

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Cliff Bungalow. The site is approximately 0.27 hectares (0.70 acres) in area, measuring approximately 32 metres wide and 75 metres deep. The site is accessible from an existing lane accessible from 17 Avenue SW. Western Canada High School is approximately 120 metres to the west, with 17 Avenue SW recognized in the *Municipal Development Plan* (MDP) as a Neighbourhood Main Street providing walking, wheeling and transit connections to the Beltline and other inner city neighbourhoods.

Surrounding development is characterized by residential and commercial developments, including low- and mid-rise building forms. These adjacent properties are subject to a variety of land uses, including the Commercial – Corridor 1 (C-COR1) District, and Multi-Residential – Contextual Medium Profile (M-C2) District.

Community Peak Population Table

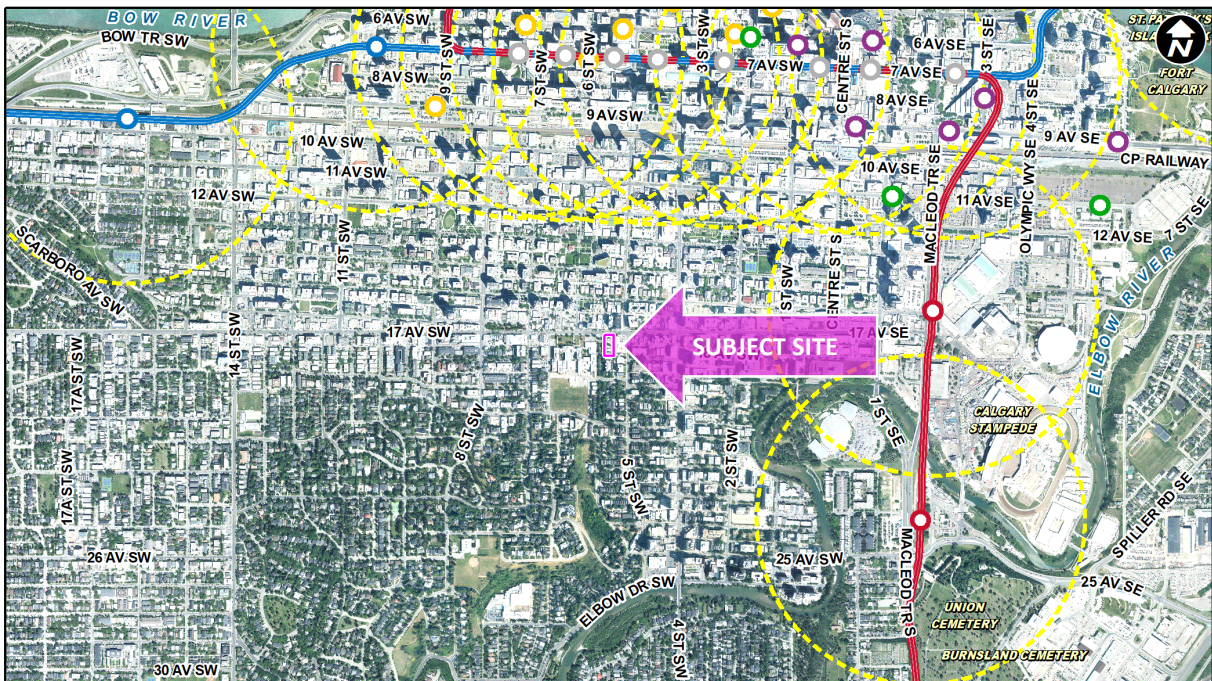
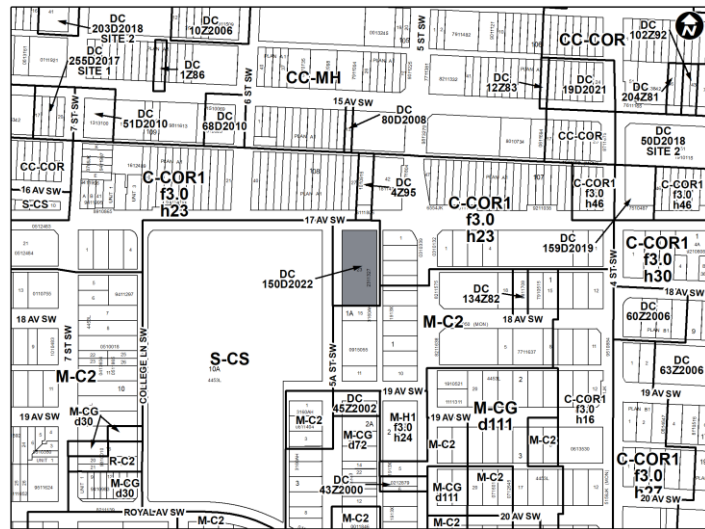
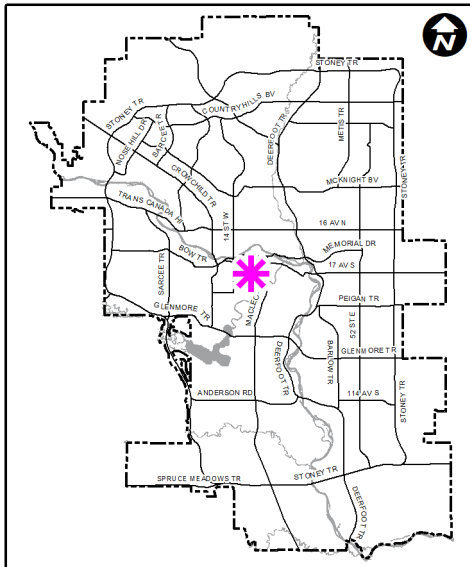
As identified below, the community of Cliff Bungalow reached its peak population in 1982.

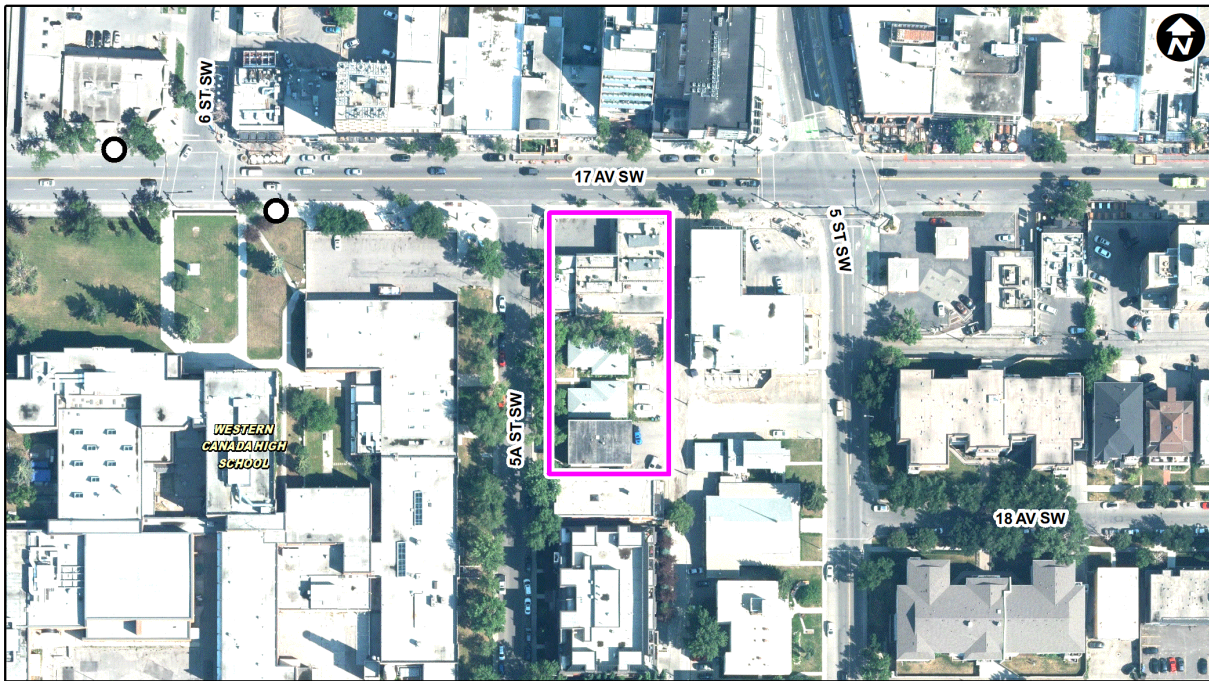
| Cliff Bungalow | |
|------------------------------------|-------|
| Peak Population Year | 1982 |
| Peak Population | 2,219 |
| 2019 Current Population | 1,895 |
| Difference in Population (Number) | -324 |
| Difference in Population (Percent) | 14.6% |

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The parcel is designated as a Direct Control (DC) District (Bylaw [150D2022](#)), with the base district being the Commercial – Corridor 1 (C-COR1) District. The DC is intended to accommodate mixed-use development where commercial and retail uses front 17 Avenue SW and residential uses along 5A Street SW. This DC District allows for a maximum base floor area ratio (FAR) of 3.0 with the opportunity for a density bonus of up to 6.0 FAR through the contribution of public benefit and amenities within the community. The maximum height in this DC District is 50 metres (approximately 16 storeys).

Development and Site Design

Site and Building Design

The proposed mixed-use building includes 209 dwelling units in a 16-storey building (49.38 metres in height) and an underground parkade with two levels providing vehicular and secured bicycle parking stalls. Commercial retail units (two-storeys in height) flank the public realm along 17 Avenue SW and includes a commercial units situated at the corner of 5A Street SW facing the proposed publicly accessible private open space.

Back of house functions (waste, recycling, electrical and mechanical facilities) are provided from the existing lane on the eastern edge of the parcel. Grade level townhouse units line the west and southern edges of the site.

Building Massing

The building massing is comprised of two distinct floorplates. The northern half of the building is a six-storey portion lined with commercial retail units at grade. This portion of the building mass is intended to contribute to a street wall that respects the existing built condition along 17 Avenue SW and helps achieve a 30 metre setback to the southern half of the building that is 16 storeys in height. The southern half of the building includes the principal residential entryway and six grade-level townhouse units facing 5A Street SW. An additional townhouse unit faces the southern elevation.

Building Materials

A wide range of building materials and colour palettes distinguish the base of the building from the tower portions. Facing 17 Avenue SW, the commercial and six-storey residential portion of the building is lined with red brick and a finer-grain rhythm of glazing provides façade articulation befitting of the smaller-scale commercial street frontages of 17 Avenue SW. Facing 5A Street SW, the red brick continues at grade creating a consistent base material complemented by glazing patterns that also achieve a finer-grain building base which contributes to the residential nature of 5A Street SW.

The tower portion of the building uses a combination of metal composite material within a punched glazing scheme. The darker colour palette of the tower portion is contrasted by the red brick of the base.

Public Realm and Outdoor Amenity Spaces

The public realm flanking the building along 17 Avenue SW provides nearly five metres of pedestrian space between the building face and the edge of the tree grates. Along 5A Street SW, a narrower walking width is provided to match the existing public sidewalk and to accommodate the mature green ash trees which are a heritage asset protected by bylaw. The semi-private realm along 5A Street SW is lined with outdoor patio spaces flanking outdoor amenity spaces and soft landscaping elements facing each townhouse unit.

The highlight of the public realm features a publicly accessible private open space located at the northwest corner of the parcel facing both 17 Avenue SW and 5A Street SW. This item accounts for bonus density required to be provided for the density above 3.0 FAR. The proposed density of the development is measured at 5.98 FAR where 2.98 FAR is accounted for through the publicly accessible private open space. This space includes a contiguous area measuring 160 square metres between the face of the building and property line with street furniture elements providing seating and finishing which meets quality requirements. This plaza space will also include a feature element (not bonused as public art) referred to as the 'heart' with integrated lighting to animate this space during evening hours.

Landscaping

Landscaping flanking this development within the public boulevard is highlighted by the existing tree canopy on both 17 Avenue SW and 5A Street. Two existing American elm and one green ash tree will continue to line 17 Avenue SW. Six existing green ash trees along 5A Street SW and located within a landscaped boulevard and are uniquely protected through a heritage preservation bylaw.

Urban Design & Open Space

The proposed development was reviewed by the Urban Design & Open Space team at both Pre-application (PE2023-00767) and development permit stages. Overall, Urban Design & Open Space was supportive of the massing, site placement and street edge conditions of the proposed building.

Urban Design Review Panel

The proposed development was reviewed by the Urban Design Review Panel (UDRP) at both pre-application (PE2023-00767) and development permit stages. Overall, the panel is supportive of the massing, site placement and street edge conditions of the proposed building. The panel suggested refinements in the following aspects of the site design as part of their review of the proposed development on 2023 August 16:

- design development of the corner plaza and integration of the plaza with the building;
- connection between the at-grade residential units and the sidewalk; and
- the rear entrance from the laneway.

The panel did not have the opportunity to review the corner plaza (publicly accessible private open space) at the time of their review as these details were not provided until subsequent stages of Administration's review. However, Administration finds the proposed private open space satisfies comments provided by the panel. As the pedestrian realm between the at-grade residential units are separated by the existing green ash trees protected by a heritage preservation bylaw taking priority over other opportunities along 5A Street SW, Administration finds the overall pedestrian realm to be an appropriate fulfillment of Council's intent in preserving and maintaining these trees upon the redevelopment of the subject parcel. Administration supports the operation of the laneway as all back of house functions adequately service the proposed development without impacting the public realm along both 17 Avenue SW and 5A Street SW. The applicant made refinements to the design and provided additional rationale where they did not, which are included in the applicant's response to the UDRP comments.

Transportation

Site Access and Traffic

Pedestrian access to the site is provided from adjacent sidewalks along 17 Avenue SW and 5A Street SW. Vehicle access to the site will occur from the adjacent laneway. Loading activity will occur on-site, also accessed from the laneway.

Public Realm

Upgraded wheelchair ramps will be provided on the southeast corner of 17 Avenue SW and 5A Street SW. Additional upgrades include installation of Class 2 bicycle racks along the boulevard portion of 17 Avenue SW.

Transit

The site is well served by Calgary Transit. Bus stops serving both eastbound and westbound routes for Routes 6 (Killarney/26 Ave SW) and 7 (Marda Loop) are approximately 100 to 150 metres west of the site (a two-minute walk).

Motor Vehicle Parking

Motor vehicle parking for residents, visitors and commercial uses are located in two underground parkade levels accessed from the public lane (provided at a rate of 0.53 stalls per dwelling unit) for a total of 110 stalls. Vehicular parking includes 21 visitor stalls and five stalls assigned for commercial retail uses.

Bicycle Parking Facilities

200 Class 1 bicycle parking stalls are provided on both the first level of the parkade and at-grade (0.96 stalls per dwelling unit). Additionally, bicycle repair stations have been provided on the same level. 21 Class 2 bicycle parking stalls are provided along both 5A Street SW and 17 Avenue SW.

Curbside Management

There is a no-stopping zone along the site frontage on 17 Avenue SW. On-street parking along 5A Street SW is restricted to Residential Parking (permit zone J).

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing

Water, sanitary and storm (deep) utilities exist adjacent to the site. Servicing requirements are being reviewed as part of the Development Site Servicing Plan (DSSP) application. A sanitary servicing study has been accepted by the Utility Specialist group and the downstream capacity is sufficient for this development.

The residential component of the building is higher than the 1:100 flood elevation, however the commercial bays are not. This requirement has been relaxed as described in the Bylaw Relaxations table below.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendations aligns 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)

Administration's 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 Developed Residential – Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience. The proposed development is in keeping with the relevant MDP policies.

Calgary Climate Strategy (2022)

The proposed development includes electric vehicle capable stalls in the parkade. This feature is in alignment with F1.1 Implement local and regional public electric vehicle Level 2 and 3 fast charging infrastructure of the [Calgary Climate Strategy – Pathways to 2050](#), and will contribute to lowering emissions.

Cliff Bungalow Area Redevelopment Plan (Statutory – 1993)

The Cliff Bungalow Area Redevelopment Plan (ARP) identifies the subject site as part of the 17 Avenue SW Commercial area and Medium Density Residential. Development along the 17 Avenue SW Commercial areas are to encourage commercial uses on the ground floor of buildings complementing the pedestrian-oriented character of 17 Avenue SW. Medium density development are to be designed in a manner which is consistent and compatible with the character and scale of the adjoining residential areas. The proposed development aligns with policies for both the 17 SW Avenue Commercial area and Medium Density Residential.

West Elbow Communities Local Area Planning Project

Administration is currently working on the [West Elbow Communities local area planning project](#) which includes Cliff Bungalow and surrounding communities. Planning applications are being accepted for processing during the local area planning process and are reviewed using existing legislation and Council approved policy.

Land Use Bylaw 1P2007 and Direct Control District (150D2022)

Administration highlights the following relaxations to the Land Use Bylaw 1P2007 in the table below. Administration has reviewed each relaxation individually and considers each relaxation to be acceptable for the reasons outlined in the table below.

| Bylaw Relaxations | | | |
|--|--|---|---|
| Regulation | Standard | Provided | Administration Rationale Supporting a Relaxation |
| DC150D2022 Setback Areas 14 | (3) Unless otherwise referenced in subsection (4), where a parcel shares a property line with another parcel the minimum setback area is 4.0 metres. | Plans indicate the Southernmost Townhouse as being setback 3.4m (-0.6m) from the South property line. | Administration supports a relaxation as the scale of the relaxation is deemed minor and supports passive surveillance along the southern edge of the development. |
| DC150D2022 Setback Areas (Section 14) | (5) There is no minimum requirement for a setback area where a parcel shares a property line with 17 Avenue SW, but where a setback area is provided, it must have a | Plans indicate the majority of the building as being setback 3.21m (+0.21m) and the façade of CRU 1 as being setback 14.71m (+11.71m) from 17 Av. | Administration supports this relaxation to acknowledge the provision of a publicly accessible open space area along 17 Avenue SW. |

| | | | |
|---|--|---|--|
| | maximum depth of 3.0 metres. | | |
| 61 Building Design in the Overland Flow Area | 1(b) the first floor of all buildings must be constructed at a minimum of 0.3 metres above the highest grade existing on the street abutting the parcel that contains the building | Plans indicate portions of the main floor are not 0.3 metres above the street. | Administration supports this relaxation as Springbank Reservoir project (completion 2025) will reduce flood risk in this area. |
| 689 Projections Into Setback Areas (max.) | (2) Eaves of a building may project into any setback area to a max. of 0.6m | Plans indicate the Residential Entrance Canopy as projecting 2.10m (+1.5m) into the West setback area. | Administration supports this relaxation as this architectural feature provides for pedestrian comfort within the semi-private realm. |
| DC150D2022 Building Orientation (Section 10) | (2) The max. building setback from a property line shared with a commercial street is 3.0m | Plans indicate the majority of the building as being setback 3.21m (+0.21m) and the façade of CRU 1 as being setback 14.71m (+11.71m) from 17 Av. | Administration supports this relaxation to acknowledge the provision of a publicly accessible open space area along 17 Avenue SW. |
| Bicycle / Loading / Motor Vehicle Parking Stalls (min.) | A total of 157 Motor Vehicle Parking stalls are required for the Dwelling Units. | Plans indicate a total of 84 (-73) parking stalls provided for the Dwelling Units. Note: 37 non-compliant stalls, per the rules called up below, were not counted towards the stalls provided. | Administration supports relaxation to the total required motor vehicle parking stalls for dwelling units as the location supports a wide range of mobility choices (walking, bicycling and transit). |