the reasons outlined below.

Bylaw Relaxations			
Regulation	Standard	Provided	Administration Rationale for Supporting a Relaxation
1190 Front Setback Area	(2) The front setback area must have a minimum depth of 1.5m and a maximum depth of 3.0m for parcels located on	Plans indicate a minimum building setback of 1.23m (-0.27m) between the upper floor balconies and the West property line.	Balconies do not encroach into setback at-grade, add architectural interest and provide functional size private amenity areas.

	the following streets: (b) 8 Street SW		
		Plans indicate a building setback of 3.25m (+0.25m) between the at-grade façade of the building (NW corner in front of electrical transformer lift out) and the West property line.	Building setback to accommodate lift out well and provide greater vehicular sightline.
	(4) The front setback area must have a minimum depth of 3.0m and a maximum depth of 6.0m for parcels located on the following streets: (a) 13 Avenue SW;	Plans indicate a building setback of 7.47m (+1.47m) between the at-grade façade of the building (SW corner notch) and the South property line.	Building setback to improve pedestrian circulation at street corner and meet building setback from 8 Street SW.
1191 Rear Setback Area (min.)	(1) Where the parcel shares a rear property line with a parcel designated as: (c) a residential district, the rear setback area must have a minimum depth of 3.0m	Plans indicate a building setback of 0.0m (-3.0m) between the architectural wall and the East property line.	Wall provides a sense of enclosure and buffer between at-grade amenity area and back of house loading area.
1146 Projections Into Setback Areas (max.)	(3) Portions of a building below the surface of the ground may extend without any limits into a setback area.	Plans indicate parking Levels 2-5 are located within the road widening ROW.	Parkade extends into road widening ROW below 3.5 metres as per City requirement
	(5) Eaves may project a maximum of 0.6m,	Plans indicate canopies that project 1.50m (+0.90m) into the South and West setback areas.	Canopies do not interfere with proposed trees in public realm, canopies create human scale streetscape and provide additional protection for pedestrians at street level
1151 Amenity Space	(7) Private amenity space	Plans indicate multiple balconies with a width of less than 2.0m.	Alternative common amenity areas provided at-grade, podium and roof top, and

	(b) have no min. dimensions of less than 2.0 m..		across the street (Barb Scott Park).
1150 Additional Landscaping Requirements	1) Unless otherwise referenced in a District, all setback areas on a parcel, not including those portions specifically required for motor vehicle access, sidewalks, or any other purpose allowed by the Development Authority, must be a landscaped area.	Plans indicate the loading stall within the East setback area.	Loading stall is adjacent to rear lane. Wall proposed to screen loading area from adjacent parking area.
1194 Landscaping In Setback Areas	(3) Where a setback area shares a property line with an LRT corridor or a parcel designated as a residential district, the setback area must: (a) be a soft surfaced landscaped area	Plans indicate portions of the East setback area are not soft surface landscaped.	Wall proposed to screen loading area from adjacent parking area.
	(b) 1.0 trees and 2.0 shrubs: (i) per 35.0 m2 of Req. L.S.	Plans indicate 2 (-2) trees in the East setback area.	Enhanced landscaping and additional trees proposed in public realm and on podium rooftop amenity area.
1148 Planting Requirements	(2) 25.0 % of all trees req. must be coniferous.	Plans do not indicate any coniferous trees (-1) within the east setback area.	Coniferous trees cannot be planted in boulevard and space constraints in at-grade and rooftop podium amenity area require the use of species with high canopy.
Bicycle Stalls – Class 2	23 Bicycle stalls – class 2 required	Plans indicate 8 (-15) class 2 bicycle stalls.	Application proposes 8 racks (16 stalls) located off-site which are not counted as part of the bylaw review.

### Centre City Plan (Non-statutory – 2007)



Centre City Design – Skyline – Section 7.2 seeks to ensure the design of towers are sited and designed to have a positive contribution to the Calgary skyline. The placement, massing, shape and materiality of the tower contribute to Calgary's skyline character.

The *Centre City Plan* identifies both 13 Avenue SW and 8 Street SW as major pedestrian corridors and encourages high-quality treatments to enhance the public realm. This application aligns with this policy, as it implements the 13 Avenue Heritage Greenway concept and 8<sup>th</sup> Street Corridor Public Realm Master Plan aligns with this policy.

### **Beltline Area Redevelopment Plan (Statutory – 2006)**

#### ***Urban Mixed-Use Area***

The site is located in the Urban Mixed Use planning policy area in the *Beltline ARP*. This development permit fulfils the policy objectives of this area by providing an active retail frontage at-grade and residential units above grade.

#### ***Tower and podium design (base, body and top of the building)***

The design of the towers provides variation between the podium, body (middle) and tower top, through:

- Variation in the size and proportion of openings between the podium and the tower;
- Provision of canopies over retail entrances at grade – providing material variety between the podium and the tower;
- Step back of tower body from podium (approximately 1.5 – 2 metres); and
- Incorporating rooftop amenity area and rooftop mechanical into building cap and changing of colours and direction of materials at the tower top – providing variety in the massing between the body and top of the towers.

#### ***Balcony design***

This development permit provides balconies for residential units integrated into the facade of the towers in compliance with Beltline ARP Policy.

#### ***Wind study***

In line with the direction of the Beltline ARP, the applicant submitted a pedestrian wind study with this development permit application. The study examined the level of pedestrian comfort provided on adjacent sidewalks, laneways, parking and loading areas, plazas, building access points, and above grade amenity space. The study concluded that wind conditions at-grade were overall acceptable for the uses proposed. Above grade wind conditions were also considered comfortable with no mitigation measures required.

#### ***Shadow study***

In line with planning policy in the Beltline ARP the applicant submitted a shadow study for this development permit, which shows this development permit will not cast any shadows on Barb Scott Park located west of this site.