

Background and Planning Evaluation

Background and Site Context

The subject site is located at 106 14 Avenue SE in the Beltline community. The site is comprised of a single, rectangular shaped lot with an area of approximately 0.065 hectares, measuring 15.2 metres wide and 42.7 metres in length. The site is accessible from 14 Avenue SE and does not have a lane. The site is situated in a mixed-use area that features mixed-use, residential, and commercial buildings.

The site is in an area that is well-connected to transit and services. The surrounding neighbourhood contains several amenities, including parks, restaurants, and shops including the 17 Avenue Neighbourhood Main Street. The site is approximately 250 metres from the Stampede Light Rail Transit (LRT) station and 150 metres from bus transit service on 1 Street SE.

Community Peak Population Table

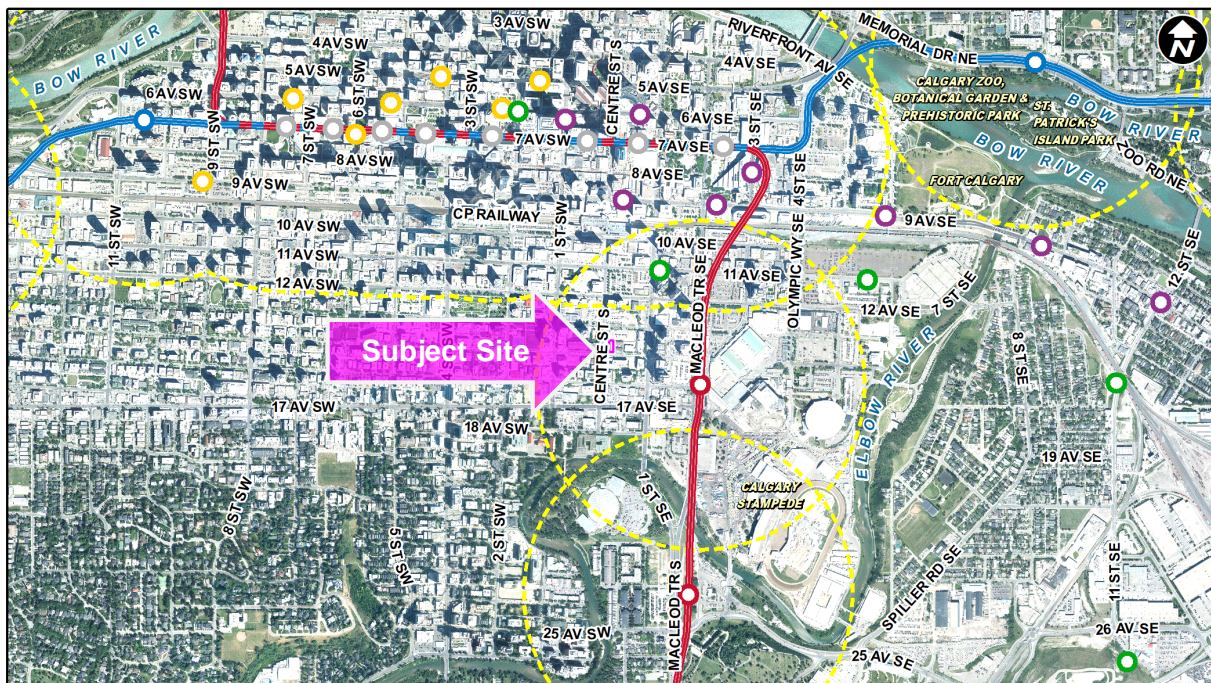
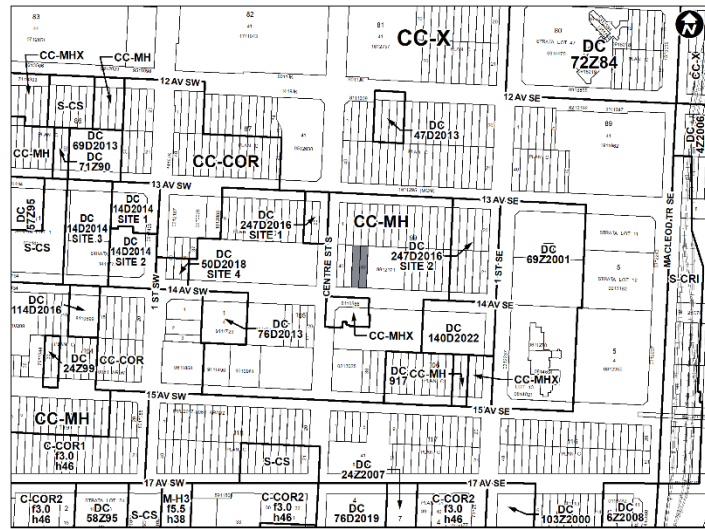
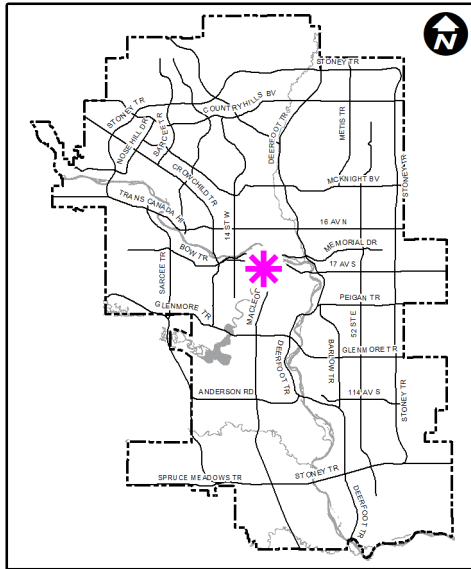
As identified below, the community of Beltline reached its peak population in 2019.

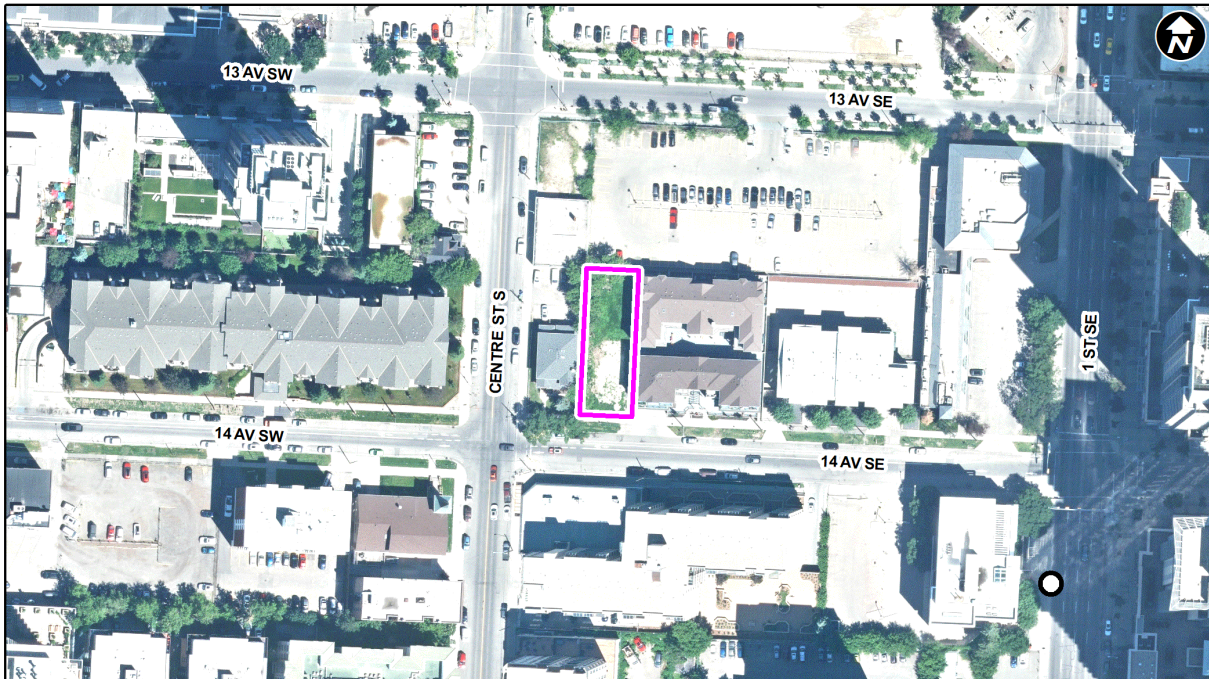
Beltline	
Peak Population Year	2019
Peak Population	25,129
2019 Current Population	25,129
Difference in Population (Number)	± 0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The site is in an area of the community that is designated Centre City Multi-Residential High Rise (CC-MH) District. This land use classification is intended to provide for high-density, multi-residential development. The CC-MH District has no maximum building height and allows for a maximum of floor area ratio of 5.0. The maximum floor area ratio may be increased to 7.0 through the provision of bonus amenities that provide enduring public benefit. This district enables a building form that is street-oriented at grade, including landscaping to complement the design of the development.

Development and Site Design

Site and Building Design

This proposed development consists of an 11-storey, 18 unit multi-residential building. The building has a gross floor area of 4,558 square metres (7,006 square feet) resulting in a floor area ratio of 7.0. A public amenity contribution is required to accommodate a floor area ratio above 5.0 and a contribution to the Beltline Community Investment Fund is proposed.

At grade, the building is oriented towards 14 Avenue SE and a landscaped boulevard separates the building from the street. The building lobby is accessible to pedestrians at grade-level and access to the at-grade parkade and bicycle parking is also available.

Building amenities including an outdoor amenity area, fitness room, storage room, mail room and laundry, as well as mechanical and building operations areas, are provided on the second floor. The building amenities will be available to all future tenants and can be accessed from the internal elevator or stairwells.

Dwelling units are provided on floors three to eleven. Each floor contains two dwelling units, one north facing and one south facing. Each unit has five bedrooms, a kitchen, living room, in-suite laundry, and outdoor patio and each bedroom has an ensuite bathroom. It is envisioned that each unit will be a multi-generational residence that will allow for communal living. To improve privacy for building residents and neighbouring properties the dwelling units do not have windows that face east or west towards the adjacent parcels.

A rooftop patio area is available for building residents. This rooftop amenity is south-facing and includes a seating area and landscaping. Mechanical units, elevator penthouse, and mechanical penthouse are also located at this level.

Building Massing

The building mass has been influenced by the parcel size and existing development context. At-grade, the building is oriented towards the street and the building footprint has been maximized to accommodate the parking area. Above grade, the upper floors are articulated to enable the desired unit configuration and address the surrounding development context.

Resident amenity areas have been provided on floor two and dwelling units are provided on floors three to eleven. The building mass has been articulated to optimize dwelling unit layout, patio locations, window locations, sunlight, and privacy considerations. The bedrooms extend out east and west which allows each bedroom to have a window. The bedroom windows do not face the adjacent properties to protect privacy. These building articulations also add visual interest to the overall building design. A shadow study was completed by the Applicant and the shadow impacts to adjacent properties was determined to be acceptable.

Building Materials

The building facades are finished with a combination of building materials. The street-facing south façade has the greatest variety which includes metal cladding, window wall system, tile cladding, and integrated photovoltaic panels. These materials complement the building design and add variation. The north façade is finished with similar materials. The west and east facades propose painted murals to add visual interest to the cement finish from floors three to eleven.

Urban Design Review

The development was reviewed by the Urban Design & Open Space team throughout Administration's review process. They provided comments on the quality of the amenity areas, privacy for adjacent developments, building materiality and elevation design, and site functionality. The development was reviewed by Urban Design Review Panel (UDRP) on 2022 June 15. The Panel recommended several changes to the building and site design including improvements to the building and landscaping at-grade, narrowing the width of the vehicle access to the building, additional measures to responding to existing adjacent developments, enhancements to site accessibility, and reducing the number of vehicle parking stalls. The full UDRP comments are included in Attachment 5. In response to similar comments provided by both administration and UDRP, the applicant made several changes to the proposed building and site design including adding privacy screens to lower-level patios, enabling barrier-free

access to the entire development, adding murals to east and west building facades, and improving the landscaping in front of the building.

Landscaping

The parcel size and building massing have influenced the amount of landscaped area on the site. At-grade, landscaping is provided between the building and the public sidewalk. This landscaped area includes trees, shrubs, and soft landscaping, as well as the parkade driveway and pedestrian walkways to the building. Additional landscaped areas are provided in the first floor amenity area, at the rear of the building, and in the roof-top amenity area. The first floor amenity area includes trees which will provide screening. The rooftop amenity area includes trees, shrubs, and soft landscaped areas as well. Due to impacts related to the parcel size and building mass, several landscape area relaxations are requested - see Land Use Bylaw 1P2007 section below.

Transportation

The site benefits from strong connectivity for all mobility options. The site is approximately 250 metres from the Stampede LRT Station and both local and primary bus routes are available in the area. A painted, separated cycling lane and a sidewalk is available on 14 Avenue SE. The grid network of sidewalks throughout the community provides multiple connections to local amenities and services for pedestrians.

This development proposes to relocate the existing vehicle access to the parcel. A new access location to 14 Avenue SE is required to access the building parkade and the existing vehicle access location to 14 Avenue SE will be closed and the public realm will be rehabilitated. The parkade offers 11 vehicle stalls, two accessible vehicle stalls, and 36 bicycle parking stalls – class 1. Two bicycle parking stalls – class 2 are proposed in front of the building in the public boulevard. This site does not have a rear lane.

Environmental Site Considerations

An environmental site assessment was provided for this application and no known environmental concerns were identified.

Utilities and Servicing

Water, sewer and storm connections are all available. Relevant studies have been provided and confirmed that there is available capacity 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.

Growth Plan (2022)

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 site is located within the Greater Downtown as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). This area is intended to be Calgary's primary hub for business, employment, living, culture, recreation and entertainment. Policy for this area supports high-density residential development in the neighbourhoods surrounding the Downtown Core. Buildings in this area should be street-oriented and contribute to a pedestrian-friendly streetscape. This application also aligns with the MDP's goal of creating great communities by pursuing housing diversification.

Calgary Climate Strategy (2022)

This development proposes a solar façade system that is made from high-efficiency photovoltaic panels. This system will be provided on the north and south facades. This feature is in alignment with Program Pathway A: New Buildings – Build New Buildings to a Net Zero Emissions Standard of the [Calgary Climate Strategy – Pathways to 2050](#) and will contribute to lower the overall building emissions.

Beltline Area Redevelopment Plan (Statutory – 2006)

The site is located within the Primarily Residential area as identified on Map 3: Land Use Concept in Part 1 of the [Beltline Area Redevelopment Plan](#) (ARP). The Primarily Residential classification is intended to accommodate a variety of residential developments along with compatible and accessory retail, personal service, and institutional uses to support the local population. The proposed development aligns with the objectives of this classification and will increase the residential population and provide a housing type to meet the needs of a diverse urban population. The proposed building design also considers the existing context and provides a building form that respects the existing context and interface with adjacent properties through strategic window placement and privacy screens on lower-level patios.

Land Use Bylaw 1P2007

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

Bylaw Discrepancies		
Regulation	Standard	Provided
1128 Building Setbacks	(1) The building setback from a property line shared with a street is a minimum of 3.0m and a maximum of 6.0m	Plans indicate the maximum building setback from the South property line to a portion of the second storey of the building is 11.33m (+5.33m). The majority of the building is setback 3.0m from the south property line. However, the second floor amenity area (+8.3 m), floor three to eleven patio areas (+3.4m) and a small portion of the building façade (+.7m) are setback greater than 3.0 metres. Relaxation requested.

		<p>Plans indicate the maximum building setback from the South property line to the third through eleventh storeys of the building is 9.03m (+3.03m).</p> <p>Building is setback 3.0m for most of floors three through eleven. A minor relaxation (+3.03m) is required for the western portion of floors three through eleven. A small portion of the façade is setback more than 6.0m. Relaxation requested.</p>
1099 Projections Into Setback Areas (max.)	(5) Eaves may project a maximum of 0.6m, and window wells may project a maximum of 0.8m, into any setback area.	<p>Plans indicate the South building eaves (canopy) project within the minimum building setback from the South property line 1.80m (+1.20m).</p> <p>Canopy projects into setback area. Relaxation requested.</p>
1101 Specific Rules for Landscaped Areas	(2) The maximum hard surfaced landscaped area is 50.0% of the required landscaped area.	<p>Plans indicate 189.27m² (+85.13m²) of the landscaping provided is hard surfaced landscaping.</p> <p>There is no rear lane to service the property for parking, therefore a driveway in the front yard is needed. Soft landscaped areas are provided in the rooftop and second level amenity areas. Relaxation is requested.</p>
	(3) For landscaped areas above grade, a minimum of 30.0% of the area must be covered with soft surfaced landscaping.	<p>Plans indicate 12.12% (-17.88%) or 24.59m² (-36.27m²) of the landscaping provided above grade is soft surfaced landscaping.</p> <p>Due to the parcel size most of the above grade landscaped areas are required for outdoor amenity areas and walkways for residents. Soft landscaping has been provided where possible. Additional soft landscaping has been provided on the roof and this landscaping was not counted in this total. Relaxation requested.</p>

	(6) At least 25% of the required landscaped area must be provided at grade.	Plans indicate 14.95% (-10.05%) or 31.13m ² (-20.94m ²) of the landscaping provided is located at grade. The proposed building and site design were constrained by the parcel size and vehicle access resulting in limited opportunities for landscaping at grade. As such, landscaped areas have been provided above grade including two outdoor amenity areas at the first level and a rooftop amenity area. Relaxation requested.
Residential Motor Vehicle Parking Stalls	14 Motor vehicle parking stalls are required	Plans indicate 13 (-1) motor vehicle parking stalls are provided on site. The proposed development is in close proximity to transit and bicycle parking is provided on site. Relaxation Requested.
Visitor Parking Stalls	2 Visitor parking stalls are required	Plans indicate 0 (-2) visitor parking stalls are provided on site. Resident parking was prioritized, and visitors may park on the street or use other modes of transportation to visit the site. Relaxation Requested.
Loading Stalls	1 Loading stall is required	Plans indicate 0 (-1) loading stalls are provided on site. Loading to occur on the street. Relaxation Requested.