

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Downtown West End, between 8 and 9 Avenues SW and 10 and 11 Streets SW and serves as a gateway into the downtown travelling from the west. The site totals approximately 1.02 hectares (2.52 acres) and is currently occupied by the first two phases of the West Village Towers development and with a vacant parcel as well, awaiting construction of phase 3 of this comprehensive development.

Surrounding development is characterized by a mix of commercial and residential development. Directly to the west of the site is Mewata Armoury and Shaw Millennium Park as well as a low-rise social housing development. To the south of the subject site is the recently vacated Metro Ford car dealership. To the east of the site is small-scale commercial development, and to the north of the site, there is a high-rise residential tower, mid to low-rise residential development and low-scale commercial development.

The subject site is one block south of the Downtown West – Kerby LRT Station along the main LRT line running through downtown Calgary. It is also in close proximity to other transit stops, the riverfront and a multitude of other amenities in walkable distance, including the Co-op Midtown grocery store.

Community Peak Population Table

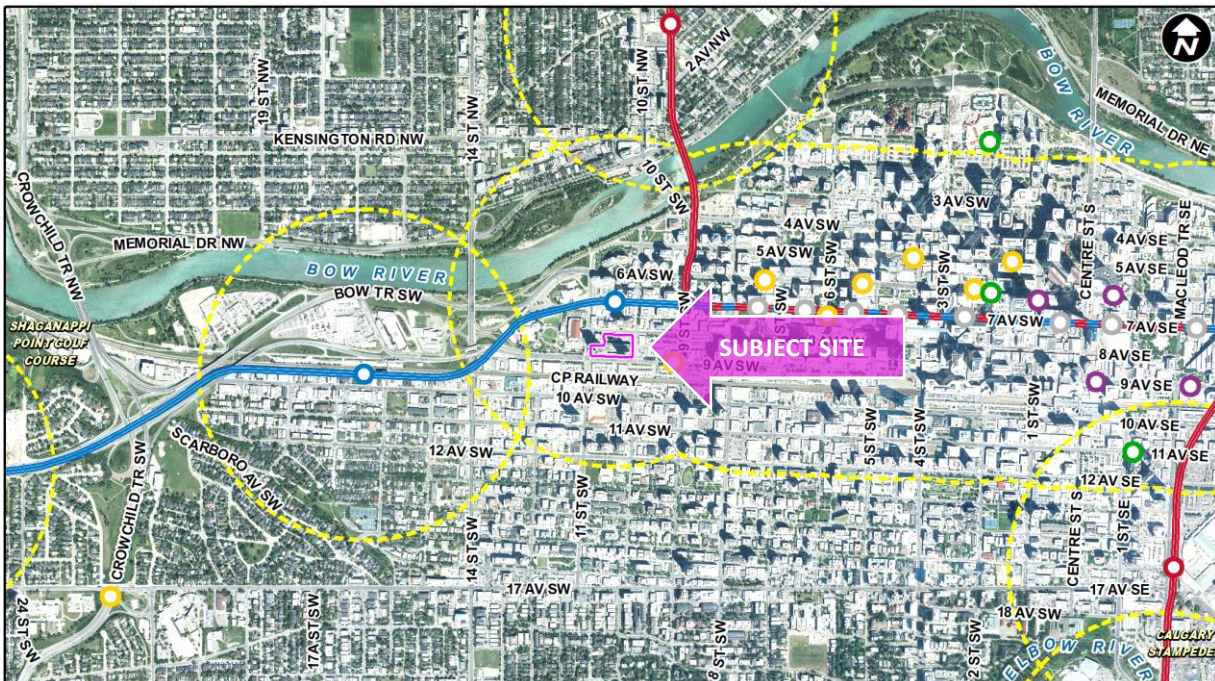
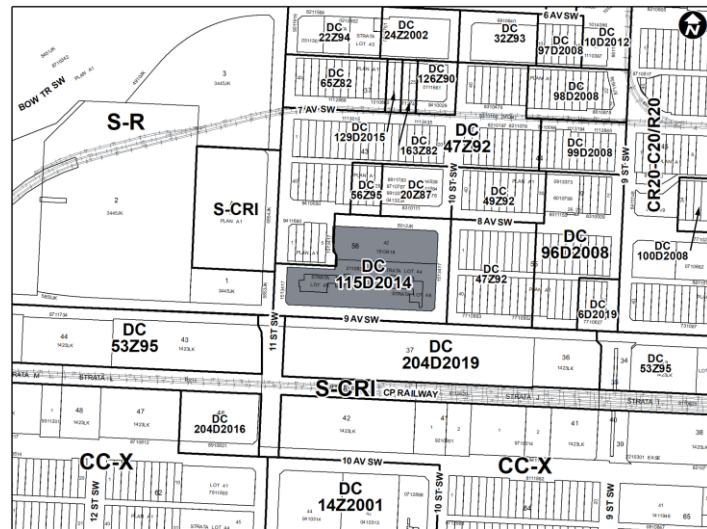
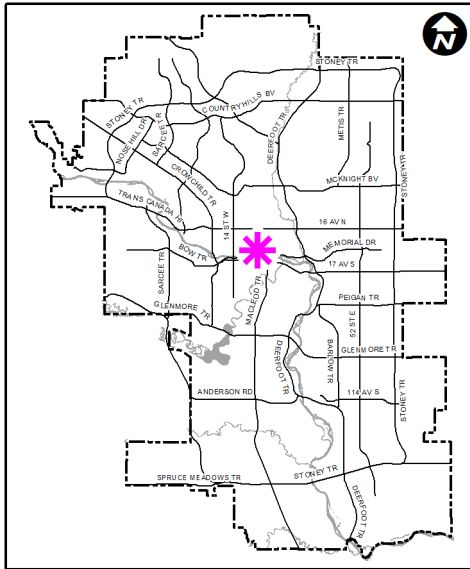
As identified below, Downtown West End reached its peak population in 2019.

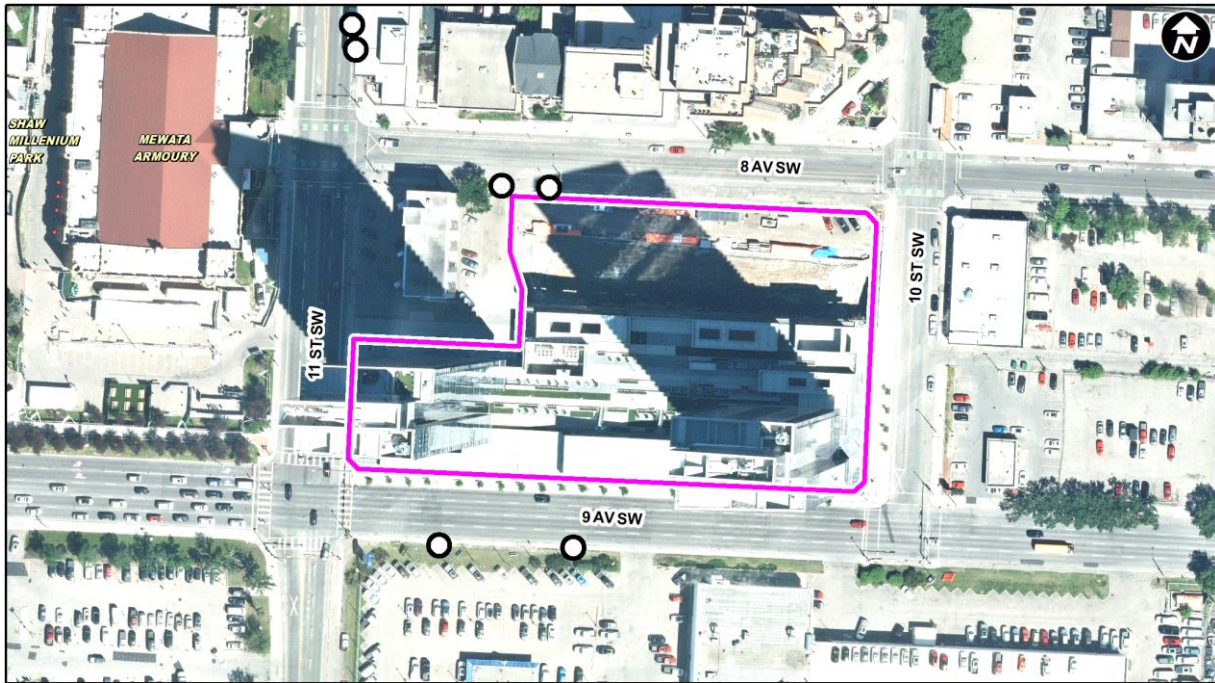
Downtown West End	
Peak Population Year	2019
Peak Population	2,785
2019 Current Population	2,785
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None

Planning Evaluation

Land Use

The site is currently zoned a Direct Control (DC) District, [115D2014](#). This DC District accommodates high-density, mixed-use development, with a maximum Floor Area Ratio (FAR) of 7.0, and an additional FAR of 0.5 available when specific uses are provided.

The proposed DC District is very similar to the existing district. For example, the base district of Centre City Mixed Use District (CC-X) remains the same, and there is no change to setback rules or allowable uses. However, the new DC District does include an update to the parking regulations to remove any reference to cash-in-lieu of parking. In addition, the maximum density allowed on the site has been increased to 9.0 FAR to facilitate an increase in height for the third tower to be a similar height to that of the first two towers that have already been developed. In exchange for this increase in density, this new DC District now includes a range of public amenity bonusing options that must be provided to achieve this additional density. With the development permit that has now been submitted, the bonusing options that have been used include provision of publicly accessible open space, exceptional design, dwelling unit mix and provision of EV charging stations. As well, this new DC District includes a provision that excludes proximity rules for a liquor store use, allowing a liquor store to be located anywhere in the development. This mirrors the Commercial Residential District (CR20–C20/R20) in the downtown, where liquor store proximity rules do not apply.

Administration is supportive of this proposed land use redesignation, as it is appropriate for this location.

Development and Site Design

A development permit has been submitted for the third tower of this comprehensive development and is currently under review. Key factors being considered during the review of this development permit include:

- Interface with Stephen Avenue
- Public amenity items provided
- Sun-shadowing implications.

Transportation

Pedestrian access is available from all four corners of the site – 10 Street and 8 and 9 Avenues SW as well as 11 Street and 8 and 9 Avenues SW. The site is also in close proximity to existing public open spaces, including Shaw Millennium Park directly across 11 Street SW from the site and the Bow River Pathway, approximately two blocks north of the site.

Vehicle access to the site will be available from 10 and 11 Streets and 8 Avenue SW.

The subject site is well served by the City's existing bicycle network. There are on-street bikeways on 8 Avenue and on 11 Street SW, and the Bow River pathway is less than 300m away.

The site is located one block south of the Downtown West-Kerby LRT Station and is also well served by Calgary Transit bus service. Route 65, Market Mall/Downtown West stops at 11 Street and 8 Avenue SW. Stops for Route 22, Richmond Road, Route 66, Lakeview, Route 305, BRT Bowness and Max Yellow are all within 300m of the subject site.

Environmental Site Considerations

No environmental concerns have been identified at this time.

Utilities and Servicing

Public water, sanitary, and storm deep main utilities exist within the adjacent public right-of-way. Ultimate development servicing will be determined at the future development permit 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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed policy and land use amendment 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 – 2020)

The subject site is situated in the Centre City area as shown on [Map 1: Urban Structure](#) of the [Municipal Development Plan.\(MDP\)](#) This application is in alignment with the vision in the MDP for the Greater Downtown communities, that being mixed-use areas with high-density residential, that are vibrant destinations, connected with great streets and transit opportunities that are truly complete communities. These communities offer a variety of housing choices, diverse employment opportunities, are distinct neighbourhoods and have great public spaces for residents and Calgarians alike.

Climate Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). However, the development permit that has been submitted indicates that the developer will be aiming to build this development to a LEED Silver standard and will be providing EV charging stations as well as will be EV ready for future installation in the parkade.

Greater Downtown Plan (Non-Statutory 2021)

This application is supported by [Calgary's Greater Downtown Plan](#) as it will help to strengthen Downtown West End as a community that has variety in housing choice, a significant increase in commercial opportunities for residents and the broader public as well as will help to address the need for public realm improvements, in coordination with the Future of Stephen Avenue project that is currently underway.