

**LAND USE AMENDMENT
DOWNTOWN WEST END (WARD 8)
7 AVENUE SW AND 10 STREET SW
BYLAW 129D2015**

MAP 16C

EXECUTIVE SUMMARY

This land use amendment application proposes the redesignation of the subject parcels in the Downtown from DC Direct Control District to DC Direct Control District in order to accommodate a high density multi-residential development.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2015 June 18

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 129D2015; and

1. **ADOPT** the proposed redesignation of 0.06 hectares \pm (0.14 acres \pm) located at 1116 – 7 Avenue SW (Plan A1, Block 37, Lots 27 and 28) from DC Direct Control District to DC Direct Control District to accommodate high density multi-residential development, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 129D2015.

REASON(S) FOR RECOMMENDATION:

The Land Use Amendment application conforms to the overall intent and goals of the Municipal Development Plan, Calgary Transportation Plan, Downtown West End Policy Consolidation, and the Centre City Plan by providing: more housing diversity and choice within complete communities; a development which supports a walkable, "green" and vibrant Centre City; and a high density residential environment.

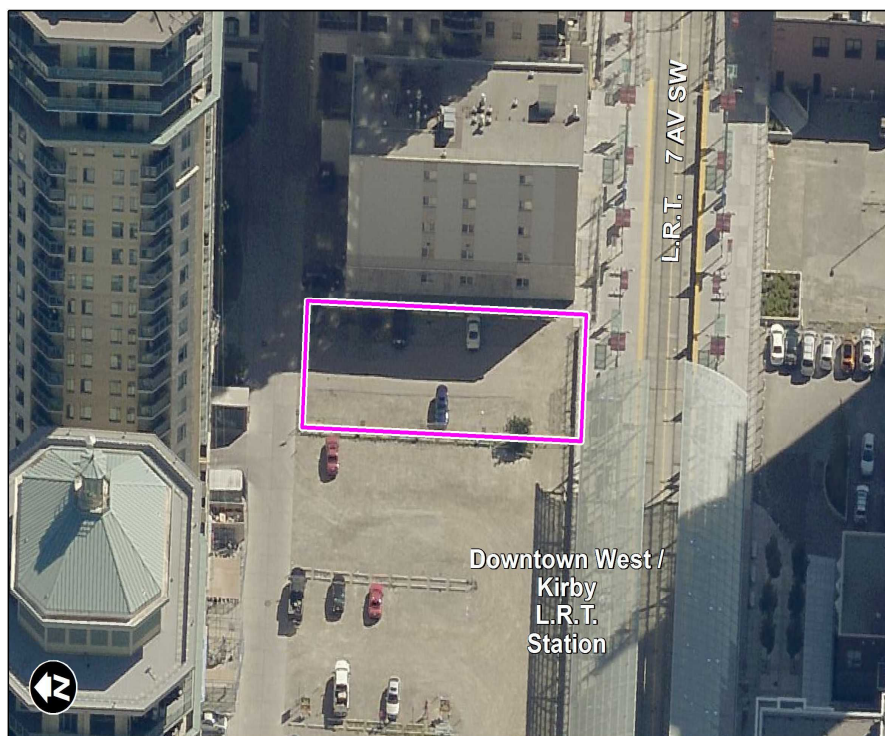
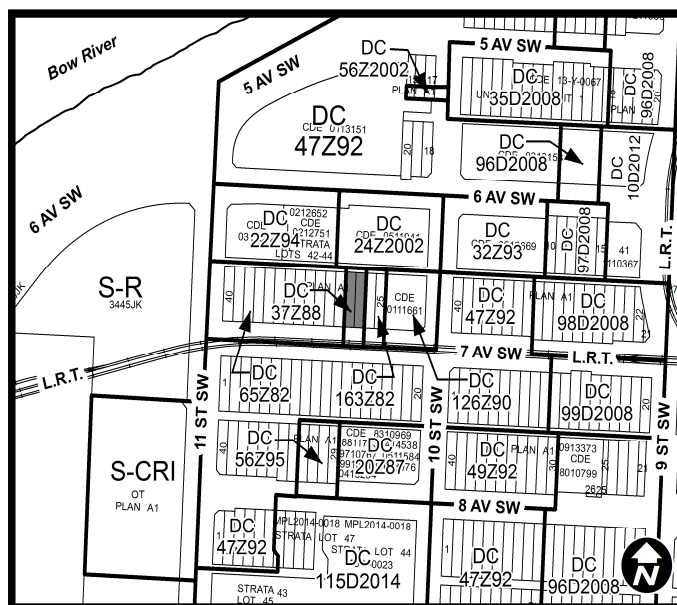
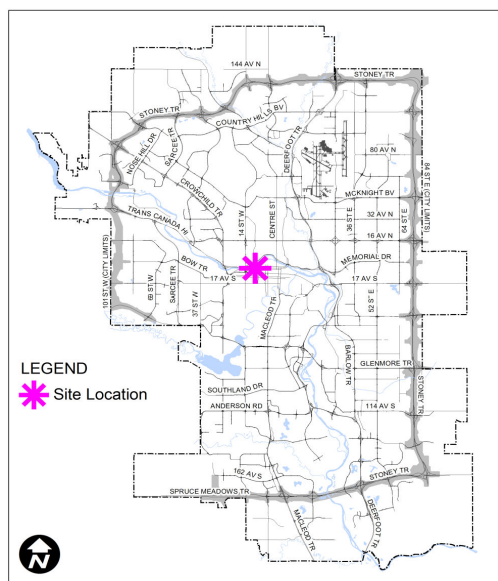
ATTACHMENT

1. Proposed Bylaw 129D2015
2. **Public Submissions**

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.06 hectares \pm (0.14 acres \pm) located at 1116 – 7 Avenue SW (Plan A1, Block 37, Lots 27 and 28) from DC Direct Control District **to** DC Direct Control District to accommodate high density multi-residential development with guidelines (APPENDIX II).

Moved by: R. Honsberger

Carried: 9 – 0

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Applicant:

NORR Architect Planners

Landowner:

Fitzroy Developments Ltd

Planning Evaluation Content	*Issue	Page
Density <i>Is a density increase being proposed.</i>	Yes	5
Land Use Districts <i>Are the changes being proposed housekeeping or simple bylaw amendment.</i>	No	5
Legislation and Policy <i>Does the application comply with policy direction and legislation.</i>	Yes	6
Transportation Networks <i>Do different or specific mobility considerations impact this site</i>	Yes	8
Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer, storm and emergency response) concerns.</i>	No	8
Environmental Issues <i>Other considerations eg. sour gas or contaminated sites</i>	No	
Growth Management <i>Does this site have appropriate growth management direction</i>	Yes	
Public Engagement <i>Were major comments received from the circulation</i>	Yes	8

*Issue - Yes, No or Resolved

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PLANNING EVALUATION

SITE CONTEXT

The subject lots are located to the east of 7 Avenue SW and 10 Street SW. These lands are located within an area of transition between the Downtown Commercial Core and the residential precinct of the West End. The site is directly adjacent to an LRT station (Downtown West/Kirby) and has access to approximately twenty nine (29) transit routes. The river pathway system to the north is also nearby.

LAND USE DISTRICTS

Current Land Use District – Direct Control District (DC 37Z88)

Development within the subject lands are currently designated Direct Control District (Bylaw 37Z88), which was approved by Council on 1988 May 24. The existing District is intended to create a commercial building with a temporary surface parking area, tied-to-plans.

The existing DC District was tied-to-plans that included parcels between 6 Avenue SW and 7 Avenue SW, directly west of 10 Street SW, which have subsequently been redesignated to DC Districts to provide for high density multi-residential developments (Bylaw 126Z90 and Bylaw 24Z2002).

The development guideline highlights found within the existing District include:

- permitted and discretionary uses of Central Business Commercial District (CM-2), which are found in Bylaw 2P80;
- a maximum height of 89 metres;
- an FAR of 8.55, of which 8.0 must be dedicated for commercial purposes;
- three hundred and ninety three (393) parking stalls are to be provided; and
- the building and site layout must conform substantially to the plans and renderings submitted to City Council during their consideration.

Proposed Direct Control District

The proposed Direct Control District is seeking to transition the subject lots from a strictly commercial district to a residential district, which is in keeping with the residential character of the West End neighbourhood. Specifically, the DC District is intended to:

- provide for high density Multi-Residential Development on a small infill parcel directly adjacent to a LRT Station;
- provide a building form that is LRT platform oriented; and
- provide primarily residential with a limited range of support commercial uses.

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The proposed development guideline highlights found within the district include:

- permitted and discretionary uses of the Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) found within the Land Use Bylaw (1P2007);
- relaxations to landscaping and setback requirements, to connect the building to the LRT platform.
- an FAR of 7.0, with the opportunity to increase the density to an FAR of 8.6 for a hotel or residential units.

Section 20 (1) of the Land Use Bylaw directs Administration to consider merits of a proposed Direct Control District provided the following criteria are satisfied:

“Direct Control Districts must only be used for the purpose of providing for developments that, due to their unique characteristics, innovative ideas or unusual site constraints, require specific regulations unavailable in other land use districts.”

The subject site resides in a location which does not have a current Land Use Bylaw stock district. Further, the proposed FAR of 7.0, with the opportunity to increase to a maximum density of 8.6 for a hotel or residential units, has no corollary in the Centre City north of the CPR Corridor.

Although Administration has embarked on a review of the existing West End Consolidation Plan, the review has been temporarily suspended in favour of other Council initiatives. Therefore, in consideration of utilizing a stock district that would compliment and not compromise any future redistricting of the West End, Administration turned to the Centre City Multi-Residential High Rise Support District (CC-MHX). The stated purpose of the CC-MHX District includes:

- is intended to provide for Multi-Residential Development on sites within the Centre City area of the city;
- has Multi-Residential Development that will provide intense development; and
- is primarily residential... with a limited range of support commercial uses, restricted in size and location within the building.

Permitted uses within the district include: convenience food store; office; retail and consumer service; and take-out food service.

Reflecting on both the Downtown West End Policy Consolidation and the existing DC district, Administration considers the additional density as desirable, but believes that the increase above 7.0 should reflect current practices where increased density tangibly equates to public benefit. As in the case of CC-MHX District, Administration considers the public benefit to be the added residential density along 7 Avenue SW.

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LEGISLATION & POLICY

The following sections review the policy foundations that support the proposed high-density multi-residential DC District:

Municipal Development Plan

2.3 Creating Great Communities

“Goal – create communities by maintaining quality living and working environments, improving housing diversity and choice, enhancing community character and distinctiveness and providing vibrant public places.”

Key Direction #2: provide more choice within complete communities.

Key Direction #4: Link land use decision to transit.

Key Direction #5: Increase mobility choices.

Key Direction #8: Optimize infrastructure.

2.5 Connecting the City

“a more sustainable city requires an integrated transportation system that supports a compact urban form. Bringing jobs, housing services and amenities closer together encourages non-automobile modes of travel, providing more choice to Calgarians. In most cases, It will not be practical to accommodate all modes of travel equally in every part of Calgary. More sustainable modes of transportation should be emphasized where they can provide convenient and realistic travel choices.

Increased walking and cycling activity will occur primarily in the various Activity Centres and Corridors located across the City. Homes, jobs, services and amenities will be located in close proximity to each other in these locations. Therefore, the needs of pedestrians and cyclists should be given the highest priority in Activity Centres and Corridors.”

Calgary Transportation Plan

Transportation Goal #4: Enable public transit, walking and cycling as the preferred mobility choices for more people.

“An integrated strategy is required that includes substantial transit expansion, investment in new pedestrian and cycling infrastructure, transit-oriented land use and support street and parking policies. These strategies will reduce demands on the transportation system by reducing vehicle trip distances and making public transit, walking and cycling more appealing choices for more people.”

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Downtown West End Policy Consolidation

Within the '*Executive Summary*' of the policy, one of the stated planning objectives is the strengthening of the Downtown by "promoting a large population base and supplying more housing opportunities which:

- put more people in close proximity to the diverse range of Downtown employment opportunities;
- efficiently use the existing transportation and other service systems, reducing demand for roadways or other transportation improvements;
- satisfy the future demand for housing thereby reinforcing the commitment to residential uses in the western part of the Downtown."

the subject site falls under area 'A' which allows for densities of up to 3.0 for commercial development and 7.0 for high density residential uses.

Centre City Plan

2.0 Vision and Principles:

#1 Build Liveable, Inclusive and Connected Neighbourhoods:

- Neighbourhoods that contain a wide range of housing options;
- Provide a model for achieving excellence in creating high density, urban living environments.

#2 Put Pedestrians First:

- Pedestrians and cyclists are given the highest priority...because of their low impact environmental impact;
- Pedestrians feed into the transit system;
- Transit is given a high priority because of its ability to move people directly and efficiently with a low environmental impact;
- Support the development of a walkable, "green" and vibrant Centre City.

TRANSPORTATION NETWORKS

The subject this site is very accessible by sustainable transportation modes. Examples of excellent transportation infrastructure in close proximity include:

- An LRT Station directly adjacent to the site;
- Easy access to C-Train Free Fare Zone;
- Bus stops for approximately 29 different Calgary Transit bus routes within a three block radius, including 2 different BRT routes;
- River pathway system nearby; and

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- Grid layout of streets and complete pedestrian and cycling infrastructure providing route choice and easy wayfinding for pedestrians, cyclists and transit users.

UTILITIES & SERVICING

Water Resources advises that the adjacent LRT Platform installation by Transit, for the purposes of the LRT platform projects along 7 Avenue SW; services are “pre-installed” to the development site. Therefore sanitary, storm and water exist adjacent to the site and to the parcel. With that said, Development Site Servicing Plan requirements and plan will be to the satisfaction of Water Resources and Development Servicing, as determined at the Development Site Servicing Plan (DSSP) circulation stage.

PUBLIC ENGAGEMENT

Community Association Comments

2015 June 08 - Meeting was held with the applicant and Community Association to review the Land Use application.

No comments received by CPC Report submission date.

Citizen Comments

Administration has received one (1) letter in support of the proposal and twelve (12) opposed. Concerns can be summarized as follows:

- Increase in traffic.
- Obstruction of views.
- Blocking of sunlight.
- Type of tenants that would reside in “affordable housing”.
- Environmental concerns.
- Increase density will have a negative impact on city infrastructure.
- Proposal does not conform with existing residential development.
- Removing parking lot that is highly utilized by visitors.

Public Meetings

No public meetings were held by the applicant or Administration.

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APPENDIX I

APPLICANT'S SUBMISSION

The subject parcel is located in the Downtown West End and consists of 0.06 ha (0.15ac). The site is currently occupied by a surface parking lot and includes 30.5 metres of frontage along 7 Avenue SW facing the downtown West/Kerby LRT Station.

The proposed redevelopment of this site involves the construction of a 12 storey multi-residential building containing approximately 66 rental units. A Development Permit application has been submitted concurrently with this land use application.

The current Direct Control district (bylaw 37Z88) was approved by Council in 1988 and is tied to plans. As a result, the current DC district will only accommodate a comprehensively designed commercial building; therefore, a land use amendment is required to construct the proposed multi-residential development.

A new DC district is proposed based on the Centre City Multi-Residential High Rise Support Commercial District (CC-MHX). The proposed DC will accommodate high density residential development and includes rules to facilitate redevelopment of this small infill site. For example, a maximum FAR of 8.6 has been established and building setbacks have been minimized to facilitate a pedestrian friendly environment along 7 Avenue and to maximize buildable area on this challenging site.

The proposed land use amendment will facilitate the implementation of key directives in the Municipal Development Plan and Calgary Transportation Plan. More specifically, the proposed land use amendment will support development that will:

- Provide high density residential development in the Centre City;
- Introduce more housing choice, including affordable housing options in the area;
- Link land use to transit resulting in better use of existing transit infrastructure;
- Increase mobility choices, particularly choices that do not involve motor vehicles; and
- Enhance safety and security near the transit station by providing more "eyes on the station" throughout the day and night.

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APPENDIX II

PROPOSED DC DIRECT CONTROL GUIDELINES

Purpose

- 1 This Direct Control District is intended to:
- (a) provide for high density **Multi-Residential Development** on a small infill parcel directly adjacent to a LRT Station;
 - (b) provides a **building** form that is LRT platform oriented.
 - (c) provide primarily residential with a limited range of support commercial **uses**.

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3, and 4 of Bylaw 1P2007 apply to this Direct Control District.

Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

Permitted Uses

- 4 The **permitted uses** of the Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Centre City Multi-Residential High Rise Support District (CC-MHX) of Bylaw 1P2007 apply in this Direct Control District.

Density

- 7 The maximum **floor area ratio** is:
- (a) 7.0; or
 - (b) 7.0, plus the **gross floor area** of **units** and the **gross floor area** of **Hotel** guest rooms, up to a maximum **floor area ratio** of 8.6.

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Setback Area

- 8 There is no requirement for a *front setback area*, *rear setback area* or *side setback area* in this Direct Control District.

Landscaping

- 9 There is no minimum requirement for *landscaped area* in this Direct Control District.