

Background and Planning Evaluation

Background and Site Context

The subject site is comprised of one parcel and is located in the Greater Downtown community of Beltline. This vacant parcel is currently being used as a temporary surface parking lot. The subject site is approximately 0.22 hectares (0.54 acres) in area, measuring approximately 53 metres wide and 43 metres deep. The site is located on the southeast corner of 11 Avenue SW and 4 Street SW. Central Memorial Park and Sheldon Chumir Health Centre are both approximately 130 metres directly south, and Haultain Park is within 400 metres southeast of the parcel.

Surrounding development is characterized by a diverse range of residential, commercial and mixed-use development. These adjacent properties are subject to a variety of land uses, including CC-X, CC-MHX and CC-MH Districts.

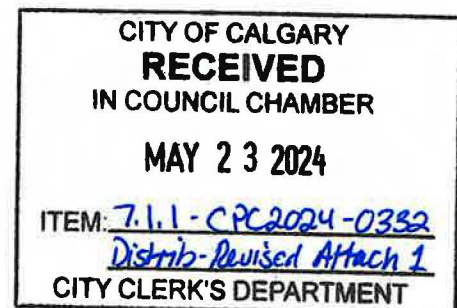
Community Peak Population Table

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

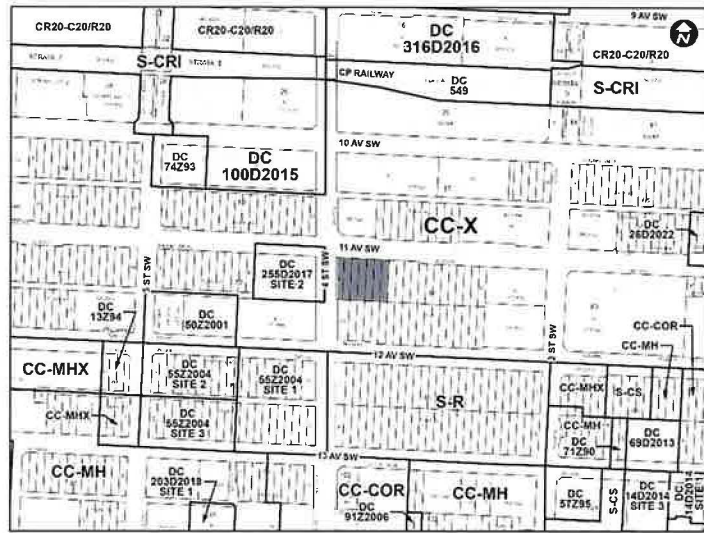
Beltline	
Peak Population Year	2019
Peak Population	25,129
2019 Current Population	25,129
Difference in Population (Number)	0
Difference in Population (Percent)	0.0%

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 parcel is designated as the Centre City Mixed-Use District (CC-X). This district is intended to accommodate mixed-use development with the opportunity for a density bonus of up to an additional 4.0 floor area ratio (FAR) (above the maximum 8.0 FAR allowed in the district) through provisions available in the *Beltline Area Redevelopment Plan (ARP)*. There is no maximum height in the CC-X District where building heights are typically limited based on a maximum FAR of 12.0 being achieved through bonus provisions.

The development includes a total of 22 three-bedroom units (eight percent of total units). The provision of three-bedroom units fulfills policies in the Beltline ARP encouraging a greater mix of housing options in the Beltline (*Section 4.1.11 - Creating Housing Options in Beltline*), recently adopted by Council on 2024 April 9. The gross floor area of these units is excluded from the gross floor area ratio calculation to determine gross floor area to be achieved through bonus provisions.

The FAR of the proposed development is 9.85. The net FAR resulting from the exclusion of the 22 three-bedroom units is 8.95, resulting in 0.95 FAR to be achieved through bonus density provisions. The applicant has committed to achieve the additional density through a contribution to the Beltline Community Investment Fund (BCIF).

Development and Site Design

Site and Building Design

The proposed mixed-use building includes 273 dwelling units in a 27-storey building (95 metres in height) and an **underground parking with five levels** providing 227 vehicular and 273 secured bicycle parking stalls. Commercial retail units (one storey in height) flank the public realm along 11 Avenue SW and 4 Street SW. The principle residential entrance is provided at the northwest corner of the site while access to each commercial retail unit is provided along the west and north elevations.

Back of house functions (waste, recycling, electrical and mechanical facilities) are provided from a private lane along the eastern extent of the parcel.

Building Massing

The building massing is comprised of a tall one-storey (9 metres in height) commercial podium differentiated through concrete panel cladding, and a predominantly glass and metal residential tower portion running up to the roof level. A significant break in the massing is provided on levels 13 and 14 where the two-storey common amenity area for residents is proposed. These levels comprise of a floor plate stepped back from the typical residential tower floorplate. The stepped back areas results in outdoor common amenity spaces to serve all residents.

Building Materials

The podium is comprised of light grey composite concrete panels and vision glass, enhancing permeability of both the commercial and residential use areas along public frontages. The full length of the building from the podium to the roofline at the tower portion is wrapped in an exoskeleton feature created by way of darker structural metal beams creating contrast from the glass material. The resulting finishing creates visual articulation distinguishing this building amongst existing buildings of similar scale within the Beltline community.

Public Realm and Outdoor Amenity Spaces

The public realm flanking the building along 11 Avenue SW provides for almost six metres of pedestrian sidewalk that is only interrupted through the provision of eight on-street bicycle parking racks (a total of 16 stalls).

The public realm flanking the building along 4 Street SW provides for more than four metres of clear walking width between the building face, with this realm becoming larger along the northwest corner of the site as the building recesses to provide for a larger raised landscaped planter near the principle residential entryway. Existing and newly proposed on-street bicycle parking racks (a total of 16 stalls) flank the edge of the boulevard curb.

The boulevard material on both street edges is a combination of paving colours that correspond to the bold vertical lines achieved in the exoskeletal design expression of the building elevations.

The top of the podium level provides for raised landscaped planters around the perimeter of a multi-use patio area. The upper amenity areas (levels 13 and 14) also feature a similar raised landscaped perimeter complemented by continuous seating and an artificial turf area intended to be passively used by residents, pets and their guests.

Landscaping

The provision of trees was found to be unfeasible along 11 Avenue SW due to existing utilities conflicting with necessary infrastructure to facilitate trees in the public boulevard. The finer grain rhythm of commercial frontages and their entryways, along with accommodating a more inviting pedestrian realm along the principle residential entrance at the northwest corner of the site, results in the provision of a raised landscaped planter incorporated along the 11 Avenue SW street face.

The public boulevard along 4 Street SW accommodates two new boulevard trees where no conflicts with below-grade utilities exist.

Urban Design and Open Space

This application was reviewed by the Urban Design & Open Space team. In general, Urban Design & Open Space was supportive of the overall design expression. The proposed architectural design was noted as being a key strength and supported. The larger front setbacks with the property line, and the emphasis in the boulevard treatment providing strong visual relationships to the building, are noted as areas of key strengths in this application.

Urban Design Review Panel

The proposed development was reviewed by the Urban Design Review Panel (UDRP). Overall, the panel commended the applicant for the architectural design of the building, along with the inclusion of a mid-tower amenity space providing further visual interest. The proposed street wall comprising of active frontages on both street edges was also noted to contribute to a vibrant public realm.

The panel identified the following areas of concern:

- absence of boulevard trees on both public frontages;
- lack of public amenities at ground level; and
- lack of amenities for children (considering the inclusion of 22 three-bedroom units).

Administration advised the panel of the pre-existing utilities below 11 Avenue SW making the provision of street trees unfeasible. However, through further investigation, boulevard trees were eventually incorporated along 4 Street SW where no conflicts with utilities are found. Administration believes that the inclusion of five commercial retail units may provide residents within the immediate area with complementary benefits through convenient commercial amenities and services. Furthermore, Administration believes the multi-level amenity space proposed mid-tower, along with the open space above the podium, can also integrate amenities for children that may not be feasible at the ground level due to the limited site area and required building functions. Overall, the applicant has 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 both public frontages. Vehicle access to the parkade levels will occur from the internal laneway being established along the east side of the subject parcel. All back of house functions (loading, waste & recycling, servicing, etc.) will also occur through the same access on the east edge of the site, provided along 11 Avenue SW.

Public Realm

The public realm is to be upgraded through boulevard treatment that extends into the semi-private realm within the parcel. Additional Class 2 bicycle racks will also complement existing racks along both public boulevards.

Transit

The site is well served by Calgary Transit. Bus stops serving both north and southbound routes for Route 3 (Sandstone/Elbow Drive SW), Route 17 (Renfrew/Ramsay) and Route 49 (Forest Heights) are approximately 100 to 150 metres south of the site (a two-minute walk).

Motor Vehicle Parking

Motor vehicle parking for residents are located in five underground parkade levels accessed from the on-site laneway (provided at a rate of 0.83 stalls per dwelling unit) for a total of 227 stalls, 22 stalls above the minimum required. There is no vehicular parking provided for visitors or commercial uses. Administration finds there to be sufficient on and off-street parking available in support of these uses.

Bicycle Parking Facilities

273 bicycle parking stalls – class 1 are provided (one stall per dwelling unit) in a secured area within the first level of the parkade and is **135 stalls above the minimum required (0.5 stall per dwelling unit)**. A total of 32 bicycle parking stalls – class 2 are provided along the public boulevard and distributed evenly between 11 Avenue SW and 4 Street SW.

Curbside Management

No-stopping zones exist along both public street frontages with no changes necessitated in consideration of the proposed development.

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.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation 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 permit application 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 Activity Centre as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies reinforce this area as the primary hub for business, employment, living, culture, recreation and entertainment within Calgary; to be achieved in part by developing high-density residential and support services. The proposed development fulfills the relevant MDP policies.

Calgary Climate Strategy (2022)

The proposed development includes six electric vehicle capable stalls in the first level of 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. Additionally, 273 Class 1 Bicycle parking stalls have been provided (one per dwelling unit) more than 135 stalls above the minimum required according to the land use bylaw (0.5 stalls per dwelling unit).

Beltline Area Redevelopment Plan (Statutory – 2006)

The [Beltline Area Redevelopment Plan](#) (ARP) identifies the subject site as part of the Urban Mixed-Use Areas. Development within these areas is intended to allow for a wide range and mix of uses in many possible configurations, both within buildings and within the local context resulting in vibrant, pedestrian-oriented streets. The proposed development aligns with policies for Urban Mixed-Use areas, as it provides for a wide range and mix of dwelling unit types and commercial uses contributing to vibrant pedestrian-oriented streets along both 11 Avenue SW and 4 Street SW. The development also implements policies in Section 4.1.11 - Creating Housing Options in Beltline, as recently approved through the amended ARP policies encouraging inclusion of 3-bedroom units in multi-residential developments.

Land Use Bylaw 1P2007

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 following table:

Bylaw Relaxations			
Regulation	Standard	Provided	Administration Rationale Supporting a Relaxation
1169 Front Setback Area	Where the parcel shares a property line with a street, the front setback area must have minimum and maximum depth (1)(d) Min. 1.50m	Plans indicate the north setback area as having a minimum setback of 1.27m (-0.23m).	Administration supports a relaxation as the scale of the relaxation is deemed minor and supports active frontages along commercial streets.
1171 Side Setback Area (min.)	(2) Where the parcel shares a side property line with: (d) a street, the side setback area requirement referenced in section 1169 applies. 1169(1)(a) Min. 1.50 – Max. 3.00m	Plans indicate a portion of the west setback area as being 8.48m (+5.48m).	Administration supports a relaxation as the scale of the relaxation is deemed minor and applicable to only a small portion of the west setback area accommodating a larger publicly accessible area along the principle residential entrance.

1151 Amenity Space	(7)(b) have no min. dimensions of less than 2.0m	Plans indicate Unit A located on the second level as being 1.19m (-0.81m).	Administration supports a relaxation as the scale of the relaxation is deemed minor and applicable to only one dwelling unit.
1157 Visitor Stalls	(1)(b) 0.1 stalls per unit	Plans do not indicate any visitor stalls provided (-28 stalls).	Administration supports a relaxation of all required parking stalls as there are sufficient on and off-street parking stalls available near the parcel supporting the proposed development.
1159 Bicycle Stalls – Class 2	(2)(a)(ii) 0.1 stalls per unit	Plans do not indicate any class 2 stalls within the property (-28 stalls). <i>Note: 32 stalls provided along the north and west streets, however as they are not on the parcel they are not counted.</i>	Administration supports relaxation of all required parking stalls to be provided within the parcel. As the required parking is provided within the public boulevard, these stalls are found to support the proposed development (dwellings and commercial uses) without cluttering the semi-private realm between the building and property line.