

# Background and Planning Evaluation

## Background and Site Context

The proposed development is located in the community of Beltline on the southeast corner of 14 Avenue SW and 1 Street SW. The subject site is approximately 0.35 hectares (0.86 acres) in size and approximately 43 metres deep by 82 metres wide. The site is currently occupied by a four-storey commercial building and a surface parking lot.

The surrounding area is characterized mainly by a mix of residential and commercial development. Directly to the south of the subject site is the Chocolate Condos development, a 19-storey residential building with commercial at grade. Directly to the east of the subject site is a six-storey residential building. To the north of the site across 14 Avenue SW is the [Findlay Apartments](#) building which is a three-storey municipally designated heritage resource. To the west of the site across 1 Street SW is a surface parking lot. There are several residential tower developments within a block of the site to the north and west along 1 Street SW. The 1 Street SW corridor has a distinct heritage commercial character and is a neighbourhood attraction for shopping and dining.

Haultain Park and Central Memorial Park are approximately 150 metres (a two-minute walk) and 300 metres (a four-minute walk) from the site respectively. The site is also approximately 300 metres (a three-minute walk) from the 17 Avenue SW Main Street. The Stampede/Victoria Park LRT Station is approximately 500 metres (a seven-minute walk) from the site, while the 1 Street SW LRT station is located 800 metres (an 11-minute walk) north of the site. Both the 15 Avenue cycle track and the 2 Street cycle track are within one block from the site.

## Community Peak Population Table

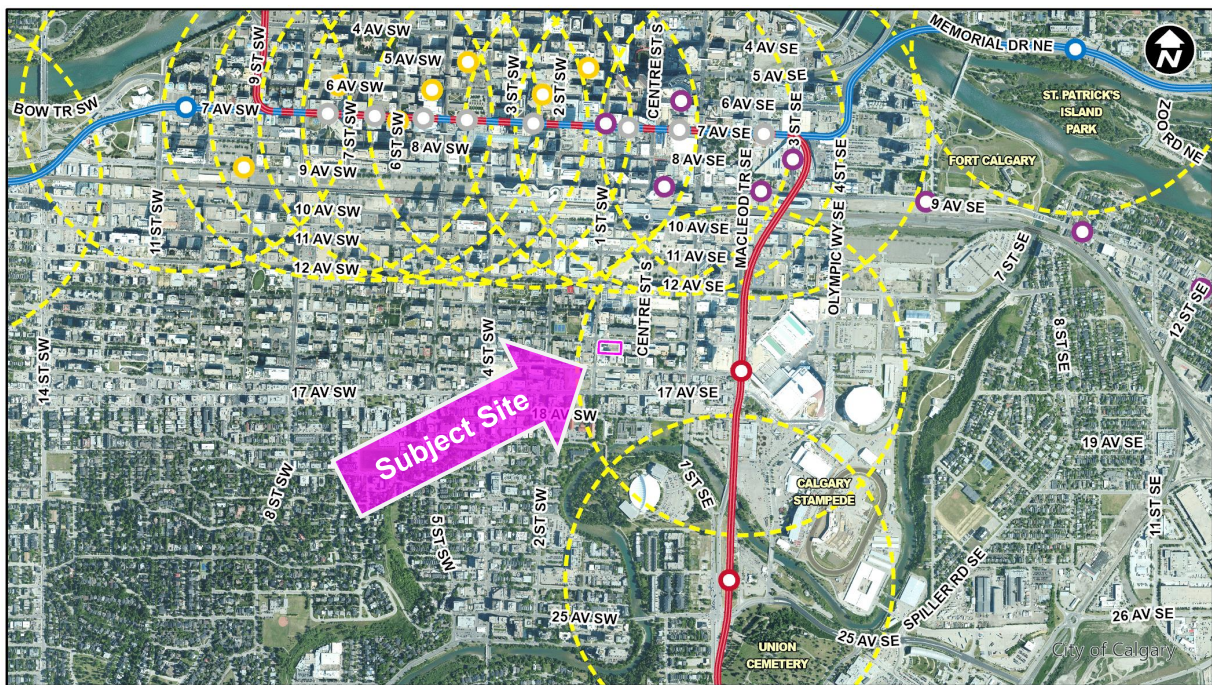
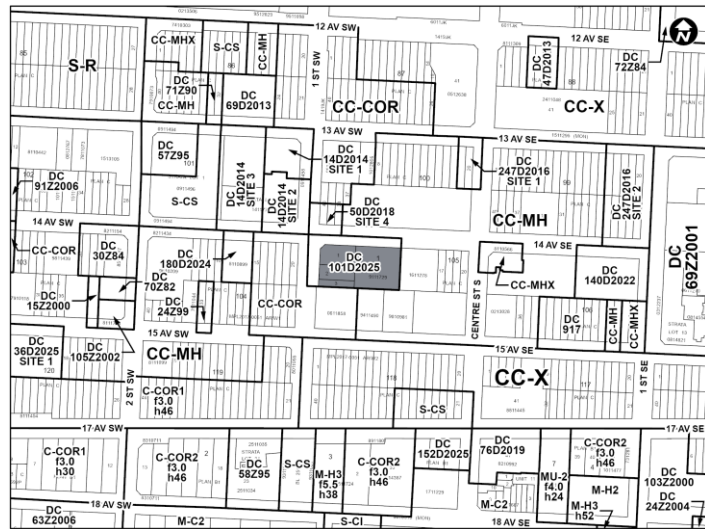
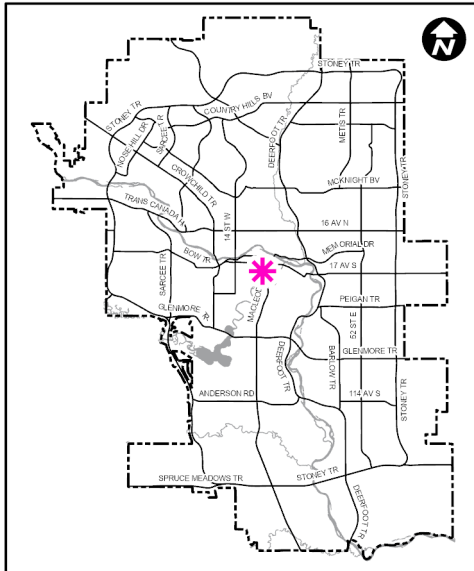
As identified below, the community of Beltline reached its peak population in 2019.

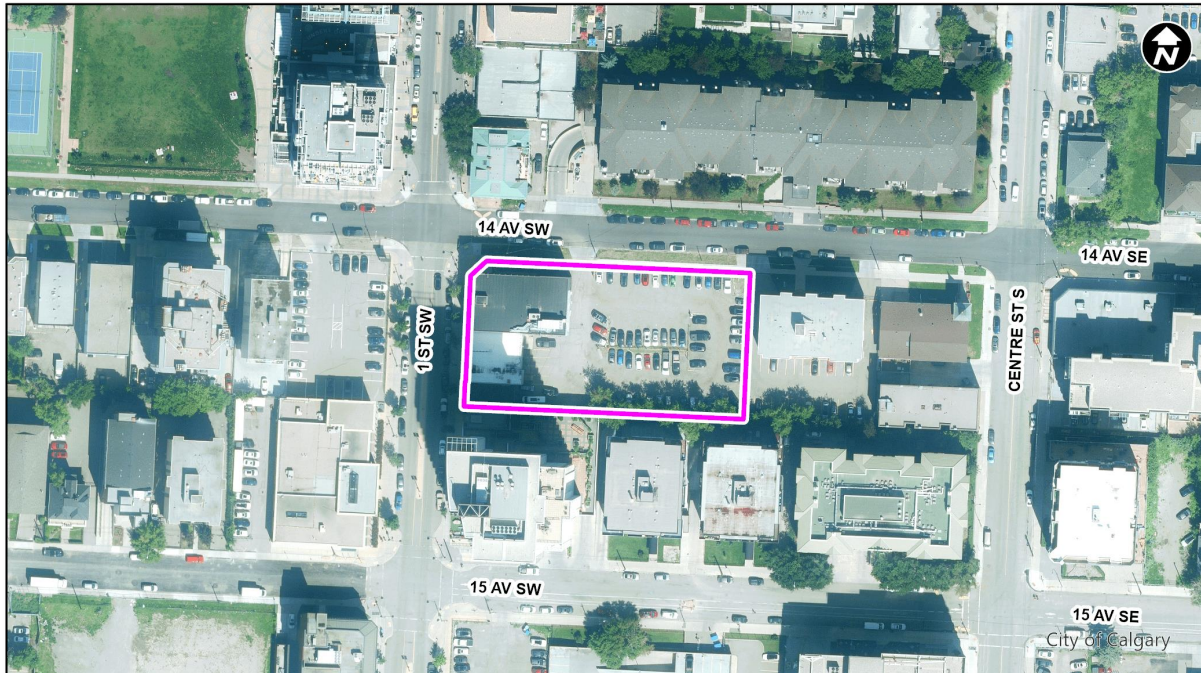
<b>Beltline</b>	
Peak Population Year	2019
Peak Population	25,129
2019 Current Population	25,129
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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 site is designated as Direct Control (DC) District ([Bylaw 101D2025](#)). This DC District is based on the Center City Commercial Corridor District (CC-COR) and is intended to provide high density mixed-use development that contains storefronts along a continuous block face. The DC District contains rules related to density and building design, notably regarding setbacks, floor plate restrictions and tower separation, of which the proposal complies. The DC District restricts density to a floor area ratio (FAR) of 3.0 with the ability to achieve up to 5.0 FAR through provision of additional residential development. An additional increase up to a maximum of 9.0 FAR is possible by providing bonus density items laid out in Schedule C of the DC District. The DC District excludes any three or more-bedroom units from the overall FAR calculations, up to a maximum of 15 per cent of the total number of units in the development.

### *Bonus Density*

The proposed development achieves 7.5 FAR. The development proposes 14 three-bedroom units, which total a gross floor area (GFA) of 1,429.71 square metres, equating to 0.4 FAR. This amount is excluded from the overall FAR calculation as per section 8(5) of the DC District, bringing the total calculable FAR to 7.1. Bonus density is required as per the DC District to achieve an additional 2.1 FAR (7382.65 square metres of GFA) above 5.0 FAR of residential development. This application proposes contributing to the Beltline Community Investment Fund (BCIF) to bonus for the 2.1 FAR required. The required contribution is based on the additional GFA multiplied by the incentive rate of \$285.00 per square metre set out in the DC District. The total contribution amount is \$2,104,055.25.

<b>Floor Area Ratio Summary</b>		
<b>DC Bylaw Section</b>	<b>DC Bylaw Provision</b>	<b>Proposed Floor Area Ratio</b>
8(2)	Up to 5.0 FAR with Dwelling Units above the ground floor	5.0
8(3)	Additional 4.0 FAR with bonusing provisions	2.5
8(5)	Exclusion of three-bedroom units	-0.4
		<b>Total FAR: 7.1</b>

### **Development and Site Design**

This development permit application proposes a 34-story mixed-use building with commercial uses at grade and a total of 322 dwelling units. The dwelling units are comprised of 224 one-bedroom units, 84 two-bedroom units and 14 three-bedroom units. Key aspects of the development are described below.

#### *Site Design*

Four commercial bays line the 1 Street SW edge at grade, totaling 803 square metres. A private patio space, accessible from one of the commercial units, wraps the corner of the site near the intersection of 14 Avenue SW and 1 Street SW. The primary entrance to the residential lobby is on 14 Avenue SW. There are five residential units provided at grade with private outdoor landscaped areas facing 14 Avenue SW. Access to these units is provided from inside the building.

Vehicular access to the development is provided via 14 Avenue SW on the eastern edge of the site. There are two driveways that provide access to an underground parkade and to an at-grade loading area. Loading, waste and recycling, and back of house functions are located at-grade and are internal to the site, accessed from 14 Avenue SW.

#### *Podium Design*

A three-storey podium houses commercial uses and 29 dwelling units over three levels. On the third level, directly above the commercial uses, is a common amenity for residents which includes an accessible outdoor terrace that overlooks both 1 Street SW and 14 Avenue SW. The podium façade is comprised of red brick at the first and second levels. The commercial units fronting 1 Street SW occupy the entire first two levels, approximately 7.5 metres in height, and are clear glazing from floor to ceiling. The commercial facades also contain a metal solar shading feature that is moveable throughout the day. The third level of the podium is stepped back from the main facade and is finished with bronze-gold coloured metal paneling.

#### *Tower Design*

The 34-storey tower is positioned toward the east of the site to provide greater separation from the adjacent high-rise to the south and limit shadow impacts to Haultain Park to the west. There is approximately 29 metres of separation between the proposed tower and the existing tower to the south. The *Beltline Area Redevelopment Plan (ARP)* requires a minimum separation of 24 metres between residential towers. The tower has a uniform floorplate of approximately 760 square metres within the first 32-storeys. Each dwelling unit has a private balcony with the balconies uniformly distributed along the façade of the tower. The tower façade is composed of

beige-grey coloured metal paneling. The balconies are finished with bronze-gold coloured metal paneling and provide a contrast with the rest of the tower. The 33 storey contains additional residential amenity space while the 34 storey contains rooftop mechanical equipment, enclosed by bronze-gold coloured metal paneling.

#### *Amenity Areas*

Residential amenities are provided on the third and thirty-third storeys. The third storey amenities are located in the podium facing both 1 Street SW and 14 Avenue SW. The amenities include a fitness centre, outdoor pickleball court and an outdoor terrace overlooking the public realm at grade. The amenities on the thirty-third storey of the tower include event space, a games room, a lounge, co-working areas and outdoor terraces with barbecues.

#### *Shadow Study*

A shadow study was submitted by the applicant to demonstrate compliance with the ARP shadowing policies. The policy prohibits any new shadowing onto Haultain Park from a new development, apart from an area measured 20 metres in from the park property lines. The shadow study provided shows compliance with this policy.

#### *Wind Study*

A Pedestrian Wind Comfort Assessment was submitted and demonstrated suitable conditions for pedestrians and users at the at-grade patio and outdoor amenity spaces on the third storey. The study suggested including 1.8-metre-high wind screens to improve comfort on the 33 level outdoor terrace, which the applicant has provided on the plans.

#### *Office of Urban Design Review*

The development permit was reviewed by the Office of Urban Design (OUD). The comments suggested amendments that would improve pedestrian comfort and site safety generally. This included requesting the applicant to provide a wind study and to explore architectural strategies such as canopies and recessed facades that may improve pedestrian comfort. Additionally, the applicant was encouraged to include strategies to improve natural surveillance and limit low visibility areas such as added windows and landscaping treatments.

#### *Urban Design Review Panel*

Administration presented the application to the Urban Design Review Panel (UDRP) on 2025 September 17. UDRP encouraged the applicant to further develop the colour palette of the tower and to review accessibility and visibility along the corner of the site where the outdoor patio is raised from the sidewalk level. Overall, UDRP supported the proposal and no further review was required.

In response to the OUD and UDRP reviews, a wind study was provided by the applicant with amendments being made to the 33 level outdoor terrace to improve user comfort. The applicant also provided greater detail and rationale for colour choices and made improvements to the proposed landscaping and commercial facades. Overall, the OUD was satisfied with the changes made.

### **Transportation**

Pedestrian access is available from all frontages including 1 Street SW and 14 Avenue SW. The grid network of sidewalks throughout the neighbourhood provides multiple routing options for pedestrians.

The site benefits from strong connectivity for all mobility modes. The site is well served by Calgary Transit, with bus stops in proximity to the site along 1 Street SW serving Route 6 (City Centre) and Route 7 (Marda Loop), both of which are less than a one-minute walk away. Additionally, the Victoria Park/Stampede LRT station is located 500 metres (a seven-minute walk) east of the parcel. The 1 Street SW LRT station is located 800 metres (an 11-minute walk) north of the parcel. The parcel is located one block away from both the 15 Avenue SW cycle track and the 2 Street SW cycle track.

Vehicular access to the site will be available from 14 Avenue SW where access to the underground parkade is located. The proposal will provide 221 residential parking stalls, with 35 visitor parking stalls. On-street parking is also available along 14 Avenue SW and 1 Street SW.

### **Environmental Site Considerations**

An Environmental Site Assessment (ESA) Phase 2 was conducted for this site and a remedial action plan on how to deal with possible contamination during parkade excavation was submitted and approved.

### **Utilities and Servicing**

Water, storm and sanitary mains are available to service the subject site. A Development Site Servicing Plan (DSSP) is required to be submitted and approved for the servicing of the site prior to release of the permit. There is sufficient capacity in adjacent deep utilities to service the site.

## **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 – 2009)**

The subject site is located in the Greater Downtown area as shown on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The MDP's vision for the Greater Downtown is to create livable and vibrant high-density mixed-use neighbourhoods that function as complete communities. This application supports that vision and aligns with the applicable policies in the MDP by providing varied unit types within a high-density mixed-use development that brings activity to the street level through pedestrian-oriented commercial uses.

### **Calgary Climate Strategy (2022)**

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. This application supports Program Pathway F: Zero Emissions Vehicle – Accelerate the transition to zero-emission vehicles. The development provides 17 parking stalls with electrical vehicle charging stations. The remainder of the parking stalls are EV-capable with conduit and reserved electrical capacity provided.

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

This application is supported by [Calgary's Greater Downtown Plan](#) as it adds new housing in varied types to the Beltline neighbourhood. It also provides commercial opportunities and amenities for residents and the broader public.

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

This subject site falls within the Urban Mixed-Use land use typology in the [Beltline Area Redevelopment Plan: Part 1](#) (ARP), which calls for well-designed mixed-use developments that contribute to the streetscape and are sensitive to adjacent residential development. Active frontage policies also apply to this site as per map 3A: Building Frontages. This proposal generally aligns with both these policies by ensuring contextually appropriate scale and design, and ensuring active commercial uses are provided at grade facing 1 Street SW.

**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.

<b>Bylaw Relaxations</b>			
<b>Regulation</b>	<b>Standard</b>	<b>Provided</b>	<b>Administration Rationale Supporting a Relaxation</b>
1150 Additional Landscaping Requirements	(6) Where a sidewalk provided in satisfaction of this section, is next to a portion of a building, the sidewalk must extend along the entire length of that side of the building.	Plans do not indicate a sidewalk is provided on site along the north side of the building.	Sidewalks are provided connecting the development to the public sidewalk which runs along the entire north side of the building – rendering a second sidewalk within the property redundant.
	(7) Every sidewalk provided must: (b) be a minimum width of 2.0 metres;	Plans indicate the width of some sidewalks provided on site is less than 2.0 metres.	Sidewalks internal to the site that do not meet the Bylaw rule are secondary to main pedestrian movement through the site and do not pose any impact to accessibility.
Residential Motor Vehicle Parking Stalls	219 Motor vehicle parking stalls required on site.	Plans indicate 219 (-26) motor vehicle parking stalls are provided on site.	Minor variance supported given location of development in Greater Downtown and proximity to two LRT stations, bus stops, and cycling corridors.
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 0.3 metres;	Plans indicate the column provided adjacent to parking stall #79, #82 & #172 projects more than 0.30m into the width of the motor vehicle parking stall.	Minor variance supported. Minimal to no impact on overall parking provisions. Impacted stalls remain functional.