

Background and Planning Evaluation

Background and Site Context

The subject site is located at 823 – 17 Avenue SW in the community of Lower Mount Royal, on the south side of 17 Avenue SW, east of 8 Street SW and across from Tomkins Park. The site is mid-block and has a width and depth of approximately 38 metres and 36 metres respectively.

The site is currently occupied by three two-storey single detached houses, that have been converted to commercial uses, and a one-storey restaurant. Two of the houses, located at 825 and 829 - 17 Avenue SW, were built circa 1911 and retain some of their original integrity but are not listed on the Inventory of Evaluated Historic Resources and are not protected heritage buildings.

Surrounding development is characterized by one to two storey commercial developments to the east and west. Tomkins Park is located immediately to the north across 17 Avenue SW and located to the south of the site is primarily low and medium density residential development.

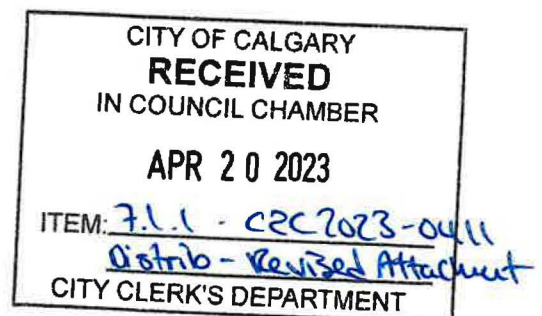
Community Peak Population Table

As identified below, the community of Lower Mount Royal reached its peak population in 1970, and the population has decreased since then.

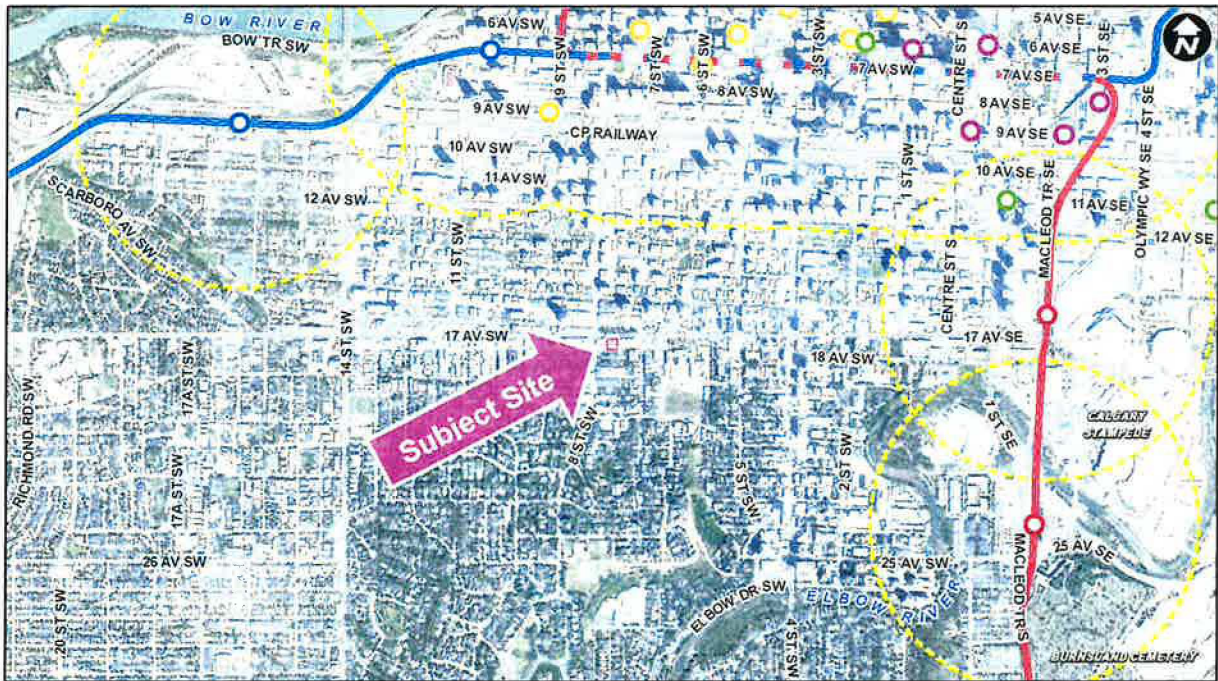
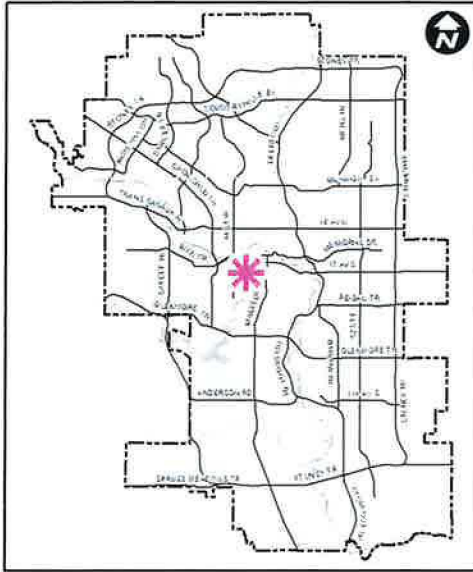
Lower Mount Royal	
Peak Population Year	1970
Peak Population	3,594
2019 Current Population	3,457
Difference in Population (Number)	-137
Difference in Population (Percent)	-3.81%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Lower Mount Royal Community Profile](#).



Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The site is designated as Direct Control (DC) District ([Bylaw 102D2019](#)). This DC District is based on the Commercial - Corridor 1 (C-COR1) District, which is intended to support storefronts along a continuous block face with commercial developments on both sides of the street. It provides opportunities for commercial street-oriented uses at grade and supports residential on the upper floors.

The DC District was designed to address several unique characteristics for the proposed development. It differs from the base C-COR1 District in several key ways:

- a maximum building floor area of approximately 6,970 square metres or 5.0 FAR, where community benefit is provided through a monetary contribution to the Heritage Reserve Incentive Fund to offset the loss of character houses on the site;
- a maximum building height of 27 metres;
- a modified setback area along the rear lane;
- a new Restaurant Patio use to allow for a patio above the first storey of a building with maximum use area size of 250.0 square metres; and
- the uses listed in the C-COR1 District with the addition of Restaurant: Food Service Only - Large; Restaurant: Licensed – Large, and Restaurant Patio.

Development and Site Design

Site and Building Design

The proposed building responds to Tomkins Park by extending its greenery in proposing new street trees and rooftop landscaping on the building's second floor. The building's main level offers a permeable interface with six commercial/retail doors and one entry point to the residential portion of the building. Vehicular access is provided off the rear lane with 32 parking stalls on the parkade level and 70 Class 1 biking stalls on the main level.

The north façade of the building on the main floor contains four commercial/retail bays with glass canopies that reinforce the 17 Avenue SW Neighbourhood Main Street. The building's residential entrance is highlighted with an overhanging round canopy with the building name (ENZO) on top. The north facade enhances the public interface with brick-clad walls and private balconies on the second level and a common rooftop amenity on the seventh level.

To reduce the perceived massing of the building, the residential levels above the main floor podium are setback over eight meters from the front property line and expressed with eight columns of windows, recessed on three different planes, and finished with a variety of materials. The building's materials, including brick, glass canopies, metal and glass railings, metal-clad PVC windows, and metal doors, have been selected for durability and longevity.

For the west elevation wall, a digital projection was originally proposed to animate the wall. Various concerns were raised by the community, urban design, and roads. This has been amended to propose a painted art mural to be commissioned prior to issuance of the Development Completion Permit.

Overall, the building's well-articulated elevations provide a variety of window types and materials that break up the massing, creating a symmetrical proportionate structure that enhances the building block, street, and Tomkins Park experience.

Public Realm and Outdoor Amenity Spaces

Four street trees are proposed in the boulevard with tree trenches and grates. A three-metre setback to the commercial podium is also proposed for possible future outdoor patios. The private patios on the second floor provide residents with both a level of privacy and a view across the avenue and the park beyond. A landscape planter buffer with six trees and shrubs is also proposed. Additionally, a common amenity terrace is located at the roof top level, which will only be accessible to building residents.

Urban Design Review

The file was reviewed throughout the process by Urban Design + Open Space and reviewed by the Urban Design Review Panel (UDRP) on 2022 November 2. The UDRP found that the proposed development fits well within the context of 17 Avenue SW but suggested that visual connection with Tomkins Park could be improved through greater visual permeability. The applicant's response (included in Attachment 5) listed privacy concerns and mechanical screening as reasons for some areas of brick screening and provided enhanced landscaping and transparency of the commercial frontages on the main level to create an appropriate interface with 17 Avenue SW and the park beyond.

Transportation

The site benefits from strong connectivity for all mobility modes. 17 Avenue SW is part of the Primary Transit Network, with service including Routes 6 and 7. Routes 2 and 13 on 8 Street SW are less than 200 metres away and the LRT located on 7 Ave is 1.1 kilometres away.

There are existing on-street bikeways on 5 Street and 12, 13 and 14 Avenues, all less than 500 metres away. A signed bicycle route on 8 Street is located about 50 metres away. The grid network of sidewalks throughout the neighbourhood provides multiple routing options for pedestrians.

Commercial and residential loading and servicing bays will be accessed from the lane, as will the one-level underground parkade with 25 stalls for residents and 7 stalls for visitors.

The site is on a Neighbourhood Main Street in the Greater Downtown area. It is within walking distance of numerous amenities like grocery, retail, restaurant, employment, and services. Street parking around the site is managed with existing time of day and residential parking zones. In addition, there are several parkades with excess capacity in close proximity of the site. A parking study for supporting a parking relaxation was submitted and accepted.

The proposed development will provide 70 total Class 1 bicycle parking stalls (one per unit) in a secure storage on the main level. Of these stalls, 26 will be wall mount, 22 will be on the floor and 22 will be stacked above.

A Transportation Impact Assessment was not required in support of this Development Permit.

Environmental Site Considerations

An environmental site assessment was provided that identified no evident environmental concerns.

Utilities and Servicing

Water main, storm, and sanitary sewer connection is available from 17 Avenue SW. Relevant studies have been provided that confirm that capacity exists to service the proposed development.

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 [Growth Plan](#) (GP). The proposed development 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 site is located within the Neighbourhood Main Street area as identified on Map 1 of the [Municipal Development Plan](#). Neighbourhood Main Streets are intended to provide for a

broad mix of residential, employment, and retail uses and meet a minimum intensity of 100 people and jobs per hectare. These Main Streets are characterized by low to medium density residential, retail, and mixed-use buildings with the highest intensity of development located where the Main Street meets other major transit streets. The proposed development is in keeping with these policies as it provides for an intensity, mix of uses, and built form that support 17 Avenue SW as a Neighbourhood Main Street.

Specific use policies of the MDP encourage the conservation of historic resources. While the existing buildings on the site are not identified on the Inventory of Evaluated Historic Resources, two of these buildings are considered to have some heritage value as character houses. As noted in this report, the proposed DC District for the site includes a provision to allow for monetary contributions to the Heritage Reserve Incentive Fund to offset the potential loss of these buildings.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has proposed the following climate measures as part of the development permit application:

- 70 (35 bylaw required) Class 1 bicycle parking stalls in line with the actions set out in Program G: Mode shift;
- 2 electric vehicle parking stall - capable stalls in line with the actions set out in Program F: Zero emissions vehicles; and
- “Solar ready” infrastructure to support the actions set out in Program D: Renewable Energy

Lower Mount Royal Area Redevelopment Plan (ARP) (Statutory – 1983)

Figure 2 – Land Use Policy of the [Lower Mount Royal ARP](#) identifies the site as Commercial. Policies of the Commercial land use area are intended to reinforce the regional pedestrian shopping character of 17 Avenue SW. Policies applicable to the application include accommodating continuous retail frontage at-grade and land uses such as retail shops, restaurants, and personal care businesses. In addition, the ARP includes policies that protect the north sidewalk on 17 Avenue SW from shadowing. The shadow study submitted shows it meets this requirement. Overall, the proposed land use amendment is in keeping with applicable policies of the ARP.

Land Use Bylaw 1P2007

This development permit requires the following relaxations to the Land Use Bylaw. Administration has reviewed each relaxation and considers each acceptable for the reasons outlined below:

Bylaw Discrepancies		
Regulation	Standard	Provided
787 Front Setback Area (max.)	There is no min. requirement for a front setback area, but where a front setback area is provided, it must have a max. depth of 3.0m	Plans indicate the maximum setback from the North property line is 5.27m (+2.27m). The main façade of the building is at 3 metres, only the recessed main

782 Building Location and Orientation	(2) The max. building setback from a property line shared with a commercial street is 3.0m	entrance to the residential lobby is over the 3-metre maximum. Relaxation is supported.
Building Height as per direct control	(2) Where the parcel shares a property line with a lane, the maximum building height is 10.0 metres measured from grade within 3.0 metres of that shared property line.	Plans indicate a portion of the building extends within the building height maximum formed with the South property line. See PTR requirement: Amend to remove this Discrepancy.
Floor Area Ratio As Per Direct Control	(1) Unless otherwise referenced in subsection (2), the maximum floor area ratio is 3.0.	Plans indicate the floor area ratio of the proposed building is 4.05 (+1.05) or 5642.48m ² (+1461.41m ²). See PTR requirement: Additional Floor Area Ratio – Section 12 of DC 102D2019 Monetary contribution is required.
693 Additional Landscaping Requirements	(7) Every sidewalk provided must: (c) have different surfacing than the surfacing of the parking areas on the parcel; and	Plans indicate the surface landscape material used for the loading stall and sidewalks at the rear of the property are the same surface material. The 3m rear lane setback (apron) is all concrete material and finish. Relaxation is supported.
Residential Motor Vehicle Parking Stalls	53 Motor vehicle parking stalls required	Plans indicate 25 (-28) motor vehicle parking stalls are provided on site. Supporting Parking Study submitted and accepted by mobility engineer. Relaxation is supported.
Bicycle Class 2 Parking Stalls	7 Bicycle Class 2 parking stalls required	Plans indicate 0 (-7) bicycle class 2 parking stalls are provided on site. Eight class 2 bicycle stalls provided off site in boulevard. Relaxation is supported.