

Background and Planning Evaluation

Background and Site Context

The subject site is in the community of Beltline. The rectangular parcel is approximately 0.02 hectares (0.04 acres), 15 metres deep with 10 metres of frontage along 1 Street SE. Vehicle access to the site is proposed from 15 Avenue SE as 1 Street SE is a no-stopping zone but accommodates emergency vehicles to this parcel. An on-street loading zone on 15 Avenue SE will support the proposed development in lieu of on-site facilities.

Surrounding development to the north and south include two-storey commercial developments and multi-residential development to the west, all of which are designated as the Centre-City Mixed Use District (CC-X). The land use district, which applies to the subject block as well, is intended to accommodate a wide range and mix of residential and commercial development with no maximum building height.

The site is well served by Calgary Transit with bus routes and the Victoria Park/Stampede LRT station within walking distance of the site. Nearby amenities within walking distance include the Victoria Park/Stampede LRT Station, Stampede Park, Elbow River, Humpy Hollow Park and Lindsay Park.

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%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The subject site is governed by the rules of the Centre City Mixed Use District (CC-X) intended to provide the widest range and mix of uses in the Beltline Community at the highest densities. The CC-X District allows a maximum floor area ratio (FAR) of 3.0 (approximately 450 square metres of gross building floor area) with no maximum building height. The CC-X District allows an increase up to 4.0 FAR (approximately 600 square metres of gross building floor area) where bonus density items are achieved.

Bonus Density

The proposed development achieves 4.0 FAR. Bonus density is required as per the CC-X District to achieve an additional 1.0 FAR above 3.0 FAR of commercial development. This application proposes a Cash-in-Lieu Contribution of affordable housing units, to bonus for the 1.0 FAR required. The value of the contribution is \$44,576.96.

Floor Area Ratio Summary		
Land Use Bylaw 1P2007 Section	Land Use Bylaw Provision	Proposed Floor Area Ratio
1166(1)(b)	Maximum 3.0	3.0
1199	Up to an additional 1.0 FAR with bonusing provisions	1.0
Total Proposed FAR: 4.0 FAR		

Development and Site Design

Site and Building Design

The site plan and design of the proposed building is constrained by the public realm setback requirement of 5.182 metres found in the Land Use Bylaw. This setback is measured from the property facing 1 Street SE. This area is intended to accommodate the City's 1 Street SE Master Streetscape Plan currently in pre-design stages. Until that time, design of the public realm is limited as no permanent structures are allowed in this setback area and limited landscaping options can be accommodated. The site is further constrained with no vehicular loading and access available from 1 Street SE, the only street frontage along the site.

The proposal includes one seven-storey hotel building with a common lobby area located at grade. Twelve hotel suites are proposed over six levels capped by a rooftop amenity area for patrons.

Building Massing

The building massing features one active façade (the east elevation) facing 1 Street SE. The east elevation provides private amenity spaces and glazing for each hotel suite. The three remaining elevations are situated along shared property lines with adjoining parcels where building code regulations limit active facades. The stucco cladding on the north, south and west elevations are to feature murals where artists and designs are to be established at the construction stages with completion prior to occupancy. The east façade along 1 Street SE is to be provided with visual interest through metal woven fabric. Two small breaks in the massing are provided at the rooftop level enhancing the users experience and visual interest towards the public realm.

Building Materials

The principal cladding materials includes glazing along the active edge (facing 1 Street SE) and stucco cladded party walls along the remaining three elevations. These three elevations are to be treated with art murals directly onto the stucco cladding and completed prior to occupancy of the development. The colour schemes for these three elevations reflect natural grey tones until Art murals are completed. At grade, aluminum panel cladding differentiates the base materials from the above-grade massing of the building.

Public Realm and Landscaping

The semi-private realm along 1 Street SE between the existing sidewalk and principal entrance is treated with a grassed area. This grassed area would facilitate the future implementation of the 1 Street SE Master Streetscape Plan.

Office of Urban Design

This application was reviewed by the Office of Urban Design (OUD). OUD advocated for the inclusion of enhanced landscaping through the planting of two trees within the semi-private realm. However, enhanced landscaping options were deemed unfeasible as it would conflict with the future implementation of the 1 Street SE Master Streetscape Plan. In principle, OUD supported the proposed building massing and materials.

Urban Design Review Panel

A review of this application by the Urban Design Review Panel was deemed unnecessary for the following reasons:

- additional density of 1.0 FAR would be achieved by way of a Cash-in-Lieu contribution of affordable housing units and not through a publicly accessible space at-grade;
- future implementation of the City's 1 Street SE Master Streetscape Plan would determine the public realm along the proposed development; and
- the 5.182 metre public realm setback within the parcel would remain clear of all permanent elements to accommodate the future implementation of the 1 Street SE Master Streetscape Plan.

Transportation

Site Access and Traffic

1 Street SE is classified as an Urban Boulevard in the [Centre City Mobility Plan](#). Urban Boulevards are given the highest priority to walking, cycling and transit, yet accommodate high volumes of goods and vehicle traffic. 1 Street SE fronting the subject site is further determined to be a no-stopping zone that does not accommodate parking and loading zones along its frontage. The only recourse to accommodate such uses in support of the proposed development is to rely on nearby on-street loading zones located approximately 100 metres (a one-minute walk) around the corner of the site on 15 Avenue SE.

The subject site is well served by Calgary Transit. Transit stops service the site includes Route 10 (Southcentre) with stops located within 100 metres (a one-minute walk) north and south of the site. Victoria Park/Stampede LRT Station is approximately 200 metres (a two-minute walk) east of the site.

There are no minimum motor vehicle parking stalls required for hotel uses in the Land Use Bylaw. No vehicular parking stalls are provided on the subject site. All visitors and employees are anticipated to use alternative modes of transportation and on-street facilities in close proximity.

There are no minimum bicycle parking stalls required for hotel uses in Land Use Bylaw 1P2007. There are two bicycle parking stalls – class 2 provided near the principal entrance.

Environmental Site Considerations

A Phase 2 Environmental Site Assessment (ESA) was submitted and determined that no further remedial actions are required at this time.

Utilities and Servicing

Storm, sanitary and water services are available for connection adjacent to the site from 1 Street SE. A Development Site Servicing Plan (DSSP) review and approval is required prior to

release of the development permit. There are no utility capacity concerns related to this development.

The site is within the overland flow area and meets the require building design rules within the Land Use Bylaw.

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). This application is in alignment with the MDP's direction for the Greater Downtown, which envisions mixed-use neighbourhoods with high density residential that are vibrant destinations, connected with great streets and transit opportunities. These neighbourhoods offer a variety of housing choices, diverse employment opportunities, and have great public spaces for residents and Calgarians alike.

Calgary Climate Strategy (2022)

This application supports the reduction of greenhouse gas emissions through the mitigation plan of creating zero carbon neighbourhoods established in [Calgary Climate Strategy – Pathways to 2050](#). The proposed development shifts the mode share to zero or low emission modes through its intentional exclusion of vehicle parking facilities within the development. Furthermore, the site's location within walking distance to both bus routes and LRT station encourage patrons to arrive through low emission modes such as transit and bicycles.

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

This application is supported by [Calgary's Greater Downtown Plan](#), as it enables neighbourhoods for vibrant urban life by supporting hotel development in close proximity to Calgary's cultural and entertainment district.

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

The subject site falls within the [Beltline Area Redevelopment Plan](#) (ARP). This application meets the overall objectives outlined in the ARP, specifically providing higher density mixed-use development that creates additional housing and amenities for the community. The subject site falls within Area D of Map 5: Density Areas which applies to the majority of the 17 Avenue SW corridor and is intended to create a transition in density from the higher density areas in Beltline toward the lower density communities south of 17 Avenue SW. The existing policies for Area D allow for a maximum 3.0 FAR for this site with the opportunity to achieve bonus density up to a maximum of 4.0 FAR. The proposed development achieves 1.0 FAR of bonus density through a Cash in Lieu Contribution of affordable housing units, calculated based on the formula found in Part 11 of Land Use Bylaw 1P2007.

Land Use Bylaw 1P2007

The proposed development complies to all applicable rules of Land Use Bylaw 1P2007 with no relaxations required.