

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Downtown West End, on the corner of 9 Street and 6 Avenue SW. The site totals approximately 0.10 hectares (0.24 acres) in size and is approximately 26 metres wide and 37 metres deep. It is currently being used for construction staging and the site office for the development of the Attainable Homes project directly to the north of the subject site, across 6 Avenue SW.

Surrounding development is characterized by a mix of commercial and residential development. Directly to the east of the site across 9 Street SW is the Light Rail Transit (LRT) Red Line and a mid-rise multi-residential apartment building. To the south of the subject site is a mid-rise commercial building. To the west of the site is the Chinese consulate, and to the north of the site, across 6 Avenue SW, is an Attainable Homes development currently under construction.

The subject site is directly adjacent to 6 Avenue SW, one of the main vehicular routes leaving the downtown core and heading west. This site is in close proximity to the Downtown West/Kerby Station, 175 metres to the south-west of the site (a two-minute walk). The site is also near existing public open spaces, including both Shaw Millennium Park, approximately 340 metres to the west of the site (a four-minute walk) and Century Gardens, approximately 200 metres to the east and south of the site (a two-minute walk).

Community Peak Population Table

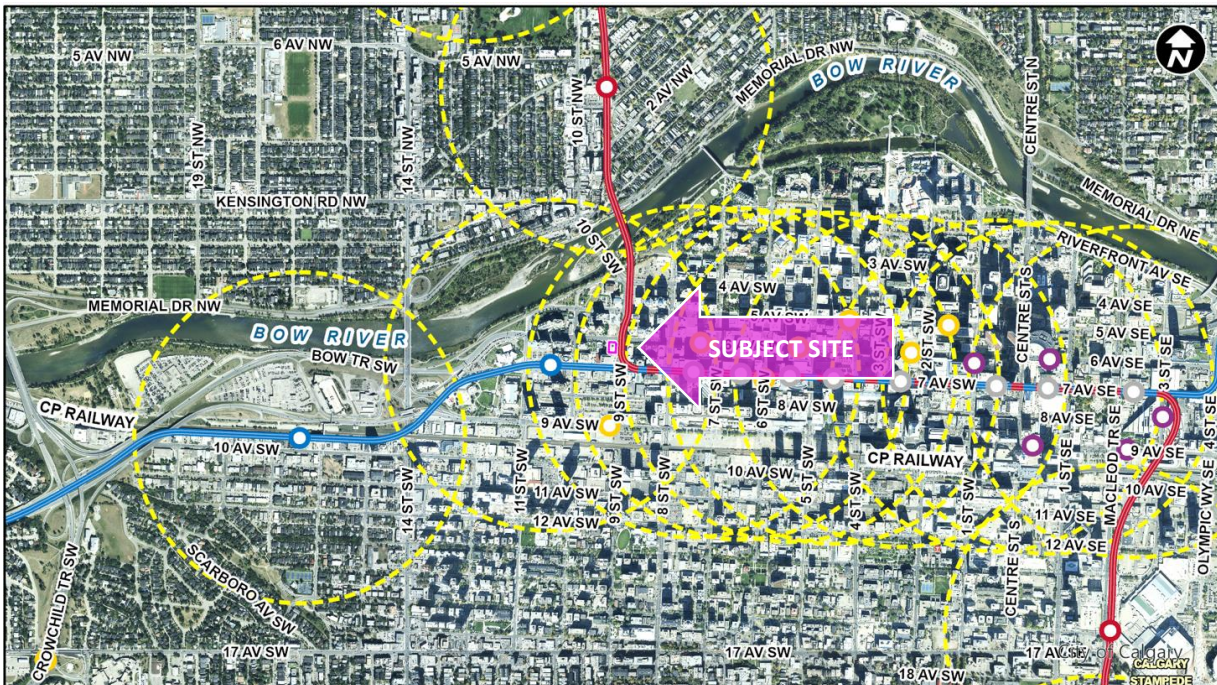
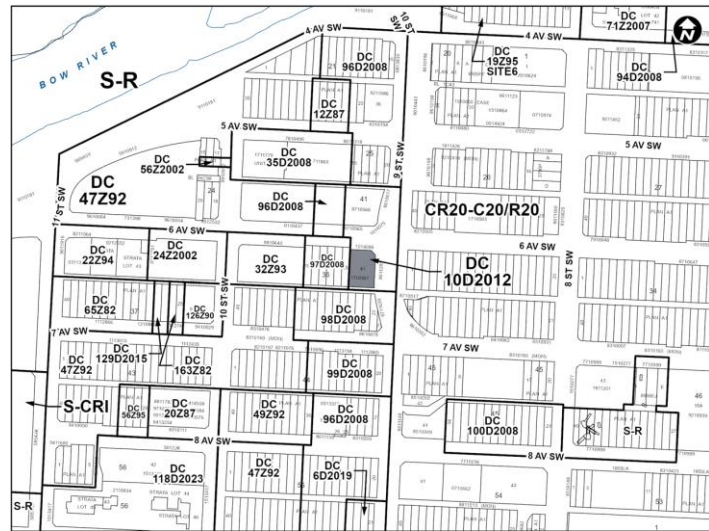
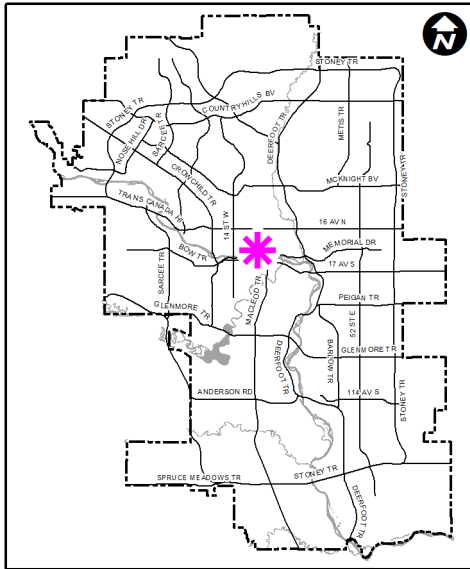
As identified below, Downtown West End reached its peak population in 2019.

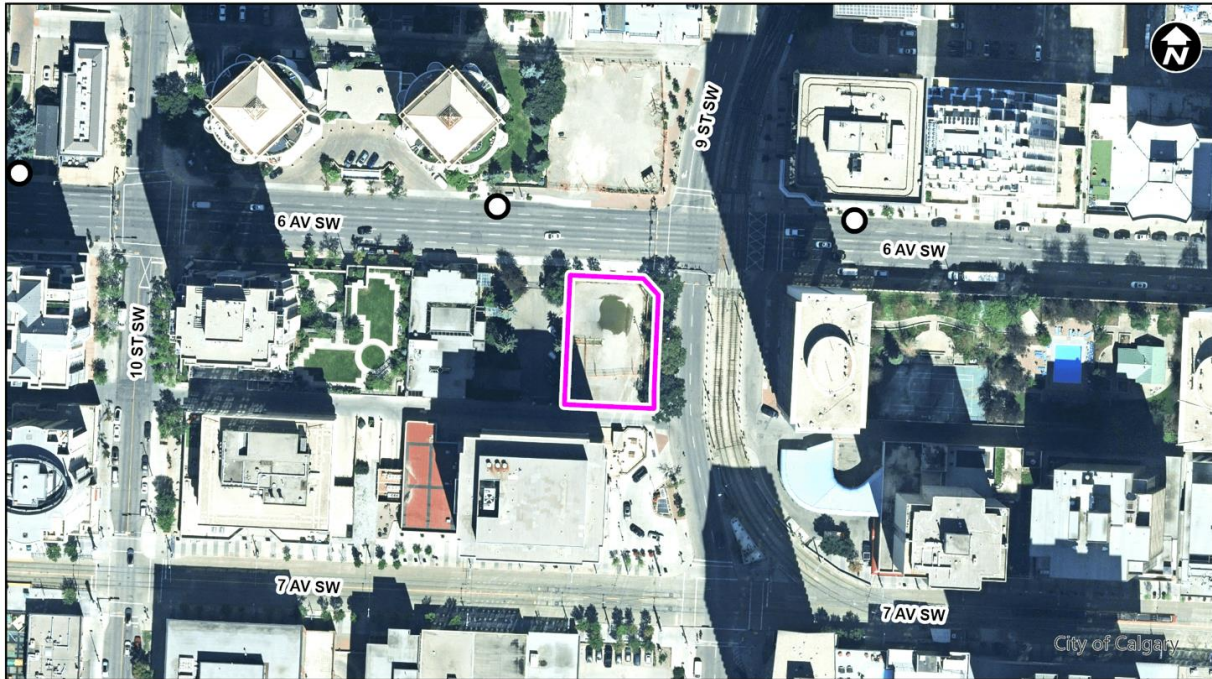
Downtown West End	
Peak Population Year	2019
Peak Population	2,785
2019 Current Population	2,785
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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 subject parcel is currently designated a Direct Control (DC) District, ([Bylaw 10D2012](#)). This district allows for a base FAR of 5.0 for residential uses, with the potential of increasing this to a maximum of 10.0 if certain bonus amenity items are provided, as outlined in the district. The maximum height for development is 76.2 metres.

The proposed DC District is based on the Centre City Multi-Residential High Rise District (CC-MH). This DC District will allow for a maximum FAR of 5.0, with no height limit. Within this DC District, Multi-Residential Development has been made a permitted use. However, there are specific conditions included in the DC District that must be provided at the Development Permit stage in order to allow for this use to be permitted. These conditions include sidewalk upgrades, provision of an art mural and resident amenity space. The rules around landscaping have also been updated in the DC District. This district is proposing zero parking for residents and visitors if certain Transportation Demand Management (TDM) measures are provided, including an increase in the provision of Class 1 bicycle parking stalls for residents and a bicycle repair facility.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration, and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to site constraints. The site is small and, therefore, the DC District includes specific rules that will allow for the development of multi-residential development, with no required parking, as TDM measures are being provided. The

same result could not be achieved using a standard land use district in the Land Use Bylaw 1P2007.

The proposed DC District includes a rule that allows the Development Authority to relax Section 7 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. Site specific rules for the setback area, building setbacks, landscaping, fences and motor vehicle parking are also listed as rules that may be relaxed, subject to Section 36 of the Land Use Bylaw being met to the satisfaction of the Development Authority.

Development and Site Design

If the land use redesignation is approved by Council, the rules of the proposed DC District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and site access. Additional items that will be considered through the development permit process would include:

- ensuring an engaging built interface along both 9 Street SW and 6 Avenue SW;
- integration of any development with the public realm; and
- ensuring high quality finishes and materials that are in keeping with the surrounding context.

Transportation

The site fronts onto the southwest corner of 6 Avenue SW and 9 Street SW which are both classified as an Arterial Street. Both Avenue and Street are a one-way traffic flow. Pedestrian connectivity in the neighborhood is provided through existing sidewalks to the surrounding area, to transit and the riverwalk pathway system.

The subject site is adjacent to the future Always Available for All Ages and Abilities (5A) Network, with a recommended on-street bikeway along 9 Street SW. The site is also in close proximity to existing on-street bikeways at 8 Avenue SW and 11 Street SW.

The proposed development is well served by Calgary Transit with the subject site located in close proximity from the Downtown West-Kerby LRT Station along 7 Avenue SW, 175 metres to the south-west of the site (a two-minute walk). Additionally, the site is 75 metres (a one-minute walk) from the transit stop on 6 Avenue SW, providing service to Routes 22 (Richmond Rd SW), 66 (Lakeview), and 70 (Valley Ridge Express).

Vehicular access to the subject site is anticipated to be from the lane. On-street parking restrictions exist on both 6 Avenue SW and 9 Street SW.

This application proposes zero resident and visitor parking for any new development. Administration is supportive of zero parking, given the proximity to transit. Transportation Demand Management (TDM) measures proposed by the applicant include a rate of at least one class 1 bicycle stall per unit in addition to the bicycle repair facility.

The [Calgary Parking Policies](#) set out criteria that should be met for Administration to support a zero or low on-site parking development. The criteria generally requires the development to be located in close proximity to LRT or primary transit service, have availability of publicly

accessible parking in the area, be located in an area with parking management practices on street, for the developer to actively facilitate at least one alternative travel option for residents, and potentially complete a parking study to determine the parking impacts. The proposed land use redesignation meets these criteria.

Environmental Site Considerations

No environmental concerns have been identified at this time.

Utilities and Servicing

Water, sanitary sewer and storm sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of a development permit review stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation 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)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed 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 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 proposes the implementation of transit-oriented development with reduced motor vehicle parking, which aligns with the objectives of the [Calgary Climate Strategy – Pathways to 2050](#), in particular, Program Pathway H: Focus land use planning to prioritize zero emissions city design. Pathway H4.3 identifies considering viable options for removing and/or reducing motor vehicle parking minimums in residential areas, to allow for more compact development, more efficient use of land and encourage alternate modes of transportation. The application proposes zero parking which can contribute to greenhouse gas reduction.

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 a diverse range of housing choices that will enable people from diverse backgrounds to come to this community to live and work.