

**Planning & Development Report to  
Calgary Planning Commission  
2018 November 29**

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CPC2018-1349  
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## **Development Permit for Multi-Residential Development on 14 Avenue SW east of 14 Street SW in the Beltline (Ward 8), DP2018-2882**

### **EXECUTIVE SUMMARY**

This development permit application was submitted by Battistella Developments on 2018 June 15, on behalf of the landowner Ernest Shymka. The application is for an 18-storey, 177-unit multi-residential tower, located on 14 Avenue SW between 12 Street SW and 14 Street SW, in the Beltline.

The proposed density is achieved through a transfer of heritage density from a proposed Municipal Historic Resource and other bonusing options. The transfer of heritage density (LOC2018-0204) was recommended for approval by the Calgary Planning Commission on 2018 November 01 and is scheduled to be heard by Council on 2019 January 14.

### **ADMINISTRATION RECOMMENDATION:**

That Calgary Planning Commission:

1. **RECEIVE AND ACCEPT** this report and attachments for information; and
2. Recommend the Development Authority, without having to return to Calgary Planning Commission, **APPROVE** Development Permit DP2018-2882 of a New Multi-Residential Development at 1315, 1317, 1319, 1321, and 1323 - 14 Avenue SW (Plan A1, Block 98, Lots 15 to 19), subject to the approval of the bylaw amendment associated with LOC2018-0204 by Council.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

None.

### **BACKGROUND**

This application, submitted by Battistella Developments on 2018 June 15, on behalf of the landowner Ernest Shymka, proposes an 18 storey multi-residential tower with 177 units on the south side of 14 Avenue SW between 12 and 14 Streets SW. The site is also the receiver site in a transfer of heritage density (LOC2018-0204), which the Calgary Planning Commission recommended for approval on 2018 November 1. Details of the proposed design can be found in Attachment 1.

The source site for the transfer of heritage density is the Riviera Apartments (located at the southeast corner of 13 Avenue SW at 9 Street SW) which is recommended to be designated a Municipal Historic Resource subject to Council approval of PUD2018-1311, which will be presented to the Standing Policy Committee on Planning and Urban Development on 2018 December 03 and Council 2018 December 10.

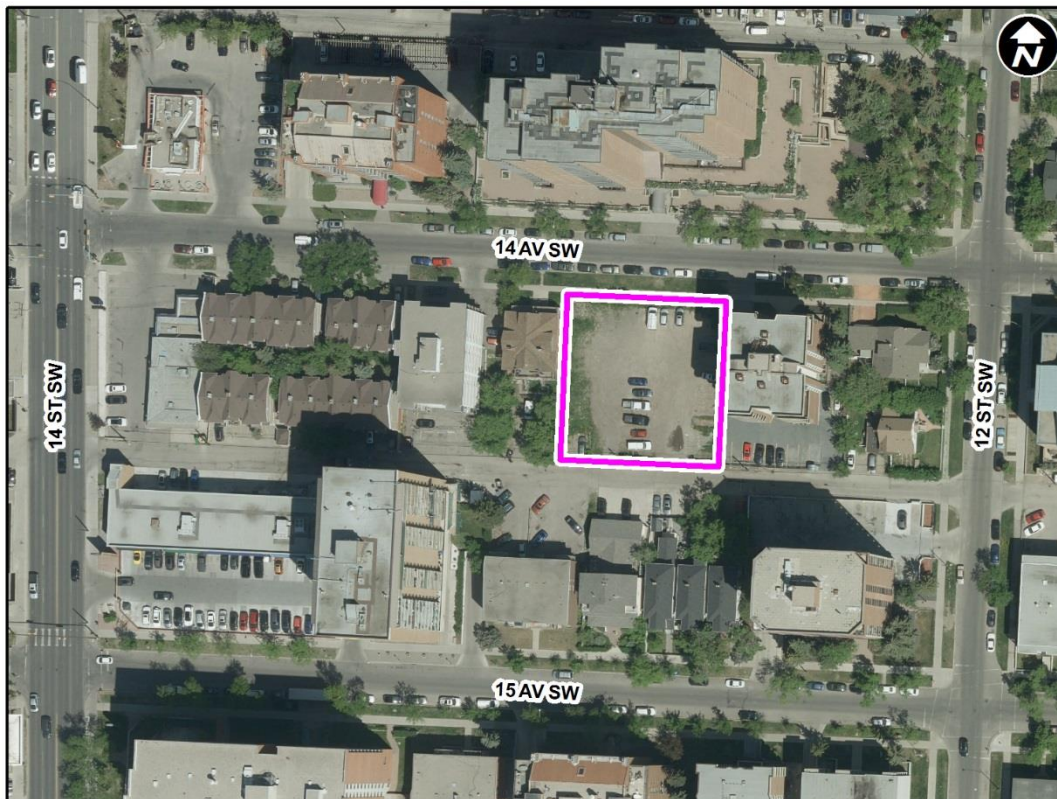
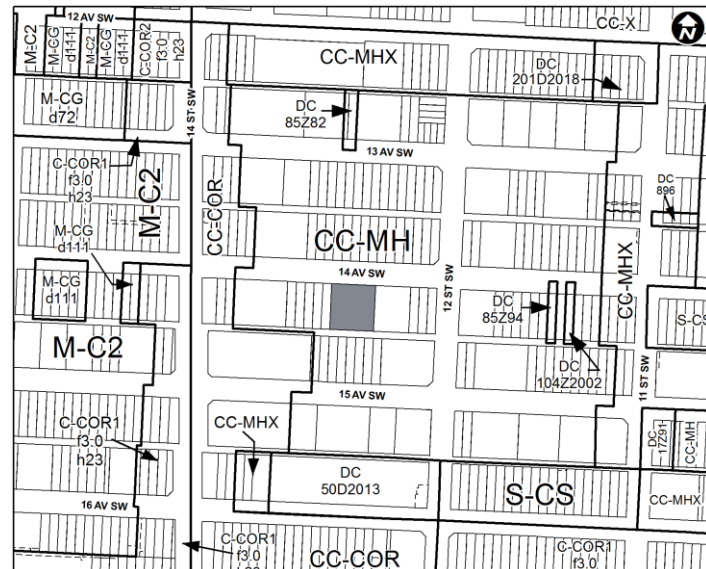
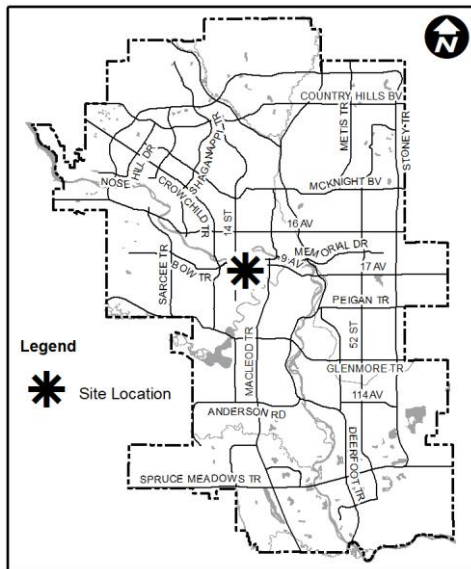
The proposed DC Direct Control guidelines for that heritage density transfer can be found in Attachment 2.

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**Location Maps**



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### **Site context**

The subject site consists of five vacant parcels currently used as surface parking, located on the south side of 14 Avenue SW, mid-block between 14 and 12 Streets SW. To the east is a nine storey, 34 home multi-residential development (Monticello Estates, circa 1979) with very limited glazing on the west elevation which is 5.5 metres from the property line shared with the subject site; to the west is a semi-detached dwelling (circa 1913) and a six storey, 25 home multi-residential development (Tri Alta Towers, circa 1968); to the south (across the alley), are a multi-residential development (four storeys, 16 homes, circa 1967), a semi-detached dwelling (three storeys, circa 1994), and three subdivided single-detached houses (circa 1911); to the north, across 14 Avenue SW is a 17 storey, 180 home multi-residential development (Chelsea Estates, circa 1980).

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

#### **Application Review**

##### ***Site and Building Design***

The project, designed by S2 Architecture, includes a single 18 storey tower with 177 units, built above a three level, 110 stall underground parking structure. The 14 Avenue SW frontage includes four ground-oriented mezzanine homes with private, street-oriented amenity spaces, and a larger landscaped setback that leads to the principal entrance. Three additional ground-oriented mezzanine homes front a linear courtyard along the west side of the site. Vehicular access as well as loading, waste, and recycling, are handled from the alley between 14 and 15 Avenues SW.

The principal mass of the building (levels 2-17) consists of an interplay between darker solid and lighter spandrel cladding and glazing, with projecting balconies for all homes. The top of the building is marked by a lighting and art feature and includes a rooftop amenity space with additional landscaped areas. Mechanical spaces on the rooftop are designed to appear as a continuation of the overall building volume.

Details of the proposed design can be found in Attachment 1.

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

In addition to review by City Wide Urban Design, the proposal was considered by the Urban Design Review Panel (UDRP). UDRP comments and the applicant's response are available in Attachment 3. The UDRP was generally supportive, however some minor adjustments were made to the design as a result of this review, including:

- Increased podium height and added vertical elements and canopies to give greater distinction to the ground-oriented homes fronting 14 Avenue SW;

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- Changes to the landscape design to give greater privacy to the amenity spaces along 14 Avenue SW; and
- A larger and more prominent principal entrance.

### ***Transportation Networks***

The proposed development is well-situated in terms of walking, cycling, and transit infrastructure and service. The site's Walk Score (a third party quantitative measure of proximity to services and amenities) is 94 ("walker's paradise"), with virtually all services and southern Alberta's largest employment centre within walking distance.

The site is an 850 metre ( $\pm$  12 minute) walk from the Sunalta LRT station and a 1 kilometre ( $\pm$  13 minute) walk from the Downtown West – Kerby LRT station (in the free fare zone) and the western edge of downtown. The site is within 150 metre of the Primary Transit Network serviced by bus routes on 14 Street SW and 17 Avenue SW.

The application includes 101 resident vehicle parking spaces (133 required) and 18 visitor vehicle parking spaces (18 required). The proposed design provides 178 secure bicycle parking stalls, double the requirement of 89.

A parking study was conducted by a third party professional engineer and the proposed relaxation of the resident parking stall requirement was found to be warranted on the basis of the site's location relative to amenities, services, employment, and transit stations. Although on-street parking on 14 and 15 Avenues SW near the site is currently unmanaged, most other areas of the Beltline and nearby Sunalta have on-street parking managed by pricing, permit, or time limit.

In addition, in order to encourage non-vehicle mobility choices and habits, the applicant will be required to provide a \$250.00 credit for car share, ride share, or taxi and a year's worth of monthly Calgary Transit passes (approximately \$1,260 value) for 32 of the dwelling units that do not have a dedicated vehicle parking stall and were originally required to provide one. Access to the underground parkade, loading, and waste/recycling staging areas are via the alley between 14 and 15 Avenues SW.

### ***Utilities and Servicing***

All utilities and services are available to the subject site. Detailed servicing arrangements are to be confirmed through the Development and Site Servicing Plan (DSSP) process.

### **Stakeholder Engagement, Research and Communication**

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. The application has been advertised online.

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The decision made by the Development Authority will be advertised in accordance with the *Municipal Government Act*. As this development permit is for a discretionary use, an appeal may be filed based on the decision on the entire permit, the decision to grant a relaxation (see *Land Use Bylaw 1P2007* section, below), or any of the conditions placed on an approval (Attachment 4).

The applicant met with the Beltline Neighbourhoods Association in December 2017 prior to design and again in November 2018 to review design outcomes.

Ten comments were received from nearby residents; four expressed support for the proposed transfer of heritage density, while six expressed concerns that additional development, particularly with reduced on-site parking, may increase competition for on-street parking and could, through increased housing supply, reduce resale prices for existing homes. The proposed relaxation of the resident parking stall requirement was found to be warranted on the basis of the site's location relative to amenities, services, employment, and transit stations.

### **Strategic Alignment**

#### ***South Saskatchewan Regional Plan (Statutory - 2014)***

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan (SSRP)* 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 falls within the Centre City area as identified on Map 1 of the *Municipal Development Plan (MDP)*. The applicable MDP policies encourage development which is mixed use, high density and employment intensive. The goals for the Centre City are to allow for a vibrant, mixed-use area with neighborhoods that transition from Downtown and development that reflects the scale of the area.

#### ***Centre City Plan (Non-Statutory – 2007)***

The subject site is in the West Connaught neighbourhood and aligns with the policies of section 4.2.8 of the *Centre City Plan*.

#### ***Beltline Area Redevelopment Plan (Statutory – 2007)***

The subject site is considered as primarily residential in the *Beltline Area Redevelopment Plan (ARP)*. The proposal aligns with the intent, objectives, and policies of the *Beltline ARP*. Located in density area A, the proposed development makes use of heritage density transferred from the Riviera Apartments at 13 Avenue SW at 9 Street SW and a \$187,494.88 contribution to the Beltline Community Investment Fund (BCIF). The proposed base density, heritage density transfer, and other bonusing options (BCIF) are summarized in Table 1 below.

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**Table 1: Proposed Density**

Category	Density
Base density	5.0 FAR
Heritage density transfer	1.98 FAR
Other bonusing options (BCIF)	0.46 FAR
Total density	7.44 FAR

The proposed interface and landscape along 14 Avenue SW are in line with the Beltline ARP's expectations for a residential street and provide a mix of street-oriented homes and a contextual landscaped setback. The proposed development generally conforms with the building design policies set out in section 6.3. The proposed parking and transportation demand management strategies align with the policies set out in section 7.6.

***Land Use Bylaw 1P2007 (Statutory - 2007)***

The subject parcel is proposed to be a DC Direct Control District based on the Centre City Multi-Residential High Rise District (CC-MH). The proposed development permit application was reviewed against the proposed DC Direct Control District.

Administration identified the following relaxations to the Land Use Bylaw and after review Administration considers each relaxation acceptable. Conditions of Approval can be found in Attachment 4.

<b>Bylaw Relaxations</b>		
<b>Regulation</b>	<b>Standard</b>	<b>Provided</b>
1128 Building Setbacks	(1) The building setback from a property line shared with a street is a minimum of 3.0 metres and a maximum of 6.0 metres	Plans indicate portions of the building are setback 8.08m (+2.08m) from the North property line.  <i>Relaxation granted: proposed landscape and ground floor design achieves a balance between street-oriented rowhouses with usable outdoor space forming appropriate public-private transition as well as creating a more landscaped setback area to align with previous eras of Beltline development.</i>
1126 F.A.R (max.)	(1) The maximum floor area ratio is 5.0	Plans indicate the proposed floor area ratio is 7.73 (+2.73) or 11676.56m <sup>2</sup> (+4126.56m <sup>2</sup> ).  <i>Note: Bonus floor area ratio has not been counted as not enough details have been provided on the plans.</i>

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		FAR resolved at 7.44 to include mezzanine floor area and L19 amenity space. Base density is 6.98 FAR based on anticipated approval of LOC2018-0204. Bonus density of 0.46 FAR will be achieved through BCIF contribution.
	(3) The maximum floor area ratio referenced in (1) may be increased in accordance with the bonus provisions contained in Part 11, Division 7	<p>Unable to determine if applicable as not enough details have been provided on the plans.</p> <p><i>Note: Current proposed floor area ratio is 7.73, the maximum allowed with bonus items is 7.0.</i></p> <p>FAR resolved at 7.44 to include mezzanine floor area and L19 amenity space. Base density is 6.98 FAR based on anticipated approval of LOC2018-0204. Bonus density of 0.46 FAR will be achieved through BCIF contribution.</p>
1129 Floor Plate Restrictions	<p>Each floor located partially or wholly above 25.0 metres above grade has a maximum:</p> <p>(b) horizontal dimension of 37.0 metres.</p>	<p>Plans indicate the largest horizontal dimensions for floors located wholly above 25.0 metres is 37.31m (+0.31m).</p> <p>Relaxation granted due to minor nature of variance.</p>
1101 Specific Rules for Landscaped Areas	(2) The maximum hard surfaced landscaped area is 50.0 percent of the required landscaped area.	<p>Plans indicate 61.79% (+11.79%) or 298.59m<sup>2</sup> (+56.99m<sup>2</sup>) of hard surfaced landscaped area provided.</p> <p>Relaxation granted: proposed landscape and ground floor design achieves a balance between street-oriented rowhouses with usable outdoor space forming an appropriate public-private transition.</p>
Parking Stalls (min.)	Requires 133 motor vehicle parking stalls for residents	<p>Plans indicate 97 (-36) motor vehicle parking stalls for residents provided.</p> <p>Relaxation granted due to location and TDM measures including extra bicycle parking, credit for carshare, rideshare, or taxi, and provision of Calgary Transit passes for dwelling units without parking</p>
	Requires 18 visitor parking stalls	Plans indicate 9 (-9) visitor parking stalls provided.



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		Relaxation granted due to location and TDM measures including extra bicycle parking, credit for carshare, rideshare, or taxi, and provision of Calgary Transit passes for dwelling units without parking.
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**Social, Environmental, Economic (External)**

The proposed development will allow more Calgarians to choose to live in a location well served by existing infrastructure and close to services, employment, community amenities and transit. Increased development of the subject receiving parcels has the potential to allow for population growth that will support local services and contribute to a livable, diverse and high density urban community.

The use of density transferred from a Municipal Historic Resource contributes to The City's objectives with respect to heritage conservation in the Beltline, through the designation of the Riviera Apartments as a Municipal Historic Resource.

**Financial Capacity**

***Current and Future Operating Budget:***

There are no known impacts to the current and future operating budgets at this time.

***Current and Future Capital Budget:***

The proposed application does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

**Risk Assessment**

There are no significant risks associated with this proposal.

**REASON(S) FOR RECOMMENDATION(S):**

Subject to the conditions listed, and considering the minor relaxations noted, the application is in alignment with relevant statutory and non-statutory planning policy contained in the *Municipal Development Plan, Centre City Plan, Beltline Area Redevelopment Plan*, and Land Use Bylaw 1P2007.

The proposed development supports the continued growth of Calgary's Centre City in general and the Beltline communities in particular, allowing more Calgarians the freedom to choose to live in a location well served by existing infrastructure and close to services, employment, community amenities and transit.

**ATTACHMENT(S)**

1. Development Permit Plans
2. Proposed DC Guidelines for LOC2018-0204
3. UDRP Response



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4. Conditions of Approval