

Background and Planning Evaluation

Background and Site Context

This proposed development is located in Beltline on the corner of 14 Avenue SW and 4 Street SW. The proposed future parcel is approximately 0.17 hectares (0.42 acres) in size and approximately 40 metres wide by 41 metres deep. The site is currently occupied by a single storey commercial development and at-grade surface parking. Vehicular access to the site will be from the lane to the south that connects directly onto 4 Street SW.

Surrounding development is characterized by a mix of low to mid-rise commercial and residential development. Directly to the west of the site is a three-storey residential building but will be developed in future as the second phase of this comprehensive development. To the south of the subject site, a high-rise multi-residential development is under construction. To the east of the site is a mid-rise residential development, and to the north of the site, there is the First Baptist Church and affiliated buildings.

The subject site is directly adjacent to 4 Street SW, one of the primary pedestrian corridors in Beltline, lined with a multitude of neighbourhood commercial developments. The site is near existing public open spaces, including both Haultain Park, 150 metres to the east of the site (a three-minute walk), and Central Memorial Park, 75 metres to the north of the site (a one-minute walk). It is also in close proximity to the Sheldon Chumir Health Centre, 75 metres to the north of the site (a one-minute walk).

Community Peak Population Table

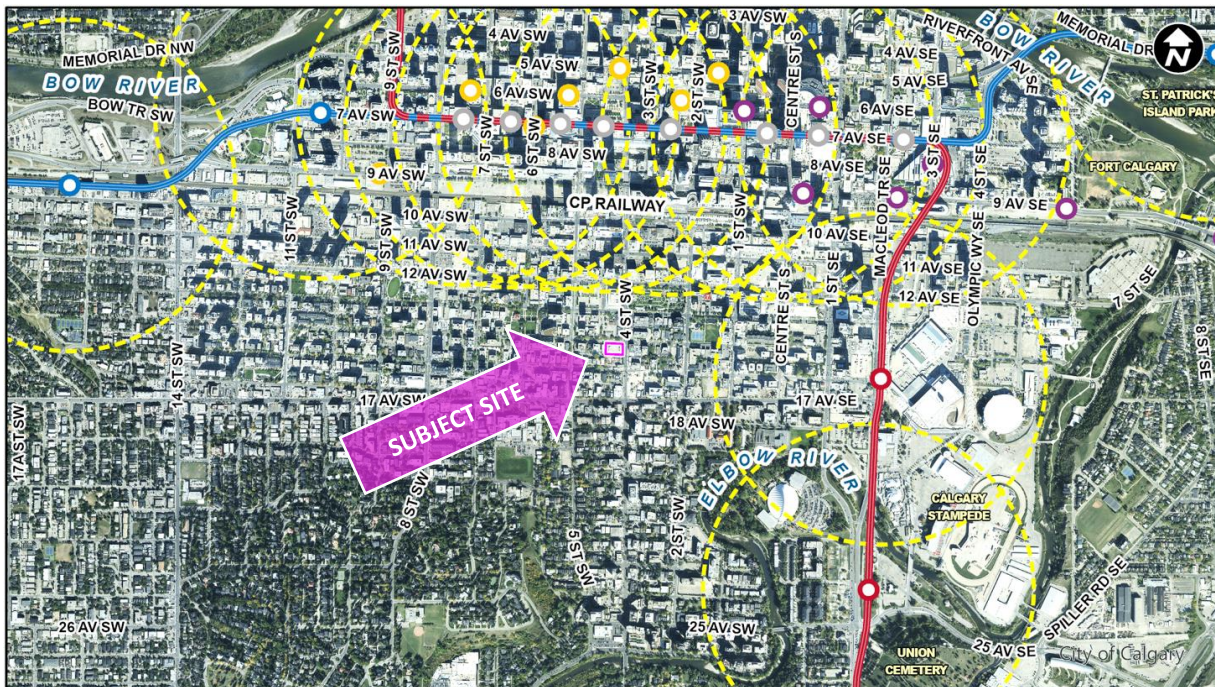
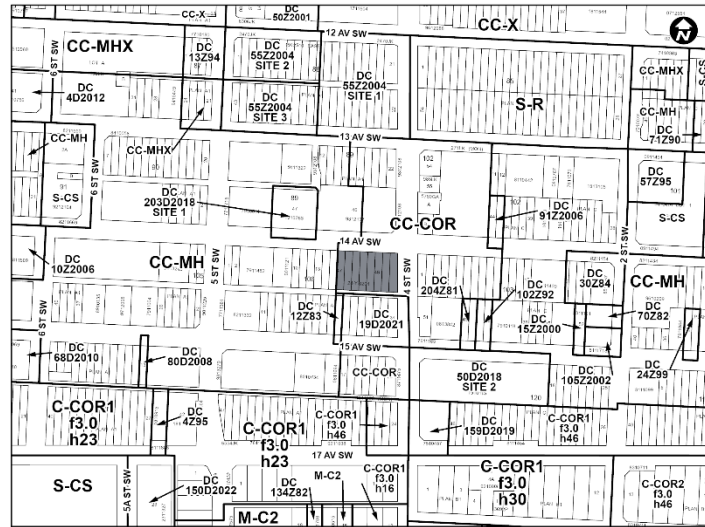
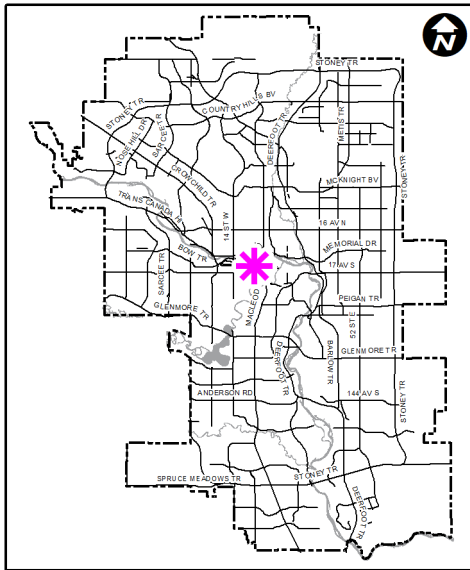
As identified below, Beltline reached its peak population in 2019.

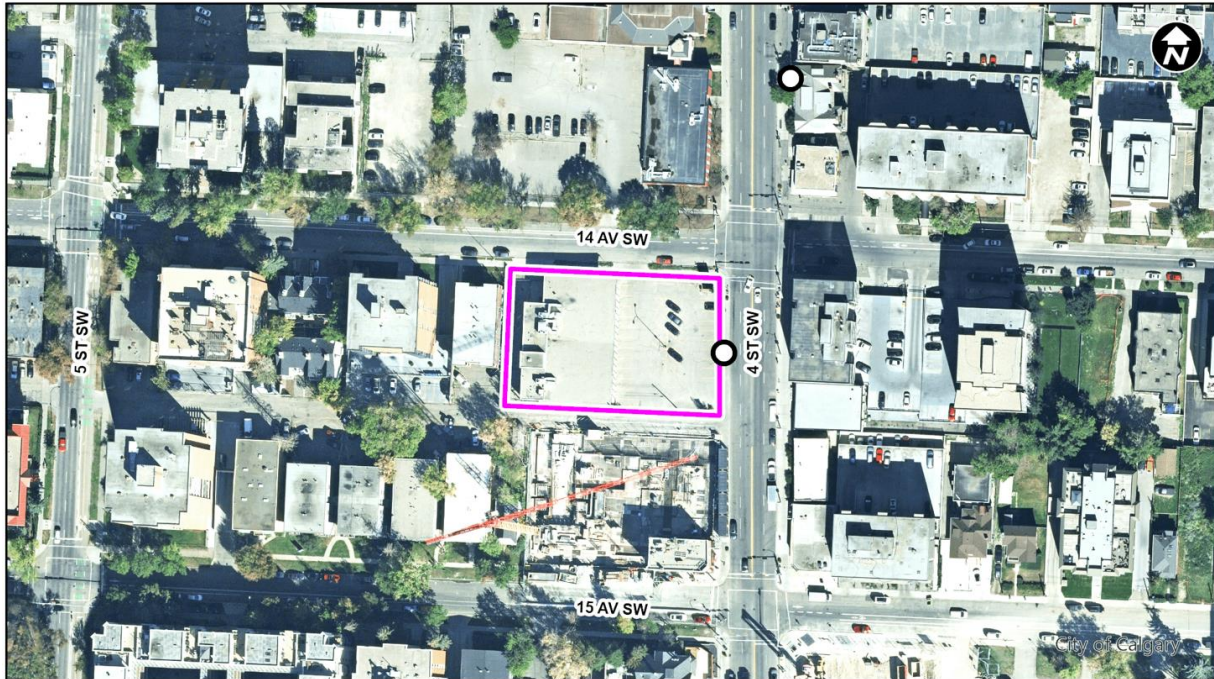
Beltline	
Peak Population Year	2019
Peak Population	25,129
2019 Current Population	25,129
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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 subject parcel is designated Centre City Commercial Corridor District (CC-COR). The proposed development aligns with the overall purpose of the CC-COR 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 same community.

This district allows for a base density of 5.0 floor area ratio (FAR) for developments providing dwelling units, with the possibility of increasing that to a maximum of 9.0 FAR in accordance with the bonusing provisions as found within Part 11, Division 7 of Land Use Bylaw 1P2007. However, if the heritage density transfer increase is used, also outlined in Part 11, Division 7 of Bylaw 1P2007, then the maximum FAR can be increased by an additional 10 percent, making the maximum FAR achievable of 9.90 for this parcel.

Bonus Density

The proposed FAR for this development is 9.90. In accordance with the rules as outlined in Land Use Bylaw 1P2007, bonusing is required for an FAR of above 5.0. For the additional FAR

of 4.9, this application proposes using the contribution to the Beltline Community Investment fund bonus for 4.0 FAR and the heritage density transfer bonus for the remaining 0.9 FAR.

It should be noted that there is currently a City-initiated Land Use Amendment application that has been submitted and is currently under review ([LOC2024-0162](#)), to facilitate the heritage density transfer from the donor site at 1310 – 9 Street SW to the receiving site at 1405 – 4 Street SW. This land use application is anticipated to be presented to Calgary Planning Commission at the 2024 September 5 meeting. A Prior to Release condition has been added to the Conditions of Approval for this Development Permit that requires copies of both a Transfer Agreement and the approved Direct Control District for the heritage density transfer, as outlined in Section 5.2 in Table 6.1 of Land Use Bylaw 1P2007.

Floor Area Ratio Summary		
Land Use Bylaw Section	Land Use Bylaw Provisions	Proposed Floor Area Ratio
1183(2)(a)	3.0 FAR	3.0 FAR
1183(2)(b)	Additional 2.0 FAR for Multi-Residential Development	2.0 FAR
1183(3), 1198(2) & 1261.1 Table 6.1, Item 6.0	Bonus above 5.0 FAR up to maximum of 9.0 FAR – provided by contribution to the Beltline Community Investment Fund	4.00 FAR
1202	Heritage Density Transfer allows for an additional 10% above the maximum FAR for Bonus Area B	0.90 FAR
Total Proposed FAR:		9.90 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 (At-grade Level)

Retail and Consumer Service uses line both the 4 Street SW and 14 Avenue SW frontages. There is approximately 518 square metres of commercial retail space proposed over five separate units. The primary residential entrance is located on the northwest corner of the building along 14 Avenue SW. The primary vehicular entrance to the parkade is located at the rear of the building from the lane to the south. All back-of-house functions and waste and recycling are also located on, and accessed from, this rear laneway.

Podium and Tower

The podium is proposed to be one storey, for a total height of approximately 6.2 metres. The double height ground level contains the retail and consumer service units as well as a rental management room, residential amenity/meeting room, the residential tower lobby and the waste and recycling and back-of-house functions.

The exterior of the podium is composed of clear glazing, with charcoal and brown metal paneling and natural coloured porcelain tile used as an accent around the glazing. Composite wood has been used as the overhang above the entrances to the retail units.

The tower is positioned towards the east side of the podium and extends an additional 23-storeys in height above the podium (for a total from ground to top of roof-peak of approximately 74 metres). Residential uses are located on Levels 2 to 23, with residential amenities (party room and kitchen, gym and fitness) on Level 24. The total unit count for the project is 219 units. The exterior of the tower is composed of grey metal paneling with grey and brown metal mullion framing the windows.

Amenity Areas

Common amenity areas for the residents will be provided at-grade in the form of an amenity lounge adjacent to the residential entrance and lobby as well as an exterior plaza area with seating, landscaping and an art feature at the residential entrance to the development along 14 Avenue SW. The level two amenities includes an exterior dog park with play equipment and an informal seating area. The amenity area on level 24 includes an interior seating area with kitchen facilities, a meeting room, gym and fitness facility as well as an exterior amenity area with informal seating. Each residential unit in the development has a private amenity area in the form of a balcony.

Landscaping

Public Realm

This application proposes street trees along both the 14 Avenue SW and 4 Street SW frontages with a combination of alder and elm trees provided. Bicycle parking has also been provided between the street trees along both frontages. The City's standard concrete has been provided for the finishing material for the sidewalk areas.

Private Realm

There is one plaza area proposed on the NW corner of the project, adjacent to 14 Avenue SW. This includes the stairs and ramp to the residential entrance, seating, a landscaped area and an art feature, proposed to be a statue of a magpie.

City Wide Urban Design

The proposed development was reviewed by the City-Wide Urban Design team. Their comments focused primarily on changes to the tower design through use of colours and materials to add visual interest and changes to the podium design to better respond to the pedestrian-scale of the street. Recommendations to achieve this included lowering canopies over doorways, adding illumination and signage to animate the façade and providing transparent glazing to promote a visual connection between the interior and exterior spaces. In addition, they highlighted the need to refine the interface with the alley and activate this where possible by changing the façade design or adding uses that contribute to place-making. They also identified the need for increased articulation and glazing and design detailing of the building face at the rooftop amenity to make it more inviting and enhance the comfort of the residents using the space.

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 2021 December 8. UDRP supported the project, but did have some recommendations for improvements, including a better connection between the building and the public realm through lowering of the overhangs and creating more variation in the building face at-grade and on the tower. They also highlighted that the project could benefit from a better corner treatment connecting the development to its surroundings, for example, Central Memorial Park and the Downtown, and provide a better connection to the Fourth Street Lofts development to the south. There were also some Crime Prevention Through Environmental Design (CPTED) concerns expressed with the recessing of the garage doors and areas for loading and parkade access off of the lane. The panel also requested that this application consider further sustainability initiatives, with more consideration being given to solar orientation and plantings that respond to seasonal and solar conditions.

Administration worked with the applicant to refine this development permit in response to UDRP comments, and these recommendations were implemented within the revised plans submitted. For example, changes were made to the façade to lower the overhangs and provide more variation in building design and the access doors along the lane were brought closer to the lane edge to minimize CPTED concerns.

No further review by UDRP was required.

Transportation

Pedestrian access is available from both the 14 Avenue SW frontage as well as the 4 Street SW frontage. The grid network of sidewalks throughout the neighbourhood provides multiple routing options for pedestrians.

The site benefits from strong connectivity for all mobility modes. Both local and rapid transit (Route 3 - Sandstone/Elbow Dr SW) are available immediately adjacent to the site, and there are three separate LRT stations approximately 900 metres (a 10-minute walk) from the site. In addition, there are on-street bicycle lanes along both 14 and 15 Avenues SW.

Vehicular access to the site is available from the lane to the south, off of 4 Street SW. The proposal will provide 165 residential parking stalls, four commercial parking stalls and 18 visitor parking stalls over five 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. The TIA was reviewed and accepted by Administration.

Bicycle Parking Facilities

The development provides 110 Class 1 bicycle parking stalls on the Parkade P1 Level. Twenty-four Class 2 bicycle parking stalls are located in the public right-of-way between the proposed street trees.

Environmental Site Considerations

A Phase 2 Environmental Site Assessment was submitted and reviewed for this development. Recommendations of the report must be followed during excavation.

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.

Calgary Climate Strategy (2022)

This development permit application specifically addresses Program Pathway F: Zero Emissions Vehicles – Accelerate the Transition to Zero Emissions Vehicle within the [Calgary Climate Strategy – Pathways to 2050](#), as ten EV charging stations will be provided within Parkade Level 2.

Greater Downtown Plan (Non-Statutory – 2021)

This application is supported by [Calgary's Greater Downtown Plan](#) as it will help to strengthen Beltline as a community that has variety in housing choice and a significant increase in commercial opportunities for residents and the broader public.

Beltline Area Redevelopment Plan: Part 1 (Statutory – 2006)

The site is located in the Urban Mixed Use planning policy area in the [Beltline Area Redevelopment Plan: Part 1](#) (ARP). This development permit fulfils the policy objectives of this area by providing an active retail frontage at-grade and residential units above grade.

Tower and podium design (base, body and top of the building)

The design of the towers provides variation between the podium, body (middle) and tower top, through:

- variation in the size and proportion of openings between the podium and the tower;

- provision of canopies over retail entrances at grade – providing material variety between the podium and the tower; and
- incorporating rooftop amenity area and rooftop mechanical effectively into the top of the building and changing colours and materials at the tower top – providing variety in the massing between the body and top of the tower.

Wind Study

In line with the direction of the *Beltline ARP*, the applicant submitted a pedestrian wind study with this development permit application. The study examined the level of pedestrian comfort provided on adjacent sidewalks, laneways, parking and loading areas, building access points, and above grade amenity spaces.

The study concluded that wind conditions at-grade were overall acceptable for the uses proposed. For example, the main residential and retail entrances situated along both 14 Avenue SW and 4 Street SW are recessed and equipped with canopies providing localized sheltering, therefore, low wind speeds comfortable for sitting are predicted near these entrances. Above grade wind conditions were also generally considered comfortable, especially if prolonged seating is not anticipated, due to the provision of tall privacy screens and landscaping throughout the rooftop podium level. Winds at the rooftop amenity level are expected to be slightly higher, but still meet the wind safety criterion. The provision of the building bulkhead and canopy help to reduce the winds at this level. However, the report does outline that if improved wind conditions are desired, consideration may be given to increasing the railing heights to a minimum of 2.0 metres to reduce the westerly and southerly winds flowing through the terrace area.

Shadow Study

In line with planning policy in the *Beltline ARP* the applicant submitted a shadow study for this development permit. The study demonstrates that the proposed development does not cast a shadow on historic assets, public spaces, or areas protected by Land Use Bylaw 1P2007 and the *Beltline ARP*.

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
1190 Front Setback Area	(2)(a) 4 Street SW: Min 1.5 - Max 3.0	Plans indicate the east maximum setback area as being 5.76m (+2.76m). <i>-Relaxation granted, this relaxation is only for that portion of the building along 4 Street SW located at the southern edge of the property adjacent to the lane and is responding to other Team comments regarding opening up of the lane edge as well as accommodating parkade venting.</i>

1193 Floor Plate Restrictions	Each floor located partially or wholly above 36 metres above grade, and containing Dwelling Units, Hotel suites or Live Work Units, has a maximum: (a) floor plate area of 650.0m ² ;	Plans indicate the floor plates as being 672.49m ² (+22.49m ²). <i>-Relaxation granted, the ARP allows the floor plates for buildings in the Urban Mixed Use area to be increased from the maximum of 650 m² if the proposed development is still in keeping with the policy direction found within the ARP</i>
1151 Amenity Space	Private amenity space (7)(b) have no min. dimensions of less than 2.0m	Plans indicate the balconies located on the north portion of the second floor as being 0.91m (-1.09m). Plans indicate the balconies for floors 3 to 23 as being 1.87m (-0.13m) <i>-Relaxation granted, applicant has clarified where the relaxations are located and the biggest relaxation occurs for a minimal number of units</i>
1148 Planting Requirements	(3) Deciduous trees min. calliper of 50mm, 50.0% of the provided trees must have min. calliper of 75mm	Plans do not indicate any of the proposed trees as being 75mm calliper (-1) <i>-Relaxation granted, there is adequate landscaping for the site.</i>
1107 Dwelling unit Stalls	(1)(a) 0.75 stalls per unit	Plans indicate 119 (-46) compliant stalls provided. Note: 3 stalls are not counted as the mechanical equipment will encroach into the stalls. <i>-Relaxation granted, adequate parking provided through compliant stalls</i>
1107 Visitor Stalls	(1)(b) 0.1 stalls per unit	Plans indicate 17 (-6) compliant stalls provided. Note: 1 stall is not counted as the mechanical equipment will encroach into the stalls. <i>-Relaxation granted, adequate parking provided through compliant stalls</i>
1108 Bicycle Stalls Class - 2	(2)(a)(ii) 0.1 stalls per unit (2)(b) 5.0% of parking stalls (non residential)	Plans indicate (-22) compliant stalls Note: 24 Bicycle Stalls Class 2 provided along 14 AVE SW and 4 ST SW are not counted as they are not located within the parcel. <i>-Relaxation granted, Administration can support the relaxation, as the stalls are there and available for use and are part of the enhancements to the public realm</i>

<p>122 Standards for Motor Vehicle Parking Stalls</p>	<p>(9) The minimum vertical clearance of a motor vehicle parking stall is 2.1m.</p>	<p>Plans indicate the proposed mechanical equipment encroaching into 4 stalls. <i>-Relaxation granted, mechanical equipment encroachment into 4 stalls can be accepted</i></p>
<p>125 Bicycle Parking Stalls</p>	<p>(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.</p>	<p>Plans indicate portions of the class one stalls as being 0.18m (-0.42m) to 0.26m (-0.34m) from a physical barrier. <i>-Relaxation granted, locations of bicycle parking stalls reviewed and space was determined to be adequate</i></p>