

Background and Planning Evaluation

Background and Site Context

This proposed development is located in Downtown West End adjacent to 8 Avenue SW and between 10 and 11 Streets SW. The parcel is approximately 0.37 hectares (0.92 acres) in size and approximately 103 metres wide by 38 metres deep. The site is currently vacant land that has been used for construction staging for the first phase of development of the West Village Towers. Vehicular access to the site will be from both 10 and 11 Streets SW through a private laneway between Phases 1/2 and Phase 3 of the project.

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 near other transit stops, the riverfront and a multitude of other amenities in walkable distance, including the Co-op Midtown grocery store approximately 450 metres away (six-minute walking distance).

Community Peak Population Table

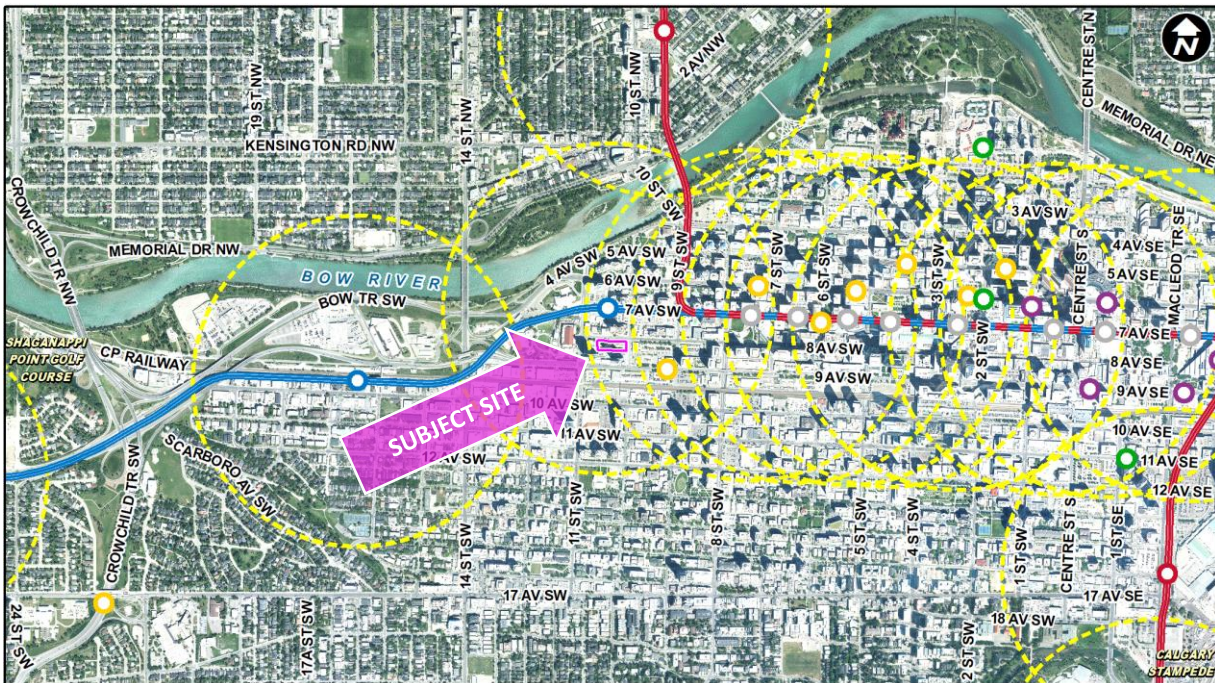
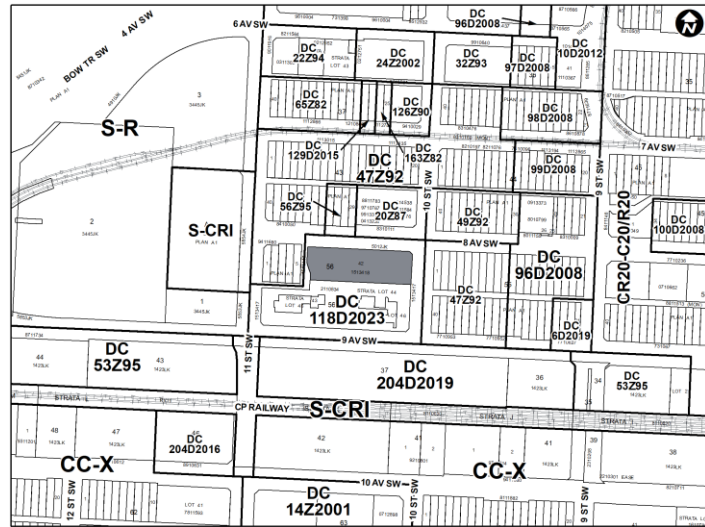
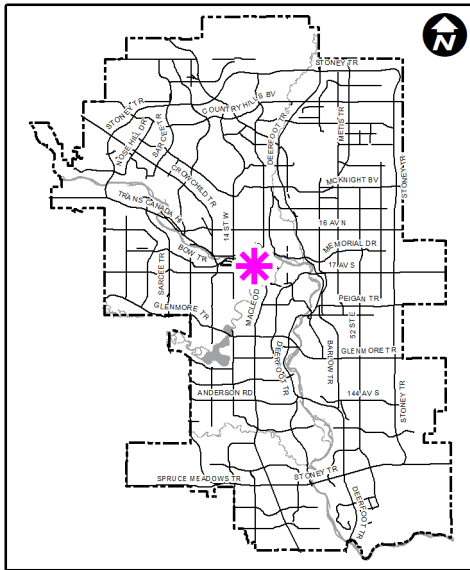
As identified below, Downtown West End reached its peak population in 2019.

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

Council approved a land use for the subject site ([Bylaw 118D2023](#)) to allow for an increase in density in exchange for provision of public amenity items at the 2023 July 25 Public Hearing Meeting of Council.

Planning Evaluation

Land Use

The subject parcel is designated a Direct Control (DC) District, 118D2023, with the base district for this DC District being the Centre City Mixed Use District (CC-X). This DC District allows for a maximum base floor area ratio (FAR) of 7.0 and includes a specific list of potential bonusing options that may be used for additional density up to a maximum FAR of 9.0. The proposed development aligns with the overall purpose of the CC-X District and the DC District, as the development provides for:

- storefronts along a continuous block face;
- opportunities for commercial uses at-grade and residential on upper floors; and
- base density with the opportunity for a density bonus over and above the base density to achieve mixed-use and public benefit within the community.

Bonus Density

The proposed Floor Area Ratio (FAR) for this development is 8.7. In accordance with the rules as outlined in the DC District, bonusing is required for an FAR of above 7.0. For the additional FAR of 1.7, this application proposes the use of the exceptional design bonus for 1.0 FAR and

the provision of 35 three-bedroom units under the dwelling unit mix bonus item for the remaining 0.70 FAR.

Floor Area Ratio Summary		
Direct Control District Section	Direct Control District Provisions	Proposed Floor Area Ratio
9 (1)	7.0 FAR	7.0 FAR
9 (5)	Up to additional 2.0 FAR with bonus provisions	1.7 FAR
Schedule C, Item 11.0	Exceptional Design Bonus	1.0 FAR
Schedule C, Item 14.0	Dwelling Unit Mix (Provision of 3-bedroom units)	0.7 FAR
Total Proposed FAR:		8.7 FAR

Development and Site Design

This application proposes a multi-residential high-rise tower with retail at grade. Key aspects of the development are described below.

Site and Building Design

Building (Grade Level)

Retail and Consumer Service uses line the 8 Avenue SW frontage. There is approximately 1,165 square metres of commercial retail space proposed over seven separate units. The primary residential entrance is located on the northwest corner of the building from 8 Avenue SW. There is also a secondary entrance into the residential tower lobby from the shared, covered laneway at the rear of the building. The primary vehicular entrance to the parkade is located at the rear of the building from the shared laneway as well. All back-of-house functions and waste and recycling are also located on, and accessed from, this shared rear laneway.

Podium and Tower

The podium is proposed to be three storeys, for a total height of approximately 15 metres. The double-height ground level contains the retail and consumer service units as well as a leasing office, security office, the residential tower lobby and the waste and recycling and back-of-house functions. Level two contains 19 residential units with a mix of 12 one-bedroom units, 6 two-bedroom units and 1 three-bedroom unit along with a gym/fitness area for the residents. Level three has additional residential amenity space including a pool, spa and multi-purpose room.

The podium is uniquely designed to mimic the shape of the tops of the towers where it peaks in the middle and then scales down to the edges of the development to be more pedestrian-scaled towards the street. The exterior of the podium is composed of clear glazing, with a mix of black, grey, brown, orange and yellow composite metal paneling acting as accents to frame the podium and portions of the individual store fronts and entryways.

The tower is positioned on the western portion of the podium and is centrally located in between the first two towers of the West Village Towers project when viewing the project from a distance. The tower extends an additional 38 storeys in height above the podium (for a total height of approximately 152 metres). Residential uses are located on Levels 4 to 38, with mechanical on

both Levels 38 and 39 and additional resident amenity space (gym, activity room, function space) on Levels 40 and 41. The total unit count for the project is 251 units. The exterior of the tower is composed of light blue and dark blue tinted glazing and metal paneling.

Amenity Areas

Common amenity areas for the residents will be provided at grade in the form of two corner plazas with benches and landscaped areas and a dog run adjacent to the NW plaza. The Level two amenity space includes a gym and fitness area, the Level three amenities include a pool, spa and multi-purpose room and Levels 40 and 41 include function space, a gym area, and amenity room. There are a few private amenity spaces in the form of a balcony provided for some of the units located on Level two.

Landscaping

Public Realm

The 8 Avenue SW public realm for this project is being developed in conjunction with the City's Future of Stephen Avenue project, a project aimed at making Stephen Avenue an exemplary 21st century street that links Calgary's walkable urban core to its neighbourhoods through a first-in-class public realm. Therefore, the ultimate design of the streetscape will be dependent on the final design determined by this City project. However, the applicant has been working closely with the Future of Stephen Avenue team and has included some elements as part of their project which will likely be included in their final design such as street trees, bike racks and landscaped planters.

Private Realm

There are two corner plaza areas proposed on both the NW and NE corners of the project, adjacent to 8 Avenue SW. These plaza spaces include bench seating around a central landscaped planter, bike racks, an "archway" feature with lighting that provides a walkway to, and frames, the main entrance doors from the plazas and the possibility of an art sculpture piece as well. The NW corner also includes a dog run as an enclosed space adjacent to the plaza with synthetic turf.

City Wide Urban Design

The proposed development was reviewed by the City Wide Urban Design team. Their comments focused primarily on ensuring a high quality of materials to be used for the public and private realms due to the visible location of this development. In addition, this team commented on the need for ensuring activation of the frontage along 8 Avenue SW as part of the Future of Stephen Avenue project. Thus, they recommended reducing the size of the less active uses proposed (i.e. the security office) and ensuring that the colonnade as initially proposed would enable year-round activation of this frontage.

The applicant's rationale and the resulting additional revisions to the site and building design elements were deemed appropriate.

Urban Design Review Panel (UDRP)

Administration brought this application to UDRP on 2023 May 24. UDRP supported the project, but did have some comments, including recommendations to explore design solutions that will address potential windy conditions at ground level, ensuring that the laneway benefits from the extensive lighting that has been incorporated into other areas of the project, and considering the possibility of green roof or solar panel installation. Administration worked with the applicant to refine this development permit in response to UDRP comments.

No further review by UDRP was required.

Transportation

Pedestrian access is available from both corners of the site – at both 10 and 11 Streets SW as well as along 8 Avenue SW. The site is also near 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.

Vehicular access to the site is available from 10 and 11 Streets SW. The proposal will provide 393 residential parking stalls over four parkade levels, in line with City of Calgary Land Use Bylaw rules. A Transportation Impact Assessment (TIA) was submitted by the applicant in support of the application at the land use stage (LOC2023-0014). The TIA was reviewed and accepted by Administration.

The subject site is well served by the City's existing bicycle network. There are on-street bikeways on 8 Avenue SW and on 11 Street SW, and the Bow River pathway is less than 300 metres 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 SW and 8 Avenue SW. Stops for Route 22 (Richmond Road), Route 66 (Lakeview), Route 305 (BRT Bowness and MAX Yellow) are all within 300 metres of the subject site.

Bicycle Parking Facilities

The development provides 271 class 1 bicycle parking stalls on the Parkade P1 Level. Thirty-one class 2 bicycle parking stalls are located on the corners of the development adjacent to the main residential lobby entrance and retail entrances.

Environmental Site Considerations

A Phase 2 Environmental Site Assessment was submitted and reviewed for this development under the previously approved development permit, DP2014-0946. No concerns were raised with the report.

Utilities and Servicing

Public water, sanitary and storm sewer mains exist in the adjacent public rights-of-way for development servicing purposes. Development servicing will be determined at the Development Site Servicing Plan circulation 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 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 – 2020)

The subject site is situated in the Greater Downtown 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 Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). However, the developer will be aiming to build this development to a LEED Silver standard and will be providing EV charging stations as well as additional class 1 bicycle parking stalls in excess of the required number as per the City of Calgary's Land Use Bylaw.

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.

Land Use Bylaw (2007)

Administration would highlight 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
DC10 Front Setback Area	Where the parcel shares a front property line with a street, the front setback area must have a maximum depth of 3.0m for 75% of the frontage and a maximum depth of 6.0m for the remaining 25% of the frontage.	Plans indicate 100% (-75%) of the building is setback greater than 3.0m from the East front property line.
		-Relaxation granted, this allows for a larger private realm and circulation area for pedestrians Plans indicate 61.98% (+36.98%) of the building is setback more than 6.0m from the East front property line.

		-Relaxation granted, this allows for a larger private realm and circulation area for pedestrians
1151 Amenity Space	(7) Private amenity space (b) have no min. dimensions of less than 2.0m	Plans indicate multiple private amenity spaces have dimensions less than 2.0m. -Relaxation granted, several common amenity spaces provided throughout the development and only a few units actually have a private amenity space
1150 Additional Landscaping Requirements	(7) Every sidewalk provided must: (b) be a minimum width of 2.0m;	Plans indicate sidewalks less than 2.0m in width. -Relaxation granted, development tied to the Future of Stephen Avenue project, so ultimate design of ROW will be guided by this project
1148 Planting Requirements	(3) Deciduous trees min. caliper of 50mm, 50.0% of the provided trees must have min. caliper of 75mm	Plans indicate 0 (-3) deciduous trees with a minimum caliper of 75mm. Note: The plant list indicates 75mm however the legend indicates 50mm -Relaxation granted, project provides other elements that animate the private realm such as landscaped planters, art features etc.
125 Bicycle Parking Stalls	(6) A bicycle parking stall that is not an individual locker and is attached to the ground must be located at least 0.6m from any physical barrier.	Plans indicate bicycle stalls less than 0.6m from a physical barrier. -Relaxation granted, Administration feels that there are a large number of Class 2 bicycle stalls provided for the full project, these stalls can still be accessed and used and meet the minimum requirements as per the specifications from the manufacturer.
1156 Screening	When a parcel shares a property line with: (b) a lane, a fence with a max. height of 2.0m must be provided for screening along the property line.	Plans do not indicate a fence along the West property line shared with a lane. -Relaxation granted, plaza areas intended to be open and accessible to allow for flow of pedestrians into the building.