

Background and Planning Evaluation

Background and Site Context

The proposed policy amendment pertains to one parcel located in the greater downtown community of Eau Claire, mid-block between 6 and 7 Street SW. The subject parcel is approximately 0.27 hectares (0.67 acres) in size, and approximately 52 metres wide by 53 metres deep. This parcel has been vacant for more than 10 years since a high-rise apartment building previously owned by the City was demolished. Since that time, the parcel has been acquired by a private corporation. The site fronts both 1 and 2 Avenue SW. The site is adjacent to a 14-storey mixed-use apartment building to the west and a six-storey apartment building to the east.

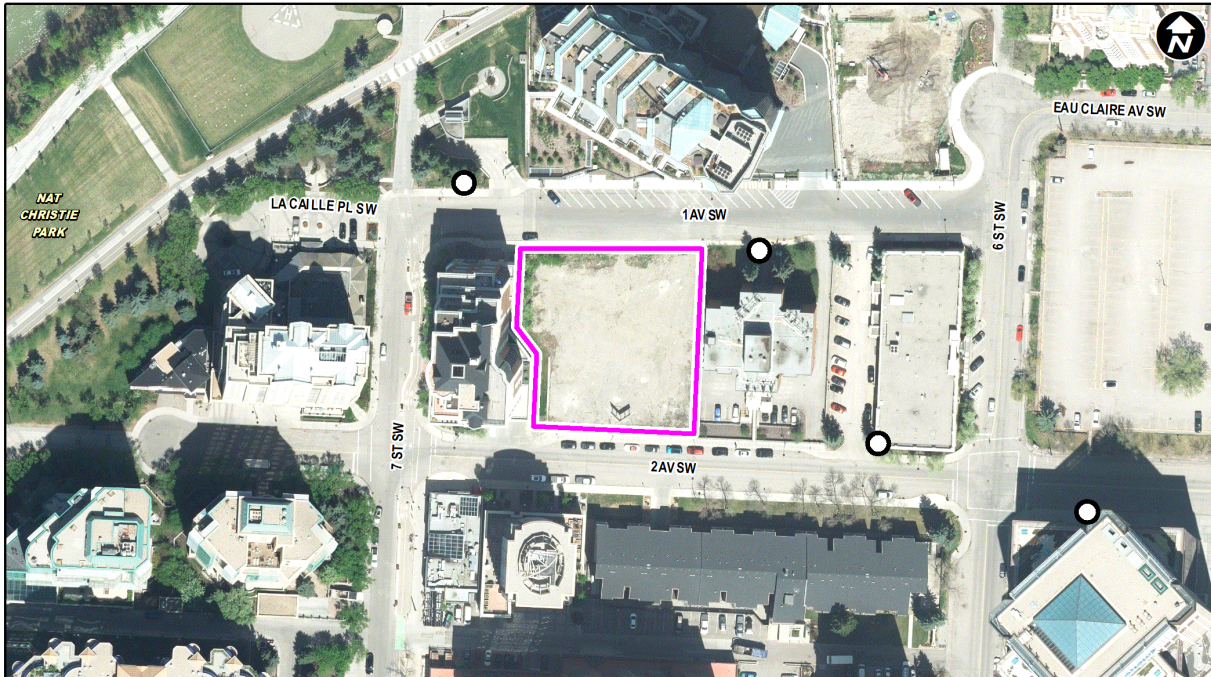
Community Peak Population Table

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

Eau Claire	
Peak Population Year	2019
Peak Population	2,030
2019 Current Population	2,030
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 online through the [Eau Claire](#) Community Profile.



Previous Council Direction

None.

Planning Evaluation

Land Use

The subject site is designated DC District (Bylaw [49D2018](#)) which was approved by Council on 2018 April 16. The base district is the Centre City Multi-Residential – High Rise District (CC-MH). The maximum floor area ratio (FAR) is 5.0 and there is no maximum building height in this district. However, there is a rule restricting new buildings from casting shadows into an area 20 metres from the top of the south bank of the Bow River; as measured during the spring and autumnal equinoxes. As the shadow study demonstrates the proposed 18 storey building complies to the aforementioned rule, the [Eau Claire ARP](#) is to be amended to accommodate one additional storey on the subject site.

Density Bonus

The proposed FAR for this development is 6.0. As per Section 8 of the DC District, bonus earning items are to be provided for FAR above 5.0. Additional density of 0.4 FAR is proposed to be achieved through a publicly accessible private open space within the proposed development. In this instance, this open space is provided along the semi-private realm along 2 Avenue SW. This open space connecting directly to the public realm is approximately 100 square metres in size with a confirmed value of \$192,000, translating into an achieved bonus floor area of 948 square metres. The balance of bonus density achieved (0.6 FAR) is proposed through a monetary contribution to the Eau Claire Improvement Fund valued at \$384,075 based on the formula found in the DC District rules. This contribution is required as part of the proposed Conditions of Approval.

Development and Site Design

Development permit application DP2021-3142 proposes an 18-storey (57-metre) multi-residential high-rise tower. Five units are located at-grade with individual direct accesses onto 1 Avenue SW. The principle vehicular access, entrance lobby, and back-of-house access are all located on the 2 Avenue SW frontage.

The proposed building includes 211 dwelling units comprised of 141 one-bedroom units and 70 two-bedroom units. Building entryways are provided along both 1 Avenue SW and 2 Avenue SW and are bisected with pavers distinguishing pedestrians and vehicular routes.

The proposed building is 18 storeys in height which exceeds the maximum currently allowed on the subject site by one storey as per the *Eau Claire ARP*. The shadow study detailed in the development permit plans demonstrates that the building will continue to comply to the shadow restricted areas (20 metres from the top of bank of Bow River).

The principle building floor plate above the second level (between Levels 3 to 16) is 907 square metres. While this is a tower floorplate that is moderately larger than existing residential towers nearby, it remains well under the maximum 1,050 square metres allowed under the existing DC District. Council's adoption of the DC District recognized potential for larger floorplates to be accommodated on the subject site while maintaining reasonable separation distances from adjoining parcels. A number of alternate massing options were explored to bring the built form closer to 2 Avenue SW but the site depth and dimensions precluded them from being feasible.

Building Materials

The proposed building materials include a combination of spandrel and clear vision glass that comprise most of the cladding. The darker colour palette used for the cladding includes a combination of black, charcoal and grey metal paneling intended to distinguish and contrast this building from those surrounding this site, found to predominantly use earth tones (brown, blue, green) as principle building cladding. Gold metal panels have been placed on balcony faces to provide accent bands articulating all elevations. These panels continue to the roof level, helping to integrate the mechanical screening with the principle building design.

The proposed building provides comparable setbacks, scale, and height to adjacent and nearby development along the southern shore of the Bow River.

Amenity Areas

Common amenity areas for the residents are provided indoors on the ground floor. These areas include a fitness room and yoga studio (103 square metres) facing the semi-private realm along 1 Avenue SW. Meeting rooms and a lounge area with a total of 57 square metres are provided along the south side of the building that faces the principle site entry area along 1 Avenue SW. Private amenity areas are also provided for all residential units through at-grade patios or balconies.

Landscaping

Public Realm

The centerpiece of the public realm is a publicly accessible private open space within the property, provided along 2 Avenue SW. This amenity provides landscaped seating space and frames the pedestrian entry to the building while buffering the automobile access and service areas. All soft landscaping elements, including large tree species, are proposed to line the semi-private street edge in lieu of no trees within the existing landscaped boulevard established

along public street edges. The landscaping provided along public street edges on both 1 and 2 Avenue SW would enhance the semi-private and public realms assisting in the transition towards private entryways for units facing 1 Avenue SW while softening the utilitarian functions provided on 2 Avenue SW.

City Wide Urban Design

The proposed development was reviewed by City Wide Urban Design through the Corporate Planning Applications Group (CPAG) review process. The applicant was asked to improve the pedestrian comfort and quality of the public realm along 2 Avenue SW while reducing the impact of the automobile access points. In response to this suggestion, the applicant proposes improvements along the street edge by providing a grass-concrete (green driveway) that extends the open space plaza, thereby extending the public realm along the eastern vehicular access. Further, the secondary vehicular access provided is dedicated for emergency and servicing (waste/recycling) functions. This area will be inaccessible to vehicles outside periods where these functions occur. Decorative bollards and chains would be established along this secondary access, discouraging vehicular access outside emergency and servicing events.

The applicant's rationale and resulting revisions to the site and building design elements are deemed appropriate and sufficient by City Wide Urban Design. Additionally, these changes comply with the land use intent for the site envisioned for primarily residential areas in the *Eau Claire ARP*.

Urban Design Review Panel

The applicant presented a building design to the Urban Design Review Panel (UDRP) on 2021 June 6. The UDRP provided comments related to the improvement and enhancement of the public and semi-private realm along 2 Avenue SW. Administration worked with the applicant to revise the development permit drawings in response to the UDRP comments. Most notably, Administration accepted the applicant's rationale of not providing public through-site access along the east and west edges of the site due to Crime Prevention Through Environmental Design concerns. The final plans indicate a larger setback provided from the east setback line that improves visual permeability into the edge and larger ground level glazing promoting better passive surveillance onto the street. The final plans submitted satisfy feedback provided by UDRP.

Transportation

Site Access and Traffic

Vehicular access is provided from 2 Avenue SW, more specifically from a primary access point on the west end of the site. A secondary vehicular access at the east end of the site is intended to accommodate waste management access anticipated to occur once a week. The secondary access for the majority of the week would be prohibited from vehicular use and primarily function as an extension of the public open space along 2 Avenue SW. Emergency Access (Fire) is allocated along 1 Avenue SW.

A Transportation Impact Assessment was not required as part of this application.

Motor Vehicle Parking

A total of 184 vehicular parking stalls are provided as required in the Land Use Bylaw and distributed in four below-grade parking areas. The first two parking levels include 18 stalls equipped with electrical conduits accommodating future electric vehicle charging stations.

Transit

The area is well served by Calgary Transit bus service, including stops located nearby on 6 Street SW (Route 449) approximately 130 metres east of the subject site. Additionally, the subject site is within 500 metres of Bus Route 4 that runs along 4 Avenue SW, with the closest stop located at 8 Street SW. A Red Line LRT Station (7 Street S Station) located at 7 Street and 7 Avenue SW is located approximately 600 metres to the south of the subject site.

Bicycle Parking Facilities

The proposed development provides a total of 110 Class 1 bicycle parking stalls and 22 Class 2 bicycle parking stalls, exceeding the requirements of the Land Use Bylaw. The stalls are located within the first two levels of below-grade parking. Discussions with the applicant concluded it was not feasible to provide Class 1 bicycle parking facilities at grade level due to building code constraints requiring many of the back-of-house functions (generator, fire pump, electrical and waste/recycling areas) also at grade level. The applicant has provided a commitment to ensure residents navigate to bicycle parking facilities as conveniently as possible.

Environmental Site Considerations

Upon the approval for the demolition of a former apartment building in 2015 (BP2015-14027), no site remediation was deemed required. No further environmental considerations were identified as part of the development permit application.,

Utilities and Servicing

Water main, storm, and sanitary deep utilities are available to service the subject site. Development servicing requirements will be determined at the Development Site Servicing Plan (DSSP) 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 towns, 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 permit application builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Greater Downtown as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies direct the Greater Downtown to accommodate at least 232,000 jobs and 70,000 residents over the next 60 years. This development permit application will help fulfill this long-term goal by providing 211

additional dwelling units into the community of Eau Claire and provide more housing options in the area.

Climate Resilience Strategy (2018)

In order to support future deployment of electric vehicles, which contributes to greenhouse gas reduction, conduits have been provided to 18 stalls within the first two parking levels to accommodate future electric vehicle charging stations. This supports Program 5 of the [Climate Resilience Strategy](#) - Climate Mitigation Action Plan: Low or Zero Emission Transportation Modes.

Eau Claire Area Redevelopment Plan (Statutory – 1995)

The subject site falls within the Residential land use areas of the [Eau Claire Area Redevelopment Plan \(ARP\)](#), where the most recent amendments were approved by Council in 2018 April. The maximum floor area ratio allowed specifically on this subject site is between 5.0 and 6.0 with a maximum height of 17 storeys, as currently detailed in Figure 6 (Potential Major Land Uses, Densities and Building Heights) within the ARP.

While the proposed building is 18 storeys, thus exceeding the limit by 1 storey, the shadow study detailed in the development permit plans demonstrate that the proposed building will continue to comply to the shadow restricted areas (20 metres from the top of bank of Bow River). For this reason, Administration supports a minor amendment to increase the maximum building height allowed on this subject site from 17 storeys to 18 storeys.

Land Use Bylaw (2007)

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's Rationale for Supporting a Relaxation
1128 Building Setbacks	(1) The building setback from a property line shared with a street is a minimum of 3.0 metres and a maximum of 6.0 metres	Plans indicate a building setback from the South RROW of 14.79m (+11.79m) to 26.3m (+20.3m)	Larger building setbacks are required from the south road right-of-way (2 Avenue SW) to accommodate on-site vehicular circulation to underground parking and back-of house functions while maintaining safe maneuvering that reduces pedestrian/vehicular conflicts. The added setback areas also provide for a publicly accessible private open space further enhancing the semi-private realm.