

# Background and Planning Evaluation

## Background and Site Context

This proposed development is located in the downtown core on the southeast corner of 4 Avenue SW and 6 Street SW. The subject parcel is approximately 0.30 hectares (0.75 acres) in size and approximately 70.0 metres wide by 40.0 metres deep. The site is currently vacant land. Proposed vehicular access to the site will be via the lane along the southern edge of the development directly from 6 Street SW, with the access to the parkade at the eastern edge of the development.

The surrounding area is characterized by commercial development. Directly to the west of the site across 6 Street SW is the McDougall Centre, a provincial government office and a provincially designated historic resource. Directly to the south of the site is a high-rise office tower. To the east of the site is a vacant parcel of land which does have an active development permit currently under review for residential and retail uses (DP2024-06698). To the north of the subject site, there is a surface parking lot and a mid-rise hotel development.

The subject site is directly adjacent to 4 Avenue SW, one of the main vehicular corridors leaving the downtown core and heading west. The site is also near existing public open spaces, as the subject site is located directly across from the landscaped grounds surrounding McDougall Centre which are publicly accessible, approximately 20 metres away (less than a one-minute walk), and the Bow River Pathway is approximately 350 metres to the north of the site (six-minute walk).

## Community Peak Population Table

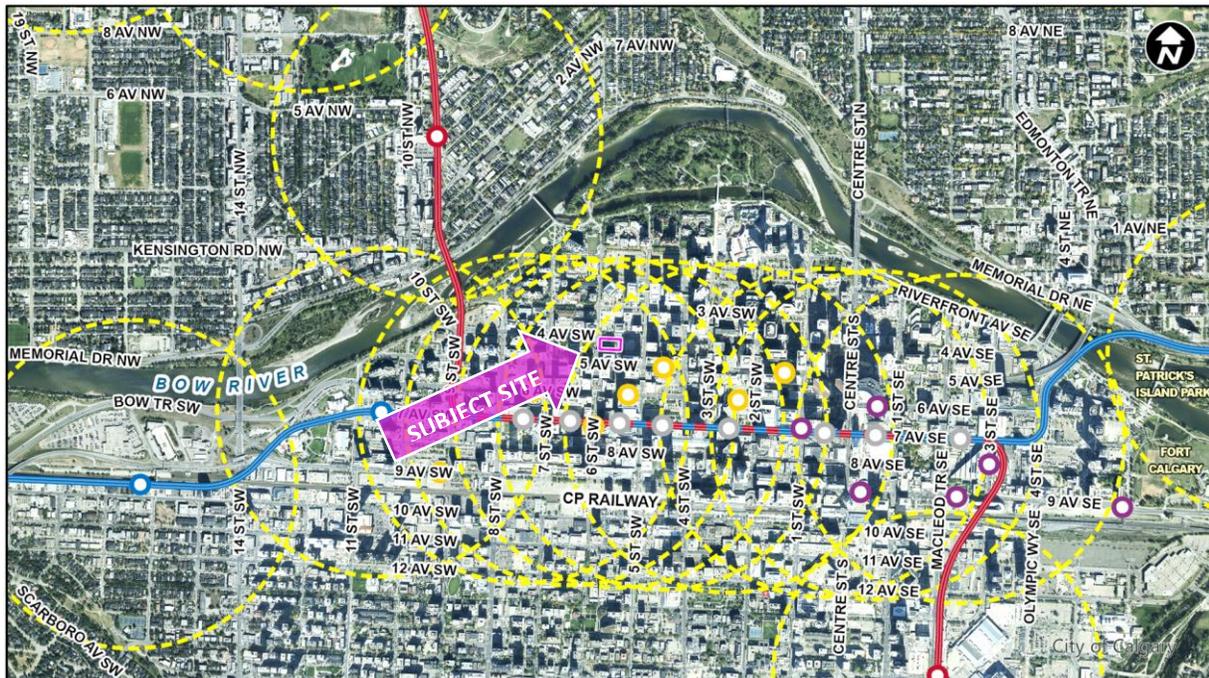
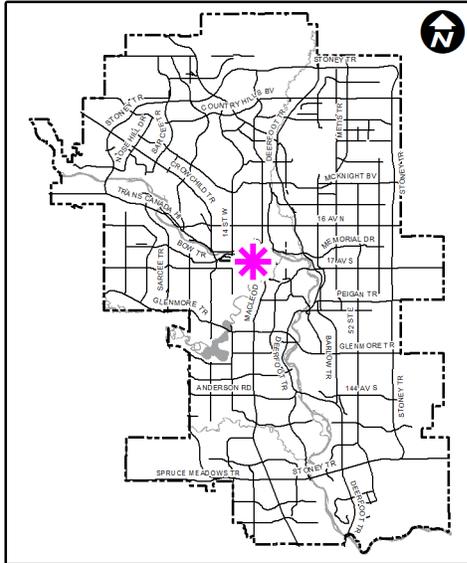
As identified below, the Downtown Commercial Core reached its peak population in 2015.

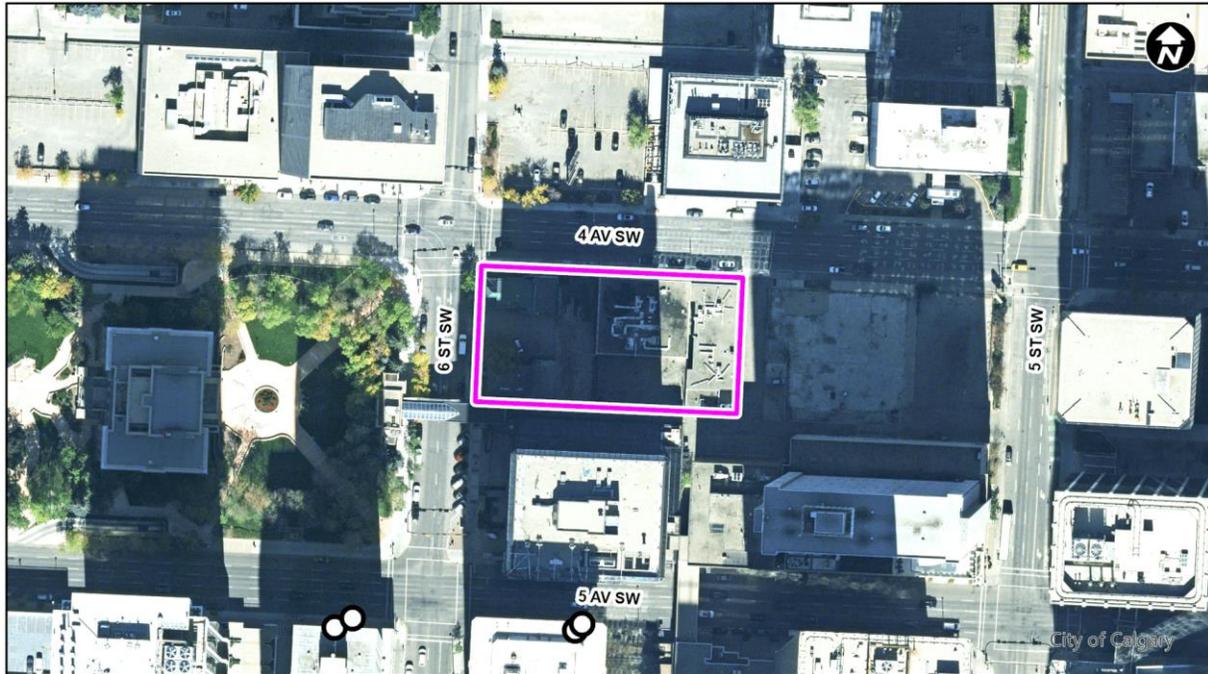
<b>Downtown Commercial Core</b>	
Peak Population Year	2015
Peak Population	9,083
2019 Current Population	8,683
Difference in Population (Number)	-400
Difference in Population (Percent)	-4.40%

Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps





## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject parcel is designated the Commercial Residential District (CR20 – C20/R20). This is the primary land use district within the downtown core and allows for a wide range of uses, with the possibility of up to a floor area ratio (FAR) of 20.0 in accordance with the bonusing provisions as found within Part 13, Division 3 of Land Use Bylaw 1P2007. For residential development in the CR20-C20/R20 District, a development can achieve a maximum FAR of 15.0 by providing the listed on-site pedestrian amenities under Item 8.0 of Table 8 in Section 1332 of Bylaw 1P2007.

The proposed development aligns with the overall purpose of the CR20-C20/R20 district, as the development provides for:

- high-rise, high-density development;
- pedestrian-oriented development at grade and improved public realm; and a
- a maximum base density with incentive density over and above the base that provides a commercial residential mix and public amenity.

**Bonus Density**

The proposed FAR for this development is 9.3. In accordance with the rules as outlined in Land Use Bylaw 1P2007, bonusing is required for an FAR of above 3.0. Therefore, as this is a residential development, the additional 6.3 FAR is achieved by providing the public amenity items listed under Item 8.0 in Table 8 of Bylaw 1P2007. These public amenity items include provision of at-grade pedestrian circulation for the public sidewalk setback area and the corner cut at the corner of 6 Street SW and 4 Avenue SW. In addition, these items include provision of Plus 15 network elements including public easement space through the building, provision of structural supports to facilitate expansion of the Plus 15 network, and a contribution to the Plus 15 fund.

<b>Floor Area Ratio Summary</b>		
<b>Land Use Bylaw Section</b>	<b>Land Use Bylaw Provisions</b>	<b>Proposed Floor Area Ratio</b>
1332, Table 7 (for Assisted Living, Dwelling Units, Live Work Units)	3.0 FAR	3.0 FAR
1332, Table 7 (for Assisted Living, Dwelling Units, Live Work Units)	Additional 12.0 FAR with provision of Item 8.0.4 (a), (b) and (c) items	6.3 FAR
<b>Total Proposed FAR</b>		<b>9.3 FAR</b>

**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 6 Street SW and 4 Avenue SW frontages. There is approximately 1117.14 square metres of commercial retail space proposed on the ground floor. The primary residential entrance is located on the northeast corner of the building directly off 4 Avenue SW. The vehicular entrance to the parkade is located via a lane at the southern edge of the building, with the parkade entrance towards the eastern portion of the lane. All back-of-house functions and waste and recycling are also located on, and accessed from, this lane.

**Podium and Tower**

The podium is proposed to be two storeys, for a total height of approximately 9.0 metres. The ground level contains the retail and consumer service units as well as the residential tower lobby, residential amenity space, waste and recycling and back-of-house functions. Level two of the podium contains the majority of the amenity space for the residents as well as the Plus 15 easement space that is required under Section 1332 of the Land Use Bylaw 1P2007. This easement space will be temporary storage space until such time as there is a connection to the overall Plus 15 network.

The exterior of the podium is composed of clear glazing, with black aluminum paneling, and black aluminum signage bands. There will be a plaque placed on the exterior of the podium on the 4 Avenue SW frontage close to the main residential lobby entrance. This plaque

commemorates this site as being the former location of the Phillips Building which was on the Inventory of Evaluated Historic Resources, but was demolished in 2024 October.

The tower is positioned towards the east side of the podium and extends an additional 28-storeys in height above the podium (for a total from ground to top of roof-peak of approximately 96.0 metres). Residential units are located on levels three to 30. The total unit count for the project is 315 units, with a mix of 189 one-bedroom units and 126 two-bedroom units. The exterior of the tower is composed of black spandrel paneling, clear glazing, and black metal paneling with red accent paneling, extending from grade and tapering to the top on the south and north elevations of the building.

### Amenity Areas

Common amenity areas for the residents will be provided on levels one and two with some additional resident amenities provided on level 26. Level one includes a climbing room and a lounge area. Level two includes a lounge area, a golf simulator room, a gym/fitness area and a sauna as well as an outdoor amenity area with seating, an outdoor sauna and a dog park. The level 26 amenity includes an outdoor seating area with two areas for fire pits. The residential units in the development that are on the west and east facades have a private amenity area in the form of a balcony.

### Wind Study

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 level would remain calm throughout the year. There will also be calm wind conditions suitable for pedestrian use at the main entry points to the development and along the adjacent pathways to the McDougall Centre site. In addition, wind speeds at levels above grade are for the most part acceptable and comply with the wind safety criterion. However, the study did identify that higher than normal wind speeds were identified at the north end of the level 26 terrace. Therefore, mitigation measures were incorporated to address this issue, including the provision of a porous screen at this location to reduce the exposure of the terrace to these strong winds. With the screen in place, wind safety criteria are expected to be met.

### Shadow Study

The applicant submitted a shadow study for this development permit. The study demonstrates that the proposed development does not cast shadow on the McDougall School site, as per the rules under Section 1303 of Bylaw 1P2007.

### ***Landscaping***

#### Public Realm

This application proposes street trees along the 4 Avenue SW frontage in City of Calgary standard tree trenches. The City's standard grey concrete has been provided as the majority of the finishing material for the sidewalks surrounding the development, but a small portion of the sidewalk on the corner of 4 Avenue SW and 6 Street SW has been proposed as a mix of charcoal and black coloured concrete to better frame the corner of the development.

### Private Realm

Landscaped planters extend along both the 4 Avenue SW frontage and the 6 Street SW frontage, adjacent to the commercial units. Class 2 bicycle parking stalls have been provided adjacent to the main residential entrance off of 4 Avenue SW, along with a landscaped planter that includes wooden seating. There are also class 2 bicycle parking stalls proposed on 6 Street SW as well, in close proximity to the commercial unit entries.

### ***Office of Urban Design Review***

The proposed development was reviewed by the Office of Urban Design team. Their comments focused primarily on the need for enhancing the architectural design of the main residential entry off 4 Avenue SW through better canopy detailing, signage and lighting. There was also discussion on the need for a strong edge definition adjacent to both 4 Avenue SW and 6 Street SW through layered landscaping. In addition, the team suggested minimizing the use of the black or charcoal colour as an elevation colour treatment.

### ***Urban Design Review Panel***

Administration brought this application to the Urban Design Review Panel (UDRP) on 2024 September 18. UDRP supported the project, but the panel did have some recommendations for improvements. They highlighted the need for incorporation of landscaped elements and street furnishings to enhance both the commercial and residential entry points and increase permeability. They also highlighted the need to refine the proposed residential entry canopy to be more human scaled. The panel commented that improvements could also be made to the northwest corner of the development to enhance the public realm and that art work could possibly be incorporated along the walls facing the lane. In addition, they highlighted the need to refine the activation of some of the facades, ensuring that the most active spaces are in the most visible locations. The use of the black colour at grade was also cautioned, as this could potentially create an uninviting place at the pedestrian scale.

Administration worked with the applicant to refine this development permit in response to both the comments from the OUD team and the comments from UDRP. Some of the above noted recommendations were implemented within the revised plans submitted. For example, the layout of the floor plan for Level 2 was completely revised and the more active uses were adjusted to be in the more visible locations.

No further review by UDRP was required.

### **Transportation**

Pedestrian access is available from both the 4 Avenue SW frontage as well as the 6 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. As the site is in the downtown core, it is well served by a variety of transit routes. For example, Route 4 (Huntington) is approximately 200 metres (a three-minute walk) to the west of the site along 4 Avenue SW and Route 1 (Bowness/Forest Lawn) is also approximately 200 metres (a three-minute walk) to the west of the site. In addition, the subject site is approximately 300 metres (a five-minute walk) from the 7 Avenue Light Rail Transit line, specifically the eastbound 6 Street SW station and the westbound 7 Street SW station. In addition, there are on-street bicycle lanes along both 5 Street SW and 7 Street SW.

Vehicular access to the site is available from 6 Street SW through the lane located at the southern edge of the site. The proposal will provide 176 residential parking stalls, 32 visitor parking stalls and 31 commercial parking stalls over four parkade levels, in line with City of Calgary Land Use Bylaw rules.

### ***Bicycle Parking Facilities***

The development provides 317 class 1 bicycle parking stalls on the Parkade P1 Level. There are 37 class 2 bicycle parking stalls located along both the 4 Avenue SW and 6 Street SW frontages.

### **Environmental Site Considerations**

No environmental concerns were noted for this site.

### **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)**

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.

### **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 there are 36 EV charging stations provided and 36 EV Capable stalls with conduit and reserved electrical capacity provided over the four levels of the parkade.

### **Calgary's Greater Downtown Plan (Non-Statutory 2021)**

This application is supported by [Calgary's Greater Downtown Plan](#) as it will be providing new residential development that will help to increase the variety in housing choice in the downtown core, as well as provide commercial opportunities and amenities for residents and the broader public.

**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.

<b>Bylaw Relaxations</b>			
<b>Regulation</b>	<b>Standard</b>	<b>Provided</b>	<b>Administration Rationale Supporting a Relaxation</b>
1298 Residential Amenity Space	Common Amenity Space Outdoors (6)(c) must have a contiguous area of not less than 50.0m <sup>2</sup> with no dimension less than 6.0m; and	Plans indicate dimensions less than 6m.	No concerns, Administration supports this relaxation as there is significant outdoor amenity space provided throughout the project that meets all Bylaw rules.
1325 Motor Vehicle Parking	(1) The minimum number of motor vehicle parking stalls established in this section must not be exceeded except where additional stalls are being provided in accordance with sections 1327 and 1328.	Plans indicate 25 (+25) commercial stalls.  It should also be known an additional 6 commercial stalls were not counted as they did not meet the minimums required in section 122.	No concerns, Administration supports the additional commercial parking as there is a fairly substantial amount of commercial space included in the project.
		Plans indicate 168 (+10) residential stalls.  It should also be known an additional 8 residential stalls were not counted as they did not meet the minimums required in section 122.	No concerns, Administration supports this relaxation as it is a minor increase in the minimum number of parking stalls required.
		Plans indicate 26 (-6) visitor stalls.  It should also be known an additional 6 visitor stalls were not counted as they did not meet the minimums required in section 122.	No concerns, Administration supports this relaxation as there a more parking stalls provided for the residential units than required.

122 Standards for Motor Vehicle Parking Stalls	(11) Where structural columns encroach into a motor vehicle parking stall, such columns: (a) must not encroach into the width of the motor vehicle parking stall by more than a total of 0.3m;	Plans indicate various stalls with a column encroachment greater than 0.3m.	No concerns, Administration supports this relaxation as this is a minor variance to the Bylaw rule.
	(b) must be located within 1.2m of either end of the motor vehicle parking stall; and	Plans indicate various stalls with columns located more than 1.2m from the end of a motor vehicle stall.	No concerns, Administration supports this relaxation as this is a minor variance to the Bylaw rule.
	(c) must not encroach into a motor vehicle parking stall within 0.3m of a drive aisle.	Plans indicate various stalls with columns encroaching into a motor vehicle parking stall within 0.3m of a drive aisle.	No concerns, Administration supports this relaxation as this is a minor variance to the Bylaw rule.
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 various bicycle parking – class 1 stalls less than 0.6m from a physical barrier.	No concerns, Administration supports this relaxation as this is a minor variance to the Bylaw rule.
	(7) Rows of bicycle parking devices, when affixed on the floor or grade, must be separated by at least 2.0m.	Plans indicate rows of bicycle parking devices with less than 2.0m or separation distance.	No concerns, Administration supports this relaxation as this is a minor variance to the Bylaw rule.