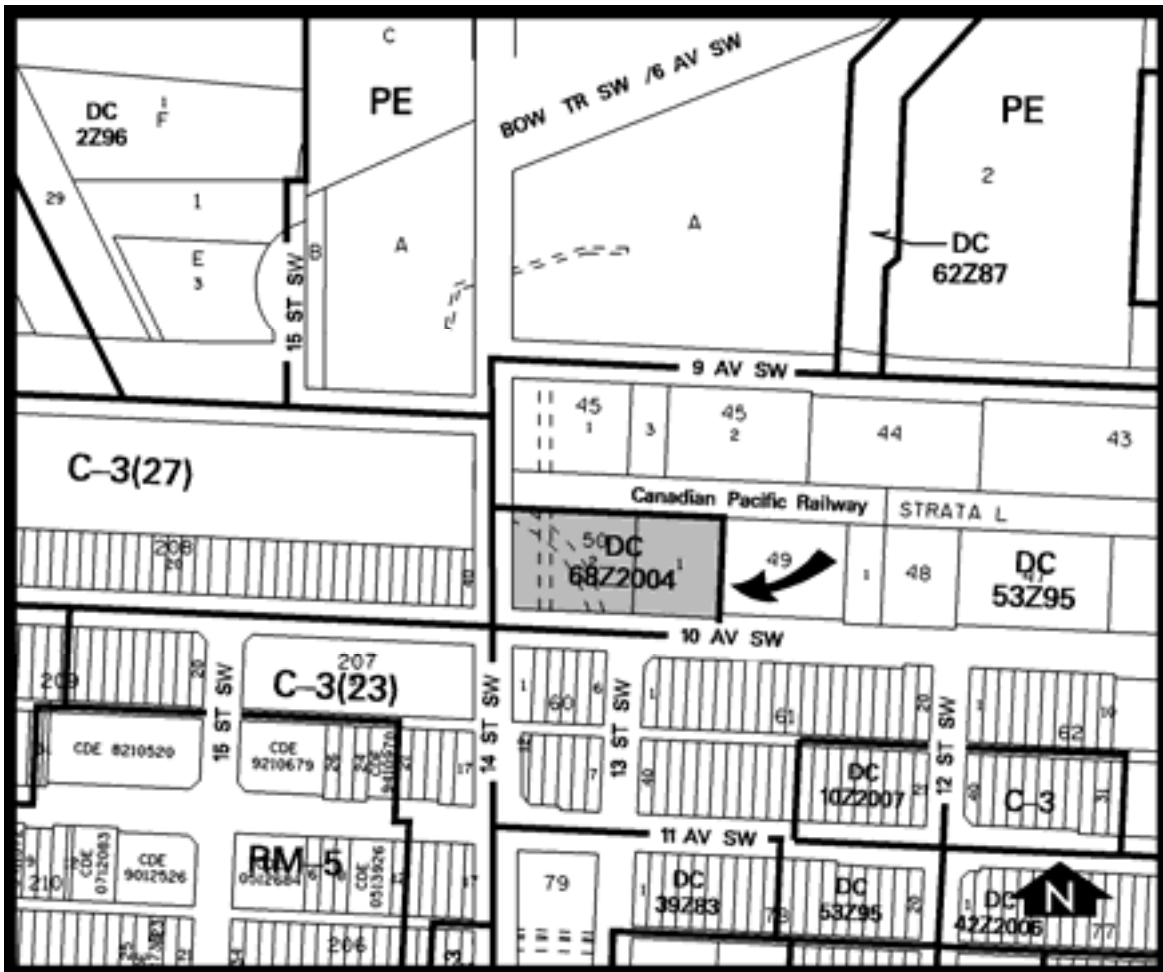


**REPORT TO THE CALGARY PLANNING COMMISSION**

<b>DEVELOPMENT PERMIT</b>	<b>ITEM NO: 07</b>	
	CPC DATE:	2007 September 20 2007 July 26
	<b>DP NO:</b>	DP2006-1969

BELTLINE  
(Ward 8 - Alderman King)



## **SUPPLEMENTARY REPORT**

### **Background**

The purpose of the subject Development Permit application is for a 405 unit apartment building in the Beltline. The DP application was initially presented to Calgary Planning Commission on July 26, 2007. After consideration of the item, the Commission passed a motion to “revise the design to respect the Centre City Plan Shadow guidelines in Mewata Park”. Subsequently, the Commission “referred the report back to Administration to discuss with the applicant the impact of altering the proposal to conform with the Centre City Plan Sunlight Protection Guidelines for Millennium Park.

The application was received by administration in 2006 July. Between application submission and CPC presentation, the Centre City Plan was adopted by City Council (2007 May). The plan contains expanded shadow protection guidelines for Millennium Park, extending the protected area from 10am to 4pm on September 21, MDT. Bylaw 2P80 regulates the shadows between 12pm and 2pm. While administration recommended approval of the project based on the shadow provisions of Bylaw 2P80, these provisions are not consistent with the current policy direction from City Council (in the non-statutory plan).

Following the 2007 June 26 Calgary Planning Commission meeting, Administration and the applicant discussed the varying motions and policies to try to determine impacts of compliance with the Centre City Plan. Shadow diagrams and an amended rendering (Appendix I) have been submitted by the applicant to show the changes to the building demonstrate the impacts on Millennium Park.

### **Legislation and Policy**

There are two relevant shadow policies for this project:

- A) Bylaw 2P80 has a shadow protection guideline on the Mewata Stadium Site (the area west of the armoury). The restricted area is the northerly 160 metres of the Mewata Stadium Site on Plan 3445 JK, Block 2, from 12:00 noon to 2:00pm, Mountain Daylight Time on September 21.
- B) The Centre City Plan identifies the entire Shaw Millennium Park as a “Class 1” Park Space, where “new buildings shall not cast shadows beyond a line measured 20 metres into the park, parallel to any exterior property line between the hours of 10am and 4pm between March 21<sup>st</sup> and September 21<sup>st</sup>.”

### **Planning Evaluation**

The applicant has acknowledged that there are empty volumes contained within the existing building; these could be reconfigured by relocating units from the top of the tower into these spaces to maintain the 11.0 FAR maximum in the Direct Control Bylaw. These volumes are contained in the 8 storey atrium space in the centre of the building, and the two and three storey volumes contained on the podium. This would result in a five storey reduction from the larger tower, with no reduction in height from the shorter tower.

Based on this five storey reduction, the applicant provided shadow diagrams that show the impacts of the revised proposal on Millennium Park. There is no impact on Millennium Park until September 05. The revised proposal impacts the park space on the following times.

- a) On September 05, the western tower encroaches into the shadow protected area between 3pm and 4pm.
- b) On September 10, the eastern tower encroaches into the shadow protected area between 2pm and 3pm (minimally), while both towers encroach into the shadow protected area between 3pm and 4pm.
- c) On September 21<sup>s</sup>, the eastern tower encroaches into the shadow protected area between 1pm and 2pm (marginally), while both towers encroach into the shadow protected area after 2pm. This is the greatest impact to the park.

Correspondingly, on March 21, the impact is the same as September 21, with the towers falling outside the shadow protected area from April 07 onward.

In order to comply with the Centre City Plan, a substantial reduction in the height of the towers would be required. To meet the shadow restrictions, a reduction of 9 storeys (from 46 to 37 storeys) would be required for the east tower, and a reduction of 12 storeys (from 45 to 33 storeys) would be required. The applicant has indicated that to reduce the heights to comply with the Centre City Plan would be a substantial redesign of the project.

In order to proceed with the project, the applicant requires direction from Calgary Planning Commission regarding the shadowing. Should the Commission recommend approval of the project with the five storey reduction, a prior to release condition can be added to the approval to revise the drawings to re-allocate the units within the empty spaces of the podium. Should the commission not recommend approval of the project, the applicant would have to substantially revise the project to comply with the shadow policies, or proceed with the application being refused by the Commission.

Administration continues to recommend approval of the project with the revisions as the applicant has met the provisions of Bylaw 2P80, taking into consideration the impact on millennium park would not occur until after the summer months.

**CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION: APPROVAL**

The Corporate Planning Applications Group recommends APPROVAL, of the amended plans attached to the Supplementary Report, subject to:

1. Conditions of Approval in the 2007 July 26 CPC Report (attached).
2. The addition of one new Prior-to-Release Conditions, as follows:
  - a. Revise the floor plan and elevation drawings to reflect the deletion of five floors from the existing project.



CENTRE CITY PLAN  
LAUSSANE MONTREUX  
JUNE 21 SHADON FROM 12.00 TO  
18.00

MARKS CHOUH ARCHITECT LIMITED





CENTRE CITY PLAN  
LAUSSANE MONTREUX  
SEPTEMBER 05 SHADOW AT 15.00





CENTRE CITY PLAN  
LAUSSANE MONTREUX  
SEPTEMBER 05 SHADOW AT 16.00



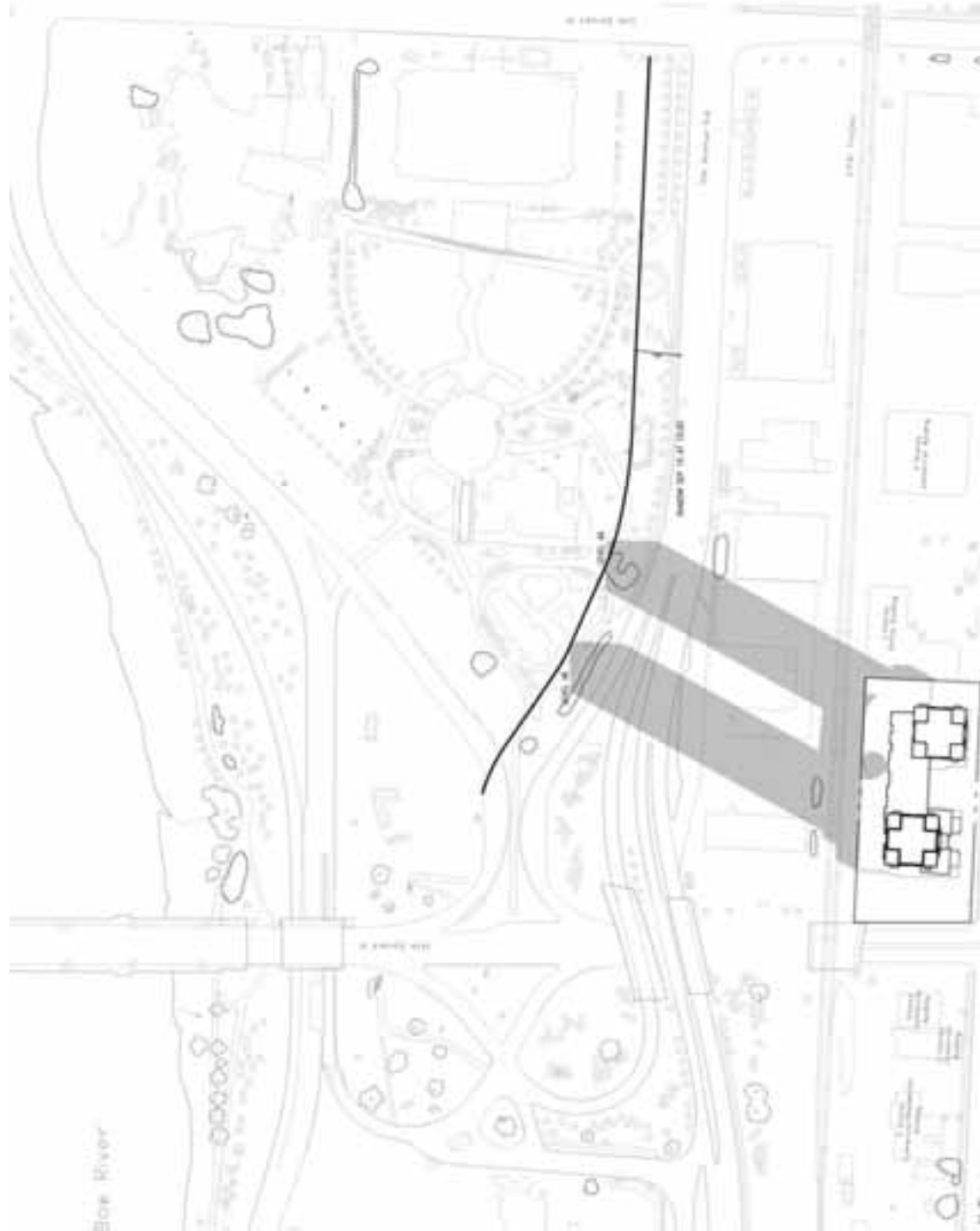


CENTRE CITY PLAN  
LAUSSANE MONTREUX  
SEPTEMBER 10 SHADOW AT 14.00



MARIO CHAMON ARCHITECT LIMITED





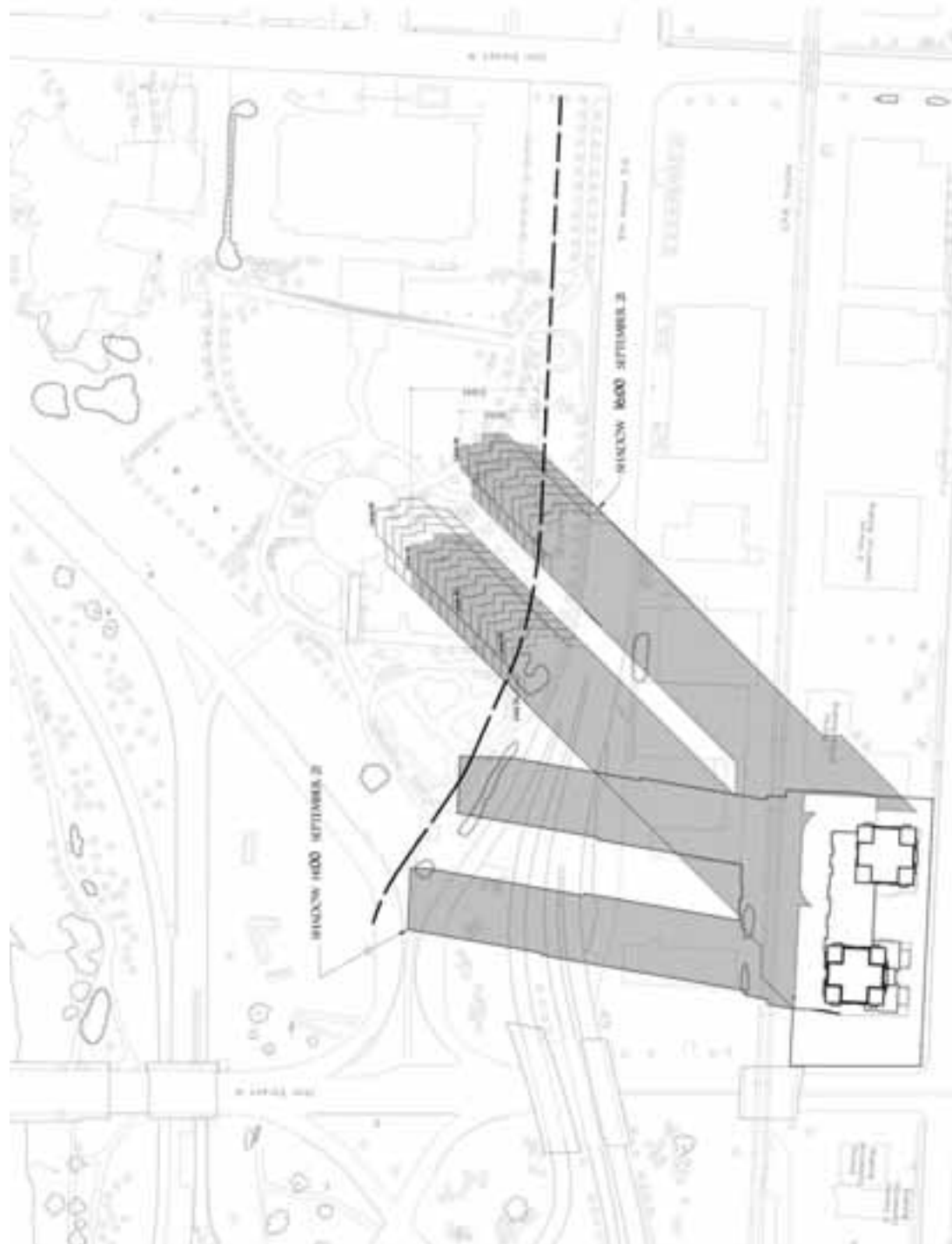
CENTRE CITY PLAN  
LAUSSANE MONTREUX  
SEPTEMBER 19 2006/07 AT 15.00





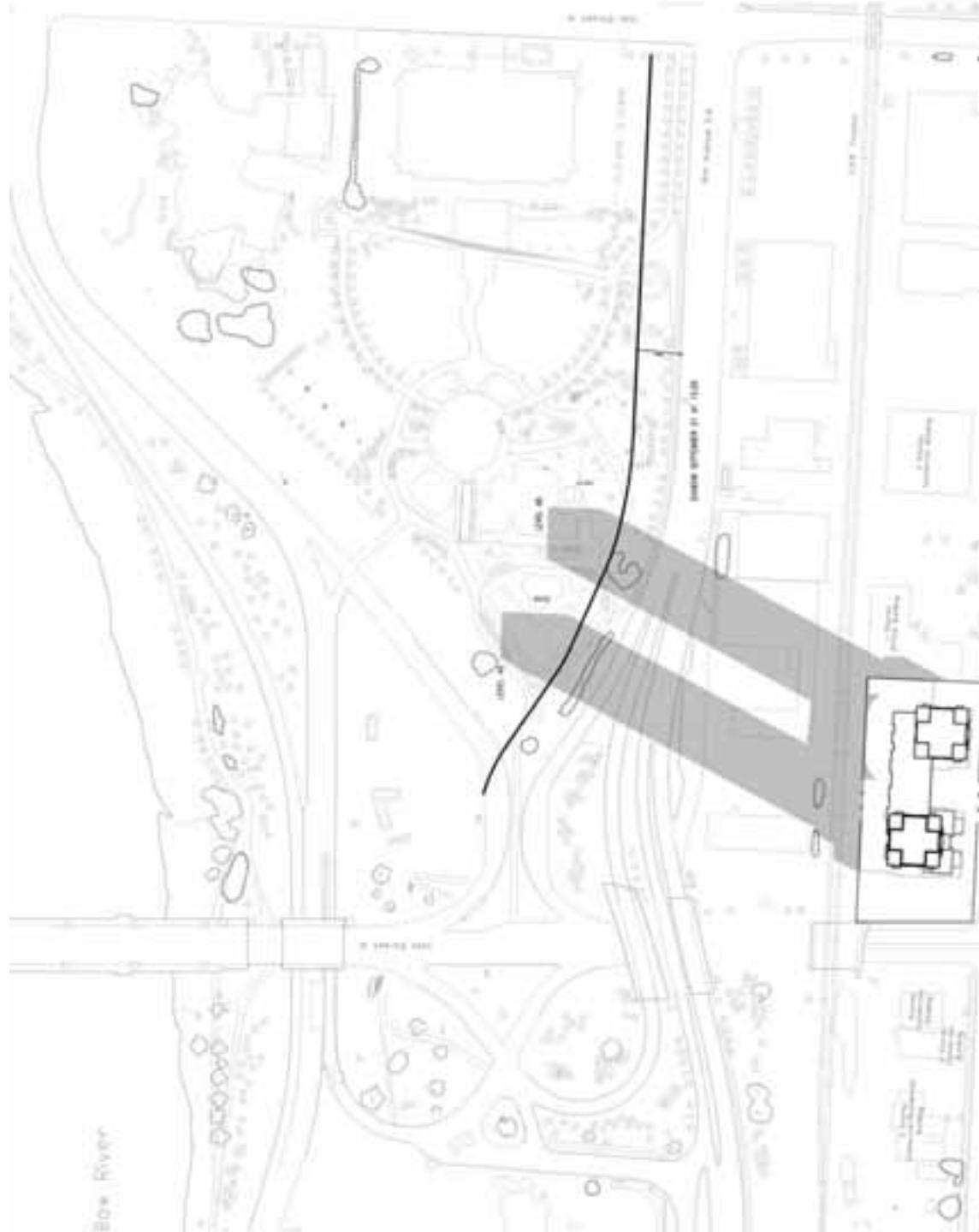
CENTRE CITY PLAN  
LAUSSANE MONTREUX  
SEPTEMBER 19 SHADOW AT 16:00

MARKUS GMÜNDER ARCHITECT LIMITED



CENTRE CITY PLAN  
LAUSSANE MONTREUX  
SEPTEMBER 21 SHADOW AT 14.00  
AND 18.00 PM





CENTRE CITY PLAN  
LAUSSANE MONTREUX  
SEPTEMBER 21 SHADOW AT 15.00



**PROPOSAL:**  
 Apartment Building (405 units) with retail and restaurant-licensed at grade.

<b>APPLICANT:</b> Manu Chugh Architect Limited	<b>OWNER:</b> 1018795 Alberta Limited (Tim Downe)
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<b>MUNICIPAL ADDRESS:</b> 1334 and 1400 - 10 Avenue SW	<b>LEGAL DESCRIPTION:</b> Plan 9312601, Block 50, Lots 1 and 2 (Map 16C)
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**EXISTING LAND USE DISTRICT(S):** DC Direct Control District (68Z2004)

**AREA OF SITE:** 0.58 ha ± (1.45 ac ±)

**CURRENT DEVELOPMENT:** Surface parking Lots, single storey commercial buildings.

**ADJACENT DEVELOPMENT:**

**NORTH:** CPR Railway Tracks; 9 Avenue SW

**SOUTH:** Single and two storey commercial development

**EAST:** Single storey commercial development

**WEST:** 14 Street SW, single and two storey commercial development

<b>DEVELOPMENT SUMMARY</b>			
<b>RULE</b>	<b>BYLAW STANDARD</b>	<b>PROPOSED</b>	<b>RELAXATION</b>
<b>DENSITY</b>	11.0 FAR Maximum	11.0 FAR	None
<b>HEIGHT</b>	A maximum of 25 storeys	51 Storeys (West Tower) 45 Storeys (East Tower)	26 Stories 20 Storeys
<b>PARKING</b>	Residential -- 1 stall per unit (405 stalls)  Visitors -- 0.15 stalls per unit (61 stalls)  Retail -- 1 stall per 46m <sup>2</sup> (14 stalls)	502 Parking Stalls	None
<b>EXTERIOR FINISH MATERIALS</b>			
<b>Podium: Transparent Glazing, Brick, Stone, Split Face Concrete</b>			

DEVELOPMENT SUMMARY			
RULE	BYLAW STANDARD	PROPOSED	RELAXATION
Tower: Light tinted glass, brick, stone.			

## PLANNING EVALUATION

### Introduction

This Development Permit is for a 405 unit apartment building located in the Beltline. The project is for two towers of apartments on a podium of street level townhouses, apartments, retail spaces, and above grade parking

### Site Context

The site is located at the northeast corner of 10 Avenue and 14 Street SW, in a mix of low density commercial development. There is a steep slope to the site from 14 Street which levels off about 10 metres into the site where it becomes flat. The western edge of the site is encumbered with significant utility rights of way. The site is bounded by the CPR tracks to the north. The intersection adjacent to this development has been identified in the Beltline ARP as a future all turns intersection.

### Land Use District

The Direct Control District accommodating this project was approved by City Council in 2004 December. Contained within those guidelines were provisions for yards, building design, and landscaping.

As the site was approved before the writing of the Beltline Area Redevelopment Plan, Density at that time was determined through provision of uses within the building, and not the density bonus system contained within the Beltline ARP. The overall density achieved is 11.0 FAR. This has been achieved through provision of residential development and street level uses as per the Direct Control District. The amount of additional density is supportable given the site access and its location within the Beltline, and the design merits of the building.

The site is one block south of the Mewata Stadium and the Bow River Pathway, which have shadow protection guidelines under the CM-2 Rules. A shadow study provided by the applicant demonstrates that these protected areas will not be impacted by the proposal during the dates and times required by Bylaw 2P80.

The application was received by administration in July of 2006. Between application submission and CPC presentation, the Centre City Plan was adopted by City Council (2007 May). Contained within the plan are expanded shadow protection guidelines for the site, extending the protected area from 10am to 4pm on September 21, MDT. Bylaw 2P80 regulates the shadows between 12pm and 2pm. While administration is recommending approval of the project based on the shadow provisions of Bylaw 2P80, it is not consistent with the current policy direction from City Council (in the non-statutory plan). Buildings approved after today would be subject to the restrictions in the Centre City Plan, which expand the shadow protection.

## Legislation & Policy

Development of the site is guided by the policies of the Beltline Area Redevelopment Plan (Approved by Council 2006 May). The application is contained within the Urban Mixed Use area of the Plan. Within this area, the policy calls for:

- Promotion of live-work units in a variety of configurations;
- Vibrant pedestrian streets that provide activity throughout the daytime and evening hours;
- Street front elevations that are highly permeable and transparent by providing doorway entrances to the street and allowing for pedestrian views directly into the business along the majority of the façade; and
- Creation of streetscapes that respond to the context of the particular area.

As well, the policy identifies key design initiatives for development such as:

- Front setbacks should incorporate trees or other urban planting treatments with hard-surface treatments and may accommodate a variety of commercial activities, including restaurant patios, display areas, and entrance plazas;
- Building edges that are oriented toward a public right of way should be lined with uses that create activity and provide natural surveillance;
- The base of a building should be designed to create a human scaled street wall and establish a strong visual rhythm;
- In order to reduce the massing impacts of high density buildings, a floor plate regulation of 650 metres applies in this area above the 25 metre height of a buildings;
- Building bases are encouraged to use masonry or other durable materials and other architectural details that establish a strong visual rhythm with human scaled elements;
- All rooftops, including podium and tower tops are encouraged to incorporate landscape amenities or green roofs in order to achieve aesthetic and environmental benefits;
- The minimum horizontal separation between any two buildings shall be 24 metres for buildings higher than 36 metres; and
- Particular attention should be given to the lighting of public and private areas at-grade to provide effective and attractive at-grade light. Special effects, including flood lighting of the tower portion and tower top portion may be included if it does not negatively impact surrounding properties.

This site is located within one of the “character areas” defined in the Beltline ARP, where a combination of land uses and buildings have combined to create areas that are identifiable as having special or unique qualities that are different from neighbouring areas. This site is located in the Design District. The intent of the policy for this area is to allow for the expansion of eclectic and innovative design of buildings.

## Site Layout & Building Design

The project is a 405 unit apartment building. At grade, the project has two storey retail spaces and a building amenity space fronting onto 10 Avenue SW, with townhouses located along the 14 Street edge. Because of a significant utility right of way located along the 14 Street corridor, the townhouses are set back with sufficient distance from the intersection. There is one

common entry for the residential project located along 10 Avenue SW. This is a feature entry with an 8 storey glass atrium space. The commercial spaces along 10 Avenue SW have front doors with direct access to the sidewalk.

Above the main floor are two storeys of parking. These floors have been screened with active uses fronting onto 10 Avenue and 14 Street SW. While the Beltline ARP discourages above grade parking, it does make provision where it is impractical for other reasons. There is a difficulty in locating active uses above grade due to noise, and construction issues locating below grade parking adjacent to the railway tracks (as indicated by the applicant and consistent with other projects reviewed by administration). Based on the location, administration felt that if it was properly screened to render it undetectable from the street, it would be acceptable in this location. The second storey contains the second volume for retail uses, with apartment units located on the third floor to provide active uses along the 10 Avenue edge. The rear of the building has been treated with vertically banded split face concrete block.

The podium for the project varies between 5 -8 floors depending on relationship to the towers on site. These floors contain residential use. While the bylaw calls for a maximum 5 storey podium, administration supported the relaxation for an 8 storey podium based on the design merits of the project, as well as meeting the intent of the Beltline ARP for a strong base to the project.

Above the 8 floor, the project separates into the two residential towers. The west tower is 51 storeys, while the east tower is 45 storeys. Under the original Bylaw, a maximum of 25 stories was placed in the bylaw. Administration has relaxed this requirement, as there are no height maximums listed in the Beltline Area Redevelopment Plan. There is a tower separation of 24 metres for the project, which meets the requirement in the Beltline ARP. As well, the floor plates for the project are 598 square metres in area.

The podium contains transparent glazing at grade, with a combination of brick and accents. These materials are continued through the tower to provide a high degree of articulation.

The application was circulated to the Urban Design Review Panel (see complete comments in APPENDIX IV). The following table lists the main comments of the panel and how they were addressed during the review of this application.

Urban Design Review Panel Comment	Applicants Response
The Panel encourages the applicant to have a more pedestrian scale environment along 10 Avenue including more pedestrian amenities such things as benches, canopies, light fixtures, etc.;	Noted – the applicant has integrated seating and lighting into the pedestrian realm.
The Panel discourages the applicant from using the grey, reflective glass in the main body of the project (use a lighter grey and non-reflective glass instead), and encourages the applicant to use clear glazing at all non-residential uses along the street, in the podium and in the atrium;	Glazing has been changed to a lightly tinted blue glazing.
The Panel has concerns with the lack of animated street created by retail uses and encourages the applicant to include entries	Applicant has revised the project to place entries directly off 10 Avenue into the retail spaces. This was also a requirement to



<p>directly off 10 Avenue into all of the retail and commercial spaces;</p>	<p>achieve the density on the site.</p>
<p>The Panel is concerned with the redundancy of the main tower entrances and the second entrance to the atrium which bridges the two towers, and suggests converting the atrium to a commercial use with spill-over into the plaza or, alternatively, utilizing the atrium entry as the main entry into both towers, and converting the smaller individual lobbies to retail use;</p>	<p>Original application had three lobby spaces for the project. Applicant has revised this to one central lobby and increased the retail spaces provided for the site.</p>

### **Landscaping**

Landscaping has been provided at grade for this project, with a majority of the planting located along the 14 Street elevation. Due to a utility right of way running the length of 14 Street, planting is limited to grass and hard landscaping, with a line assignment granted for one row of columnar aspens provided between the utility rights-of-way. Low level shrubs have been provided adjacent to the private amenity spaces for the project, within the unencumbered lands adjacent to 14 Street SW.

Street trees are provided along 10 Avenue SW. Concrete banding has been provided along the 10 Street right of way and the setback for the project. Planters and benches have been provided to enhance the streetscape in this location.

### **Sustainable Design Features**

The applicant has provided the LEED checklist for this project, and has indicated a desire to shadow LEED certified rating. While not a requirement for this project, the applicant is considering a green roof.

### **Site Access & Traffic**

There is one shared access point for this project located along 10 Avenue SW, at the eastern edge of the property. This access point is for the above and underground parkades, as well as loading and garbage which are contained within the building. This access point is used for access to the above and underground parkade, as well as for loading and garbage facilities. All manoeuvring for the project can be completed on site. The requirements for a Transportation Impact Assessment were completed and accepted through the Land use Amendment for the site.

### **Parking**

Parking has been provided on site as per the bylaw. Bicycle storage facilities have been provide at grade and on the first floor of the parkade.

### **Site Servicing for Utilities**

Services are available for the proposed development. The developer is responsible for any required upgrades to the existing services including a contribution to the Centre City Development Levy.

Previous Environmental Site Assessments have identified metals and petroleum hydrocarbon impacts in the top 0.5m of soil onsite. An environmental assessment of groundwater conditions has not been completed to date. A groundwater assessment and a remedial action plan/soil management plan will be required Prior to Release of the Development Permit. All reports are to be prepared by a qualified professional and shall be to the satisfaction of The City of Calgary (Environmental & Safety Management).

### **Community Association Comments**

A letter of support was received from the Beltline Planning Group. They commented on the requirement for “four sided” buildings for this project. As the parcel is located adjacent to the CPR tracks, there was minimal opportunity outside of the materials required for this project to allow for this to occur. The applicant has patterned the rear space to try to allow for some animation for the project.

### **Adjacent Neighbour Comments**

No comments received

### **CONCLUSION:**

The proposal is supported for the following reasons:

1. The development meets the development goals of the Beltline Area Redevelopment Plan.
2. The podium development strengthens the streetscape in this location, and
3. The project provides a high quality design response to its unique context.

**CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION:** APPROVAL

The Corporate Planning Applications Group recommends APPROVAL with the following conditions:

### **Prior to Release Requirements**

The following requirements shall be met prior to the release of the permit. All requirements shall be resolved to the satisfaction of the Approving Authority.

### **Planning**

1. Submit a total of EIGHT complete sets of amended plans (file folded and collated) to the File Manager that comprehensively address all prior to release conditions of all Departments as specified below. In order to expedite the review of the amended plans, one plan set shall highlight all of the amendments;
2. Delete the Fire Pit and Water Wall as shown on the landscaping plan adjacent to the 14 Street SW frontage;

## Urban Development

3. The applicant shall submit a current Phase I Environmental Site Assessment report. The report will be used to determine if the site is suitable for the intended development, as related to environmental issues. The report is to be prepared in accordance with accepted guidelines, practices and procedures that include but are not limited to those in the Canadian Standards Association (2001) "Phase I Environmental Site Assessment - Z768-01," or its successor.

If the Phase I Environmental Site Assessment report indicates that there is actual or potential site contamination, then the applicant is to submit a current Phase II Environmental Site Assessment report. The report is to be prepared in accordance with accepted guidelines, practices and procedures that include but are not limited to those in the Canadian Standards Association (2000) "Phase II Environmental Site Assessment - Z769-00," or its successor.

If the Phase II Environmental Site Assessment report indicates that there is a requirement for remediation or risk management, then the applicant shall submit a current Remedial Action Plan and/or Risk Management Plan. The report(s) shall document how the site will be remediated or risk managed to such an extent that the site will be suitable for the intended development.

All Phase I and II Environmental Site Assessments submitted to The City that have been commissioned **on or after 2005 November 1** must conform to The City of Calgary **Phase I and II Environmental Site Assessment Terms of Reference**. Please visit [www.calgary.ca](http://www.calgary.ca) for the latest version. Any Phase I and Phase II Environmental Site Assessments that do not conform will require additional work to meet the standard. All report(s) are to be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary (Environmental Management);

4. A Phase II ESA assessing the groundwater conditions onsite will be required. Also, as impacted soil has been identified onsite, a soil management plan/remedial action plan is required addressing how the soil impacts will be remediated. Curtis Environmental Engineering is in the process of going through a similar process with another site in the area and should be aware of what is required. Once all the environmental information has been received, it will be circulated to the Calgary Health Region for review and comment;
5. Address the requirements of the Business Unit(s) as listed below:

### Calgary Roads

- a. Driveways flared and dimensioned as per Calgary Roads Standard Specifications (curb returns, not permitted);
- b. Provide tree trench details; and
- c. Ensure the cross sections indicated on drawing DP.43 are revised to match the single sheet cross sections provided with the prior to decision drawings.

### Waste and Recycling Services

- a. Insufficient number of containers;
- b. Insufficient number of garbage storage locations;
- c. Undersized garbage storage location(s);
- d. Undersized garbage collection location(s); and

- e. Inadequate garbage collection vehicle access;
6. The developer will be permitted to plant one row of trees (Columnar Aspen) within the utility right of way, 4.0m east of the west property line (remove two (2) trees at the northwest corner and two (2) at the southwest corner of the site);
7. The applicant shall provide a completed copy of the "Site Contamination Statement" and a copy of the environmental information identified on the form. All information submitted will be reviewed to the satisfaction of The City of Calgary (Environmental Management);
8. The developer shall consolidate the subject parcels onto a single title and provide a copy of the Certificate of Title;
9. Address the requirements of the Business Unit(s) as listed below:

Calgary Waterworks

- a. An adequate water meter room adjacent to an exterior wall where the service(s) (100mm and larger) enters the building;
10. A fire flow test is required to be scheduled and funded by the developer (contact Distribution Control, G. Baptist at 268-4907). Depending on the results, public mains may be required to be upgraded to provide the required fire protection to the site;
11. The developer shall remit payment for the Centre City Utility Levy, in the amount of \$434,400.00, to Urban Development. This off-site levy is for Community Recreation, Transportation, Parks upgrading, Greenways and the construction, impacted by the proposed development in the Centre City Area. The Utility Levy amount above is determined by using \$3,970 per meter of site frontage (on the avenues only) of the proposed development and should be made payable to The City of Calgary.
11. The developer will be required to contribute payment to cost share road improvements proposed for the intersection of 14 Street and 10 Avenue. Contact Rick Cadrin of Roads at 268-5632 for preliminary design and grades;
12. The developer shall request quotation and remit payment to address the requirements of the Business Unit(s) as listed below:

Calgary Roads (CERTIFIED CHEQUE)

- a. Approved driveway crossings;
- b. Streetlighting; and
- c. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc. should it be deemed necessary through a site inspection by Calgary Roads personnel;
13. The developer shall provide a letter of understanding to accept responsibility to ensure driveways will be constructed to plans approved by Calgary Roads. The letter must be signed by the land owner or authorized company representative.

The letter should state the following:

Company letterhead or Land Owner's Name and Address

Development Permit Application #: \_\_\_\_\_

Date: \_\_\_\_\_

I understand that I am responsible to ensure that approved driveways required for this development must be constructed to the ramp grades shown on the approved plans. I understand that negative sloping of the driveway within the City boulevard is not acceptable to the City. Furthermore, I will be responsible for all cost associated with the removal and reconstruction of the entire driveway ramp if actual grades do not match the approved grades.

Signature of land owner or authorized company representative \_\_\_\_\_;

14. The developer shall provide a letter from the adjacent land owner indicating they have no objections to the driveway flare encroaching into the extended property line of their site;
16. The developer shall submit a letter from the affect utilities that they have no objections to the grade changes in the utility right of way;

### **Transportation**

17. The curved portions of the parkade ramps do not follow the template provided, and their curves are too tight. Amend the plans to either Alter the curved portions of the ramps throughout the parkade levels to City standards, or Amend the ramps to provide square corners, each a minimum of 7.2 x 7.2 metres inside at each corner to provide the same standards as in parkade corners. Since these corners will still not provide adequate turning radii for two vehicles at once, provide parabolic mirrors at the corners to reduce the potential for conflicts.  
  
Ensure that whichever option is selected, that 4.5 metre long transition lengths for grades are maintained and that all other ramp requirements are met. The final design must be to the satisfaction of Transportation;
18. Provide operating protocol for all proposed parkade overhead doors;
19. Provide a traffic control plan for all parkade levels;
20. A bylawed setback of 5.182 m is required adjacent to 14 Street SW as per the Land Use Bylaw. A bylawed setback of 2.134 m is required adjacent to 10 Avenue SW as per the Land Use Bylaw. No permanent building or constructions shall take place within these setbacks. The 5.182 m setback is mislabelled as a building setback rather than a bylawed ROW setback. Please revise.
21. Label and sign the herringbone sections of the parkade as being one-way, so that motorists drive forwards into the parking stalls;
22. Show all existing fire hydrants, utility poles, signage, on site, and indicate whether it will be removed or retained;
23. Revise driveway flares to 3000 mm either side of the driveway. Note that the driveway flares are inconsistent from drawing to drawing. The proposed dogleg ramp shown on DP.01 is unacceptable; in practice it won't operate as shown;

24. Parking stalls with lockers accessed from the stall need to be an additional 0.6 metres long, with a wheel stop 1200 mm from the end of the elongated stall to prevent vehicles from entering this space. Wheel stops shall not exceed 100 mm in height above the parking stall surface;
25. Dimension all parking stalls that are the ends of rows to ensure they are a minimum of 3100 mm wide;

### **Parks**

26. Provide a cross section detail of a continuous trench for the boulevard trees; and
27. Provide the centre line to centre line dimension for all trees on private and public property.

### **Permanent Conditions**

#### **Planning**

1. The development shall be completed in its entirety, in accordance with the approved plans and conditions; any changes to the approved plans (including non-completion of the development) shall be submitted for approval to the Development Authority;
2. No changes to the approved plans shall take place unless authorized by the Development Authority;
3. A Development Completion Permit shall be applied for, and approval obtained, prior to any occupancy. Call the Development Field Inspection Group at 268-5491 to request that a Field Inspector conduct a site inspection and sign the Development Completion Permit;
4. Upon completion of the main floor subfloor, proof of the geodetic elevation of the constructed subfloor must be submitted to and approved by the Development Authority prior to any further construction proceeding;
5. All enclosed parking areas shall have walls and ceilings painted a white or light colour and have a lighting system to meet the average minimum lighting illumination of 54 LUX;
6. Parking areas shall be for the sole use of residents, customers, or staff and their guests. Parking stalls shall not be sold or leased to the general public for the purpose of long stay parking in the downtown core;
7. If this development is to be condominiumized visitor parking stalls indicated on the approved plans shall remain as common property;
8. Any trees and shrubs indicated on the site plan or on the podium levels which die after completion of the project must be replaced on a continuing basis with trees or shrubs of a comparable species and size;

#### **Urban Development:**

9. **If during construction of the development, the applicant, the owner, the developer or any of their agents or contractors becomes aware of any contamination:**

- a. The person discovering such contamination shall forthwith report the contamination to Alberta Environment, the Calgary Regional Health Authority and The City of Calgary (Environmental Management);
- b. The developer shall submit a current Phase 1 environmental site assessment report to Alberta Environment, the Calgary Regional Health Authority and The City of Calgary; and
- c. If required, the applicant shall submit a Phase 3 environmental site assessment report to Alberta Environment, the Calgary Regional Health Authority and The City of Calgary.

Prior to issuance of a Development Completion Permit, a letter from a qualified professional who prepared a Phase 3 environmental site assessment report is to be issued to The City of Calgary in which the qualified professional certifies that the remediation/risk management plan has been carried out to the satisfaction of the Alberta Environment and the Calgary Regional Health Authority will also be required. All reports are to be prepared by a qualified professional and shall be to the satisfaction of Alberta Environment, the Calgary Regional Health Authority and The City of Calgary;

10. The developer shall be responsible for the cost of public work adjacent to the site in City rights-of-way, as required by the Manager, Urban Development, including but not being limited to:
  - a. Removal of any existing facilities not required for the new development (old driveways and redundant services, etc.);
  - b. Relocation of works (survey monuments and underground/overhead utilities, etc.);
  - c. Upgrading of works (road widening and watermain upgrading, etc.);
  - d. Construction of new works (lane, paving, sidewalks, curbs, etc.); and
  - e. Reconstruction of City facilities damaged during construction;
11. All work performed on public property shall be done in accordance with City standards and include, but not necessarily be limited to driveways, walks, curbs, gutters, paving, retaining walls, stairs, guard rails, street lighting, traffic signs and control devices, power and utility poles, electrical vaults, transformers, power lines, gas lines, communication lines, water lines, hydrants, sanitary lines, storm sewer lines, catch basins, manholes, valves, chambers, service connections, berms, swales, fencing and landscaping;
12. Every effort will be made to identify the cost of public works associated with this development in advance of work proceeding; however, in some cases, this will be impossible to predict. Where the actual cost exceeds the estimate, the developer shall pay the difference, upon receipt of notice, to The City;
13. Indemnity Agreements are required for any work to be undertaken adjacent to or within the City right-of-way or setback areas for purpose of shoring, tie-backs, piles, sidewalks, lane paving, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in City rights-of-way and setback areas must be removed to the satisfaction of the Manager of Urban Development, at the developer's expense, upon completion of foundation work;

14. The developer understands that he is responsible to ensure that approved driveways required for this development must be constructed to the ramp grades shown on plan that have been approved by Calgary Roads. Negative sloping of the driveway within the City boulevard is not acceptable to The City. The developer shall be responsible for all costs to remove and reconstruct the entire driveway ramp if actual grades do not match the approved grades;
15. In accordance with the Encroachment Policy adopted by Council on June 24, 1996, and as amended on 1998 February 23, (retaining walls, planters, entry features, building projections) are not permitted to extend into The City right-of-way. New encroachments that are a result of this development are to be removed at the developer's expense, prior to issuance of a Development Completion Permit;
16. The developer shall submit an "As Constructed Grade Certificate" signed and sealed by a Professional Engineer, registered Architect, or a Professional Land Surveyor confirming that the development has been constructed in functional compliance with the Development Site Servicing Plan. Certification is to be completed within the timelines specified in the Lot Grading Bylaw 32M2004. Functional compliance is solely determined by The City to mean compliance with all City Bylaws, Standards, Specifications and Guidelines;

#### **Transportation:**

17. No direct vehicular access will be permitted to/from 14 Street SW;
18. A bylawed setback of 5.182m is required adjacent to 14 Street SW as per the Land Use Bylaw. A bylawed setback of 2.134m is required adjacent to 10 Avenue SW as per the Land Use Bylaw. No permanent building or constructions shall take place within these setbacks; and
19. No on-street manoeuvring will be permitted for loading or garbage vehicles (i.e. no backing in or backing out of the site to/from 10 Avenue SW is permitted).

#### **Advisory Comments**

The following advisory comments are provided as a courtesy to the applicant and property owner. They represent some, but not all of the requirements contained in the Land Use Bylaw that must be complied with as part of this approval

#### **Planning**

1. This development permit approval makes no provision for revisions. Revised plans shall be submitted to, and approved by, the Development Authority;
2. Any of the conditions of the development permit approval may be appealed. If you decide to file an appeal, it must be submitted to the Manager, Subdivision and Development Appeal Board (Plaza Level, Municipal Building, #8110) within 14 days of receipt of this letter;
3. All measures relating to handicapped accessibility in the design of this project shall be maintained and operable for the life of the building, including those which are required through the building permit process;
4. In addition to your Development Permit, you should be aware that a Building Permit is



also required. Once your Development Permit application has been approved, you may apply for a Building Permit. Please contact Building Regulations at 268-5311 for further information;

**Urban Development:**

5. The developer is advised that the property line is 3.7m from lip of gutter, 0.3m from back of sidewalk on 10 Avenue SW;
6. The developer is advised that a bylawed setback of 5.182m is required adjacent to 14 Street SW as per the Land Use Bylaw;
7. The developer is advised that a bylawed setback of 2.134m is required adjacent to 10 Avenue SW as per the Land Use Bylaw;
8. The developer is advised that a corner cut of 4.5m x 4.5m is required adjacent to 10 Avenue and 14 Street SW in addition to the bylawed setback;
9. The developer is advised that driveway applications may be required. The locations and design of driveways must be approved by Transportation Planning. New driveways including driveway modifications or relocations must be constructed to City standards at the developer's expense. Obstructions such as storm catch basins, hydrants, power poles, etc., must be relocated to City standards at developer's expense;
10. The developer is advised that Calgary Roads is responsible for determining whether the existing sidewalks, driveway crossings, street lighting, curb and gutter, etc., are to City standards. Replacement and/or rehabilitation would be at the developer's expense;
11. Water connection is available from 10 Avenue SW (250mm 1910);
12. A new service will be crossing, exposing and excavated within 3.0m of the 900mm feeder main. Hydrovacung will be required for the determination of alignment, elevation, pipe diameter, pipe support, backfill and clearances. A detail of this information will be required on the Development Site Servicing Plan with respect to working in proximity of this feeder main. Contact Waterworks Engineering Design at 268-5721 for approval and notification, shut down periods and tunnelling and augering options;
13. Show details of proposed changes to servicing and metering on Development Site Servicing Plan. Provide adequate water meter room where services enter building. If static pressure exceeds 550 kPa install pressure reducing device after meter;
14. Show all proposed and existing shallow utilities on the Development Site Servicing Plan;
15. Maintain a 3.0m separation between power poles and/or trees with the proposed water service;
16. Review with Fire Prevention Bureau for on-site hydrant coverage. A stamped approved plan by Fire Prevention Bureau to be submitted with the Development Site Servicing Plans for Building Permit approval. Contact Fire Prevention Bureau at 268-5378;
17. A dual service is required to service this site;
18. If further subdivision occurs in the future (including strata subdivisions), each titled parcel

- MUST have separate service connections to the public mains (water and sanitary);
19. It will be the responsibility of the developer to repair, at their expense, any damage to the adjacent public mains or mains in which they connect during the construction of the site as per the current Waterworks Specifications. The watermains are 90 years and older and although there has been minimum breaks during their life span, any disturbance during construction such as a new service connection or other alterations can cause breaks. Lead joints of old cast iron mains are very sensitive to ground movements;
  20. Sanitary sewer connection is available from 10 Avenue SW;
  21. Storm sewer connection available from 10 Avenue SW;
  22. Show all existing and proposed sewers on the development site servicing plans at the Building Permit stage;
  23. Sanitary service test facility may be required;
  24. Drainage from all underground or covered parking areas is to be directed towards the sanitary sewer system, as per Sewer Service Bylaw 24M96;
  25. All open ramp run-off shall drain to on-site storm sewer and covered ramp shall drain to sanitary sewer;
  26. The allowable stormwater run-off coefficient shall be 30%;
  27. Ponding is required for 1:100 year storm events;
  28. Direct all roof drainage to on-site storm;
  29. Each building shall be separately serviced from an on-site main;
  30. All building openings, ramps, etc, adjacent to trap lows are to be minimum 0.3 metres higher than the maximum water elevation at the 1:100 year depth or depth of spill, whichever is greater;
  31. Storm Redevelopment Fees will be required;
  32. Contain storm runoff on site;
  33. Controlled stormwater discharge required;
  34. All on-site sewers are to be designed to City of Calgary specifications;
  35. All stormwater drainage is to be controlled on site with downspouts and roof leads directed away from adjacent properties. The lot must have positive grading away from the foundation of the dwelling structure;

Transportation:

36. A Transportation Demand Management (TDM) program is recommended. Contact Ron

- Schafer, TDM Specialist at 268-1629 for more information. Transportation Demand Management (TDM) programs and initiatives should be developed, implemented and integrated into the ongoing management of the proposed development. The aim of the program is to reduce the number of drive-alone trips to the site, reduce parking demand and meet proposed trip reduction targets;
37. Facility management shall appoint a traffic demand management (TDM) coordinator to develop strategies for a TDM program, to implement, manage and to monitor TDM program results to meet trip reduction targets;
  38. The developer and future site managers shall provide a written commitment to promote and monitor the TDM program to reduce peak hour site-generated vehicle traffic and report on the TDM program to the Director of Transportation Planning annually;
  39. Stall 44 on parking levels 1 to 5 is not the best location for a handicapped stall; these stalls should be closer to the elevator banks;
  40. Typically Transportation does not accept bicycle parking beyond the first levels of the parkade above or below grade. Transportation would like to see the 50 stall bicycle storage area on the third floor be relocated to be closer to ground level, but will accept it seeing as how it is close to an elevator bank;
  41. Transit, carpooling and active travel choices should be encouraged and promoted;
  42. The applicant is advised that the subject site is currently served by Route 414 on 14 Street SW adjacent to the site;
  43. Pedestrian access across driving aisles is to be clearly differentiated from the driving aisle through the use of signage, surface marking, and/or a change in surface materials or colours;
  44. Pedestrian routes are to be free of obstacles that would interfere with the accessibility of pedestrians using wheelchairs. Sidewalks are to be constructed with curb cuts where there is a change in elevation;
  45. In keeping with the principles of Crime Prevention Through Environmental Design (CPTED), landscaping and fencing materials adjacent to pedestrian routes area to be of a height that minimizes potential hiding places and maximizes visual surveillance of the pedestrian route.
  46. In keeping with the principles of Crime Prevention Through Environmental Design (CPTED), pedestrian oriented lighting is to be provided along pedestrian routes;
  47. The applicant is advised that the site is located within 400 metres of a transit route (or 600 metres of an LRT station). It is recommended that the applicant limit the number of parking stalls provided to the number required by The City of Calgary Land Use Bylaw;
  48. The applicant is advised that the alignment of the west LRT (as part of the West LRT Functional Study) includes an elevated structure crossing 14 Street at the CPR tracks just NW of the subject site. A station is proposed to be located on the south side of the CPR tracks between 16 Street and 17 Street SW;
  49. There is no provision for tandem parking in The City of Calgary Land Use Bylaw 2P80. Remove the tandem stalls. Only one stall out of each tandem stall will count towards the bylaw parking requirement; Page 18

**PLANNING COMMISSION DECISION:** 2007 July 26

**CORRESPONDENCE:**

The Calgary Planning Commission accepts the following correspondence for inclusion into the report as APPENDIX IV:

Letter from William Hamilton, dated 2007 July 20.

**AMENDMENT:**

“Revise the design to respect the Centre City Plan Shadow guidelines in Mewata Park.

**Moved by: D. Farrell**

**Carried: 5-4**

Opposed: J. Sturgess, G. Lowe, J. Hubbell, D. Watson

The Calgary Planning Commission **REFERRED** the report back to Administration to discuss with the applicant the impact of altering the proposal to conform with the Centre City Plan Sunlight Protection Guidelines for Millennium Park. The revised proposal is to return to Calgary Planning Commission no later than the end of 2007 September.

**Moved by: G Lowe**

**Carried: 9-0**

**MOTION ARISING:**

**DIRECT** Administration to work with the Applicant to relocate the retaining wall at the west property line eastward as much as possible to expand the public realm for the sidewalk on 14 Street.

**Moved by: G Lowe**

**Carried: 9-0**

Dwayne Drobot  
2007 July

## APPLICANT'S SUBMISSION

One of the tallest residential buildings in Alberta, the Lausanne Montreux acts as a defining moment in Calgary's dramatic city skyline. Residing in Calgary's historic Beltline community, tenants of this building are integral players in an intensely urban, high-density mixed-use neighborhood at the heart of the city.

Lausanne Montreux is designed in modern style infused with a sense of neo-traditional strength and elegance that carry its two towers firmly into Alberta's ever changing skies. The eleven storey podium steps and retreats towards the two towers, allowing suites greater access to light and exterior spaces. Brick and curtain wall glazing continue to climb beyond the podium in form of two towers, staggered to open up city, river and mountain views to its occupants. The west tower climbs 51 storeys, 160 metres into the sky. The east tower stops at the 45<sup>th</sup> floor at a height of nearly 142 metres. Views from the two towers range from landscape spilling over the awe inspiring Rocky Mountains, through rolling foothills and two river valleys to views of the spectacular cityscape, skyline and urban frenzy below.

Centrally located at the heart of the city, Lausanne Montreux is a mere ten-minute walk to the downtown corporate core, Stephen Avenue pedestrian mall, and to the 17 Avenue shops and restaurants through the intensely vibrant and evolving Beltline community. Lausanne Montreux residents live close to a great diversity of shops and have the opportunity to walk to work. The residence overlooks Calgary's Millennium Park, home to the world's largest outdoor skate park, only a five minute walk away. The building's central location allows commuters the ability to reach any destination in the city in roughly less than half an hour; and Lausanne Montreux's location on the northwest edge of the Beltline community facilitates the residents' quick access to the Rocky Mountains via the Trans Canada Highway.

As one arrives at Lausanne Montreux they are invited onto the site by modern landscaping, complete with several varieties of plant life and water features. Outdoor seating is available for both its onsite restaurant and its occupants. A shared outdoor fireplace reinforces the concept of community at Lausanne Montreux. Further outdoor landscaping is created by the building's carved niches where shared landscaped decks exist on the seventh and eleventh floors that enable the resident to take advantage of the unobstructed views. One enters into the building through the opulent lobby complete with concierge and living space. The nine storey atrium with its coffered ceiling and skylight, water features and modern textures attempt to instill a sense of romanticism into the individual's experience of entrance reminiscent of that of the Grand Hotels of the early 20<sup>th</sup> century. The experience of the large lobby helps to create a distinct Lausanne Montreux sense of community and acts as a gathering space.

With over 40 different suite layouts to choose from, the Lausanne Montreux caters to a diverse group of people with something for everyone in its 405 sophisticated suites. There is choice of one-bedroom and two-bedroom suites, both available with den space, three bedroom suites, and townhouses.

The suites use an open space design approach to the room layouts that enable light to flood into every area through the floor to ceiling glazing. Important to note is the percentage of wall space reserved to windows, it is much higher than that of similar projects. The extensive glazing adds force to the feeling of openness in the suites. Each suite comes complete with all the amenities to be expected and the choice of several different finish materials, textures, and appliances to enable the user to personalize their space while maintaining the Lausanne Montreux design sensibility and identity. While views from just about every room are limitless, residents may also take advantage of exterior balconies and spacious decks.

Beyond the occupants' own spaces are many shared amenities to take advantage of: the lobby acts as a gateway to the Crystal Room fine dining restaurant, the Baccus Wine Cellar, and Lausanne Montreux's own private Empire Club. The building's tenth floor is home to the Lumiere Club Spa and to the residence's pool, hot tub, health and fitness space and two event spaces available for private functions or games and leisure. There are over 400 parking stalls available for residents and guests housed in five heated underground parking levels and two above ground floors of parking that also act as a sound buffer to eliminate any excess noise from the Canadian Pacific Railway tracks to the north.

The Lausanne Montreux also boasts an array of different sustainable features to lessen its environmental footprint. Each suite is provided with triple-pane glazing, and heat recovery ventilators to reduce mechanical loads, and will be compartmentalized by weather stripping the doors, thus minimizing the overall stacking effect and infiltration of air into the building. Lausanne Montreux uses condensing boilers and utilizes low flow water fixtures wherever possible. Non-HCFC refrigerants will be applied for the main cooling equipment, while variable speed drives will be provided for pumps and fans. On the electrical engineering side, motion sensor activated lighting will be provided for transient areas including parkade and corridors, energy efficient fluorescent source lighting will be applied in all public areas, and electricity will be separately metered for each suite.

Modern design, from its exterior finish to its opulent suites, its green spaces and spectacular views, the Lausanne Montreux is the apex of contemporary vibrant high-density living in Downtown Calgary.

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**LAUSANNE MONTREUX**  
DEVELOPMENT PERMIT APPLICATION

MODEL NORTH EAST VIEW





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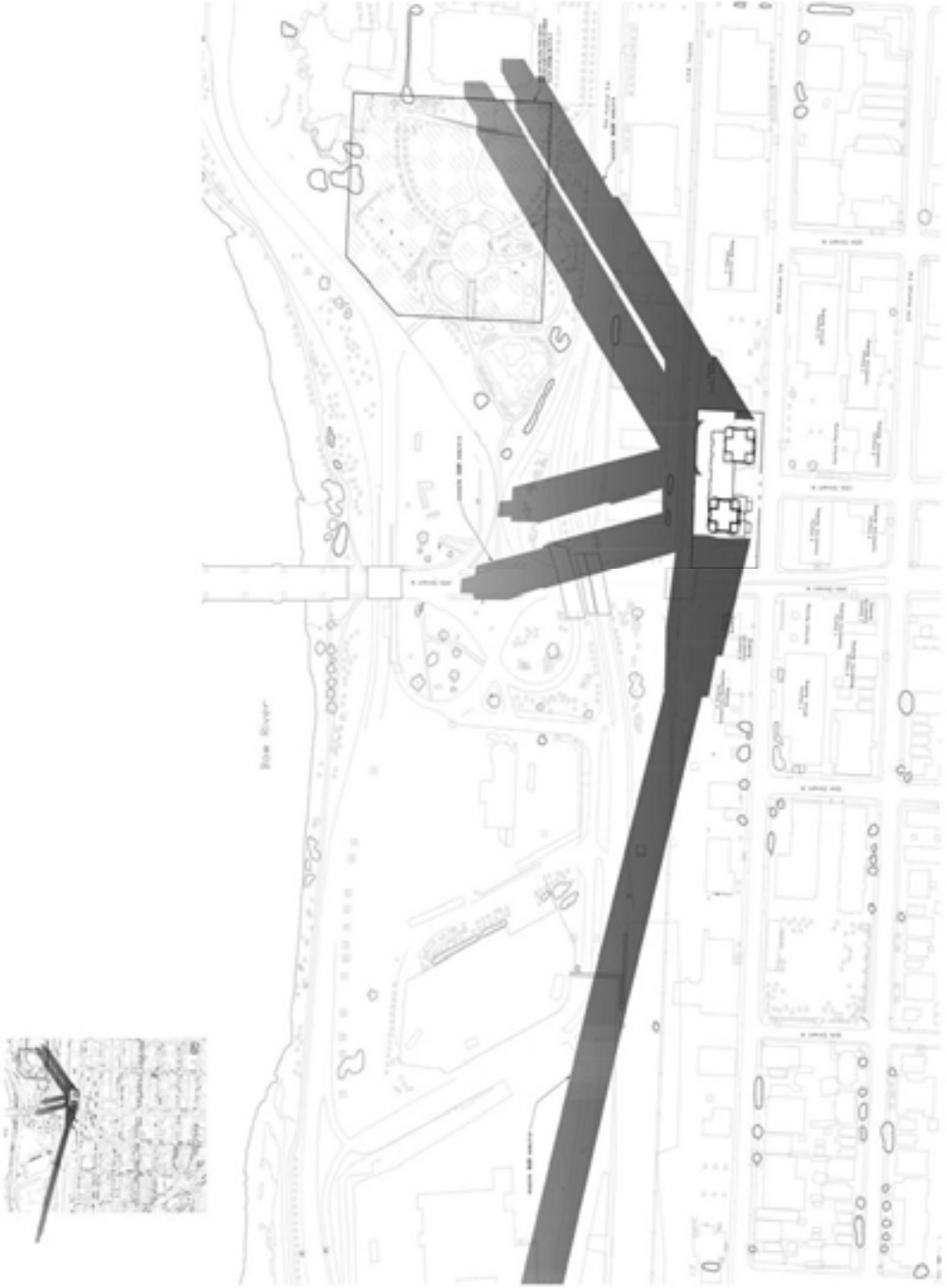
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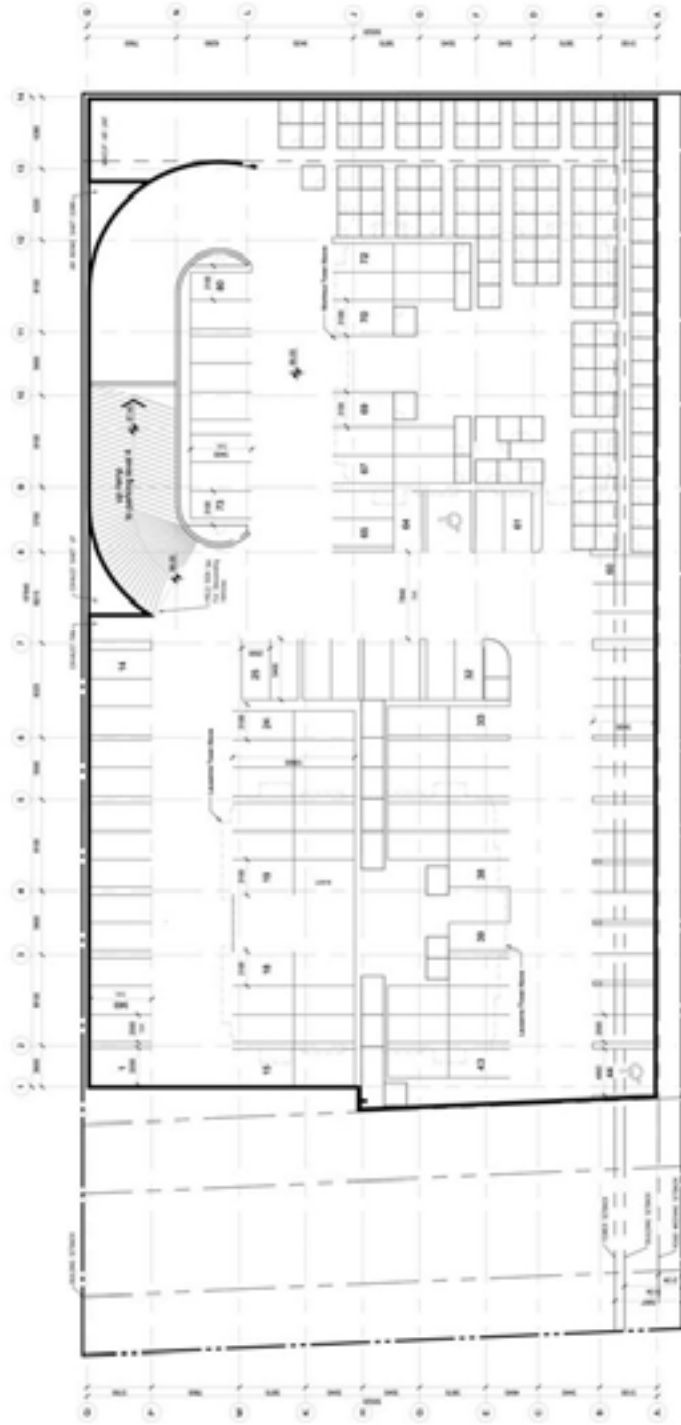
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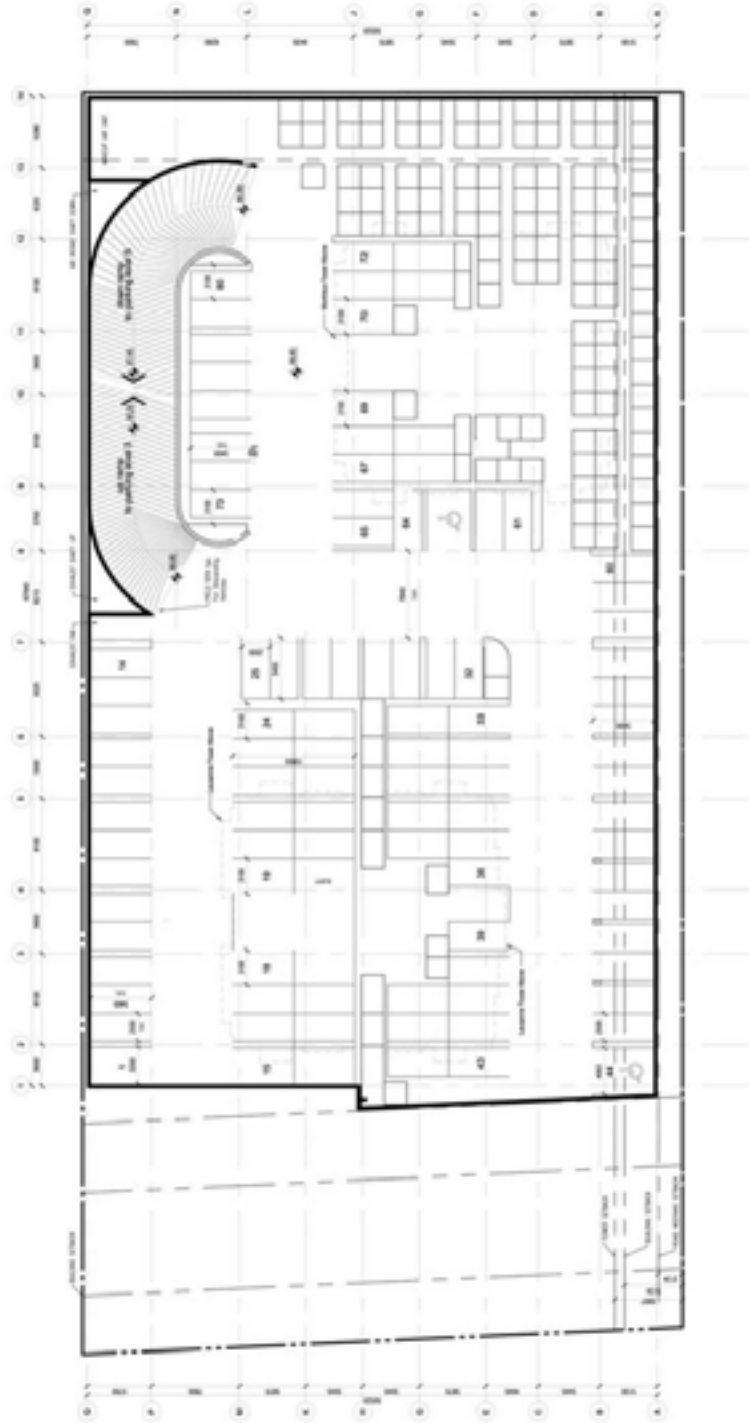




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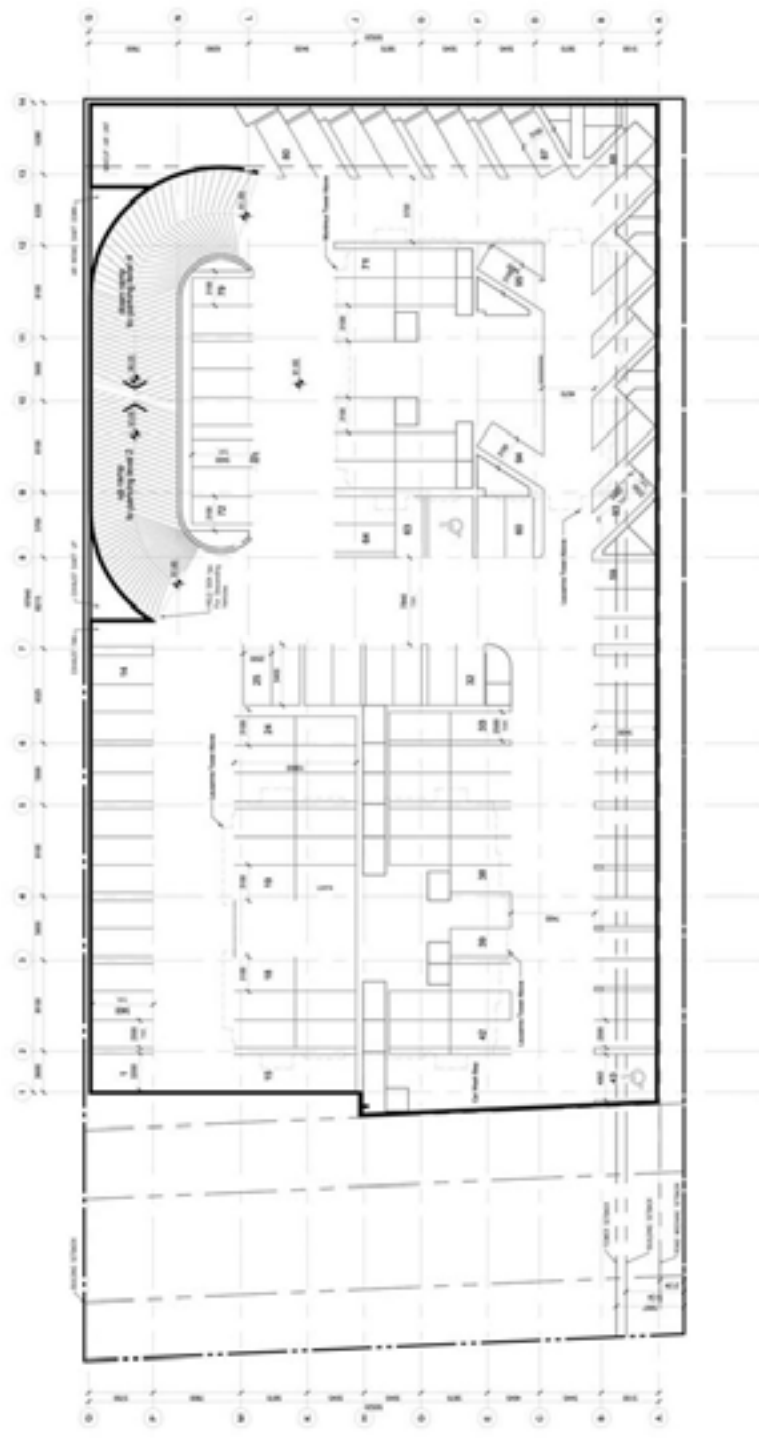


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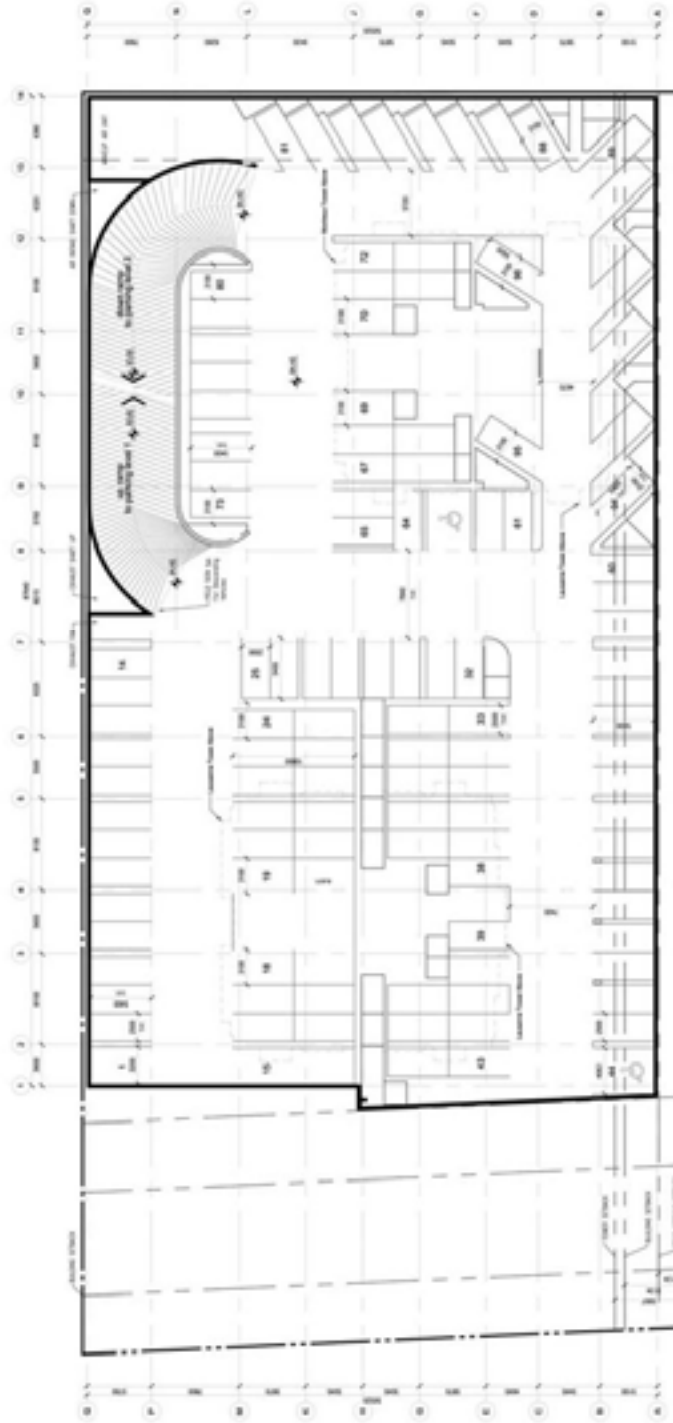


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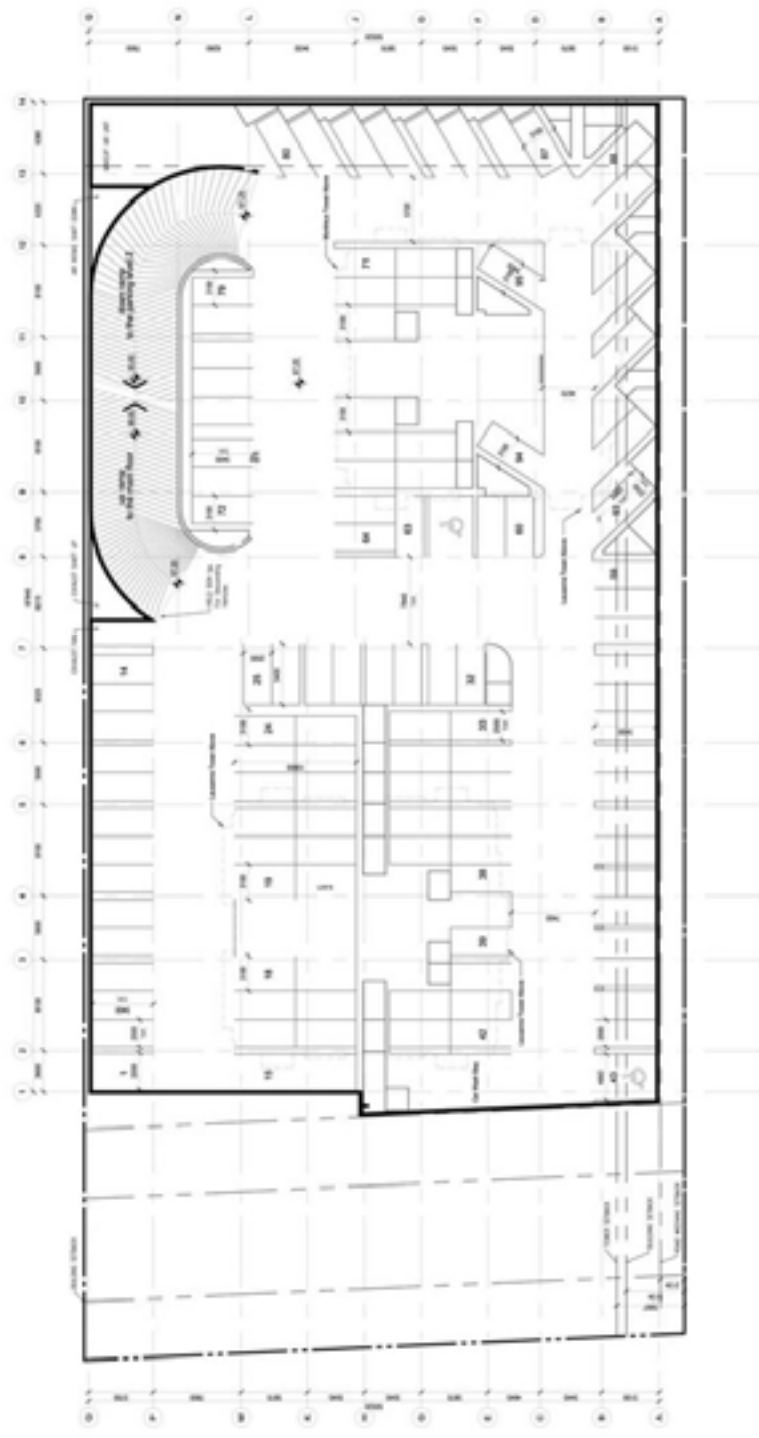


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	 <p>RENON MANAGEMENT</p>	<table border="1"><tr><th>NO.</th><th>DESCRIPTION</th><th>DATE</th></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></table>	NO.	DESCRIPTION	DATE																			<table border="1"><tr><th>NO.</th><th>DESCRIPTION</th><th>DATE</th></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></table>	NO.	DESCRIPTION	DATE																			<table border="1"><tr><td>LAUSANNE MONTREUX</td><td>P1</td></tr></table>	LAUSANNE MONTREUX	P1	<table border="1"><tr><td>2007-MC-783</td></tr></table>	2007-MC-783	<table border="1"><tr><td>DP.15</td></tr></table>	DP.15
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DP.15																																																				





**MANY CHONG ARCHITECT LIMITED**  
 ARCHITECTS

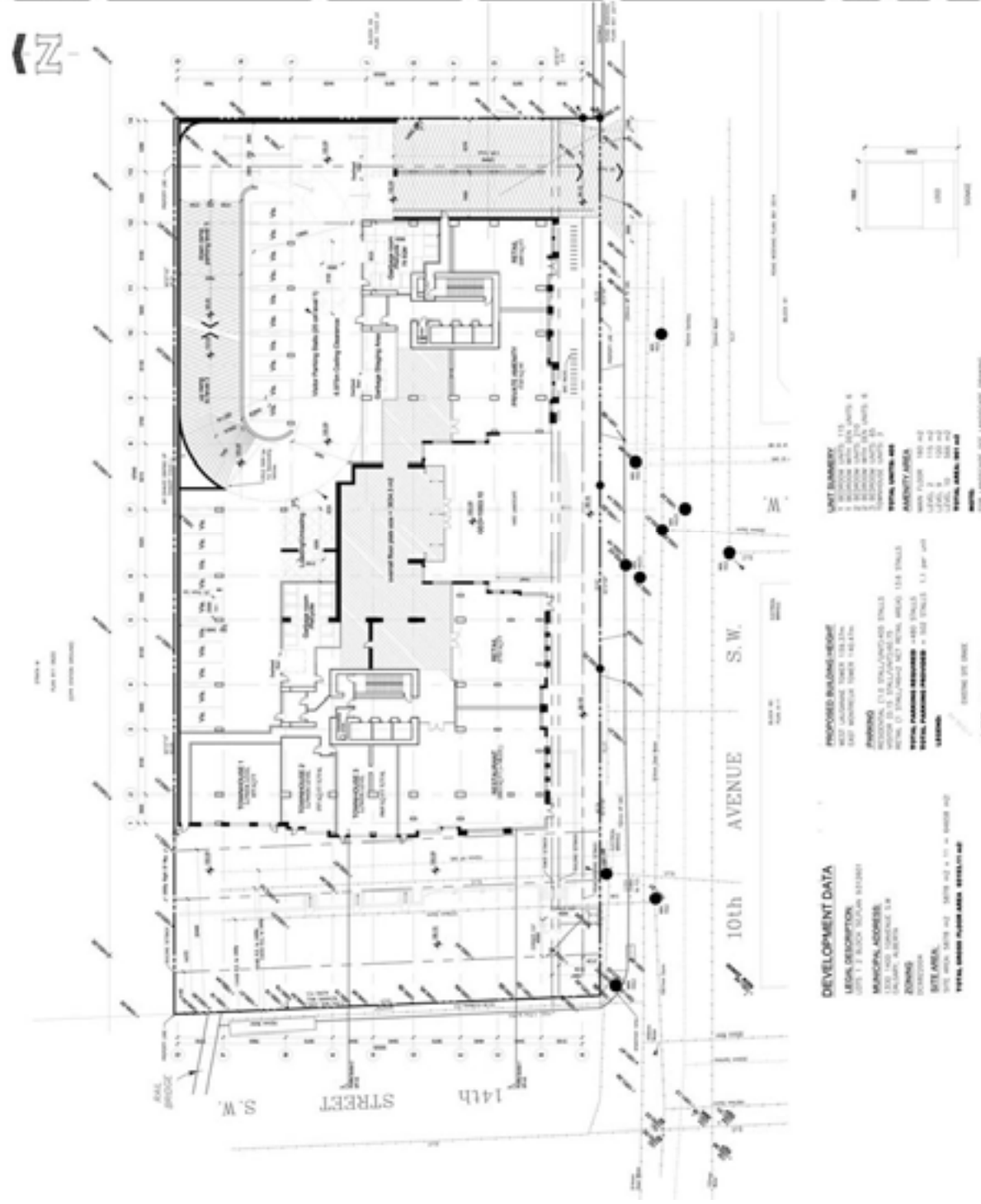
**RENOM MANAGEMENT**

**LAUSANNE MONTREUX**

**SITE PLAN / MAIN**

2007-MC-783

**DP-16**



**UNIT SUMMARY**

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97	REAR	170
98	REAR	170
99	REAR	170
100	REAR	170

**PROPOSED BUILDING HEIGHT**

WEST SIDEWALK: 15.0M  
 EAST SIDEWALK: 15.0M

**PARKING**

ADDITIONAL 170 SPACES (TOTAL 170)  
 TOTAL 170 SPACES (TOTAL 170)

**AMENITY AREAS**

TOTAL AMENITY AREAS: 170 SQ M  
 TOTAL AMENITY AREAS: 170 SQ M

**LANDSCAPE**

TOTAL LANDSCAPE AREAS: 170 SQ M  
 TOTAL LANDSCAPE AREAS: 170 SQ M

**DEVELOPMENT DATA**

LEGAL DESCRIPTION:  
 LOT 1, BLOCK 10, SUBDIVISION 10

MUNICIPAL ADDRESS:  
 1000 10th Avenue S.W., Vancouver, BC

ZONING:  
 RESIDENTIAL 1A

SITE AREA:  
 1000 SQ M

TOTAL GROSS FLOOR AREA: 170 SQ M

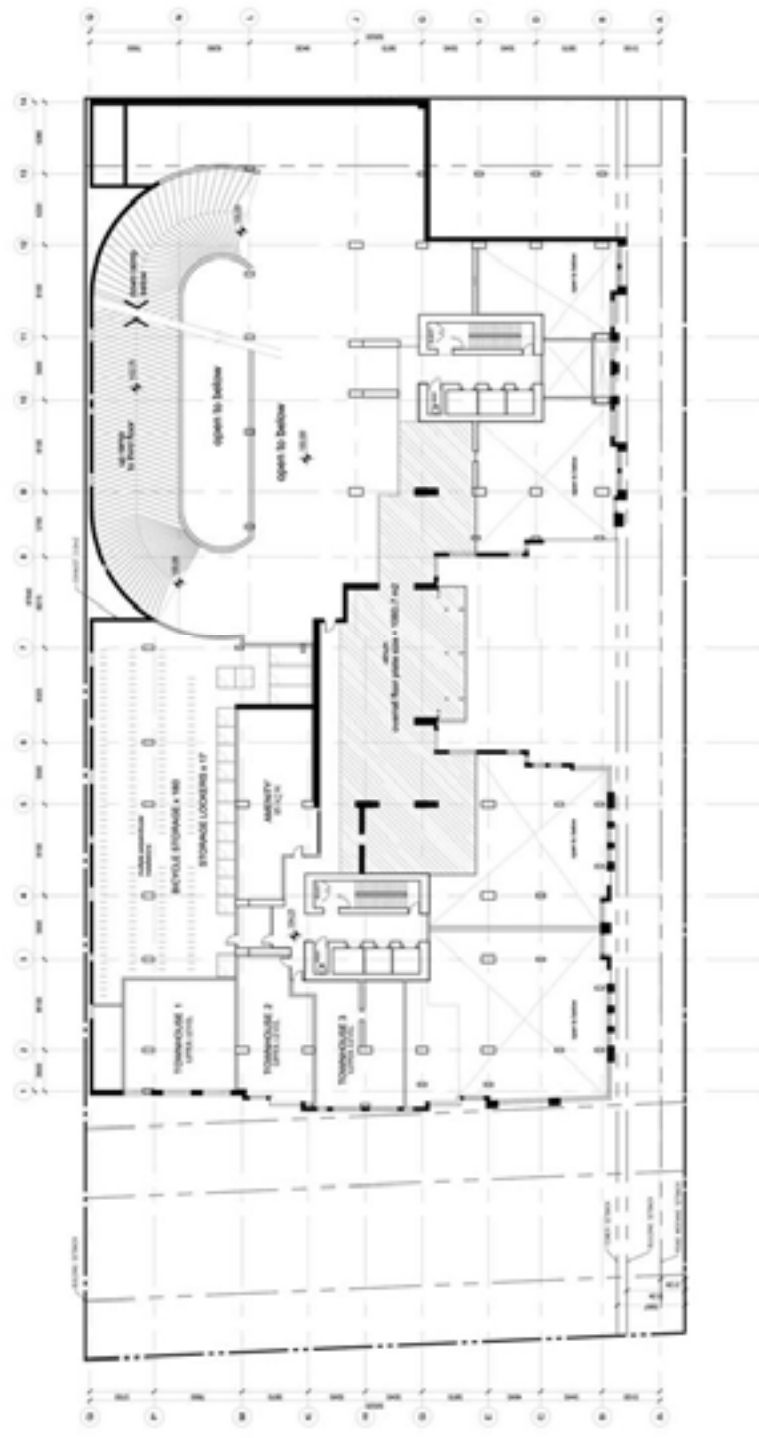


FOR LANDSCAPE SEE LANDSCAPE DRAWING

SCALE: 1:500

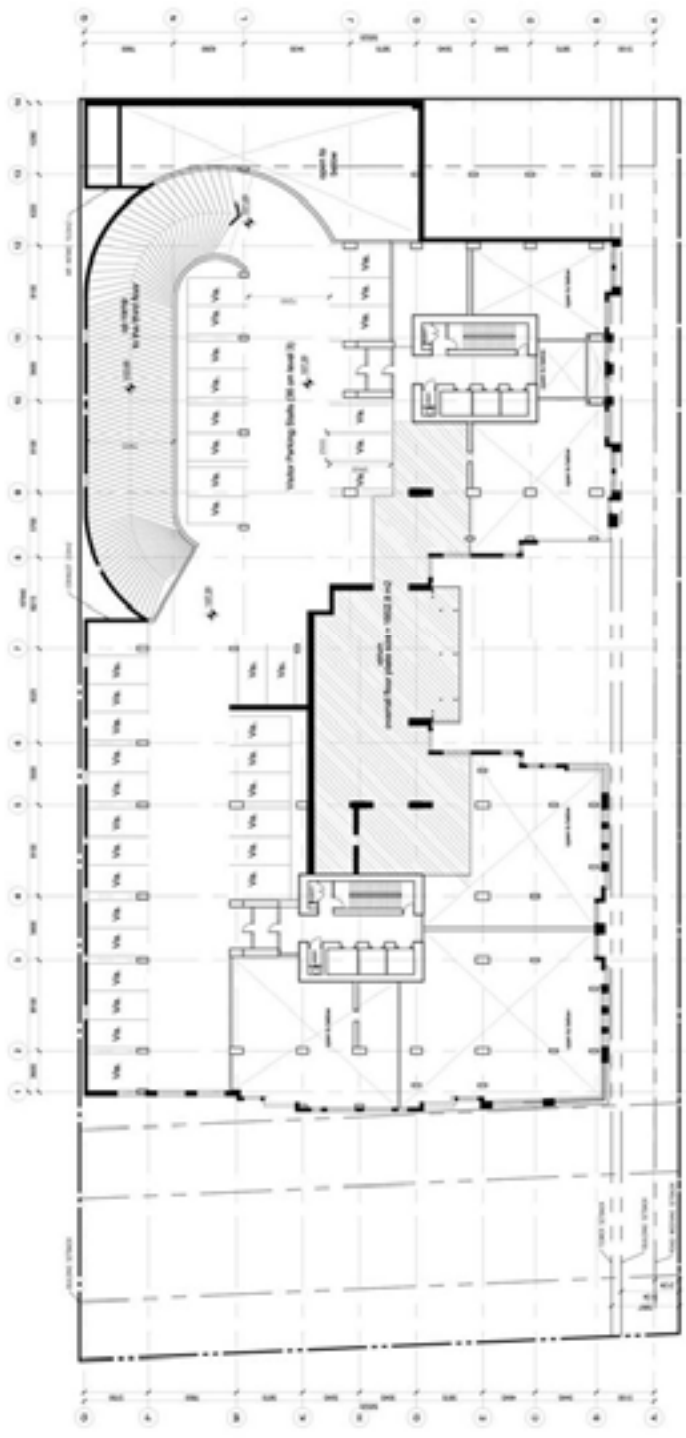
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				2007-MC-783	DP.17

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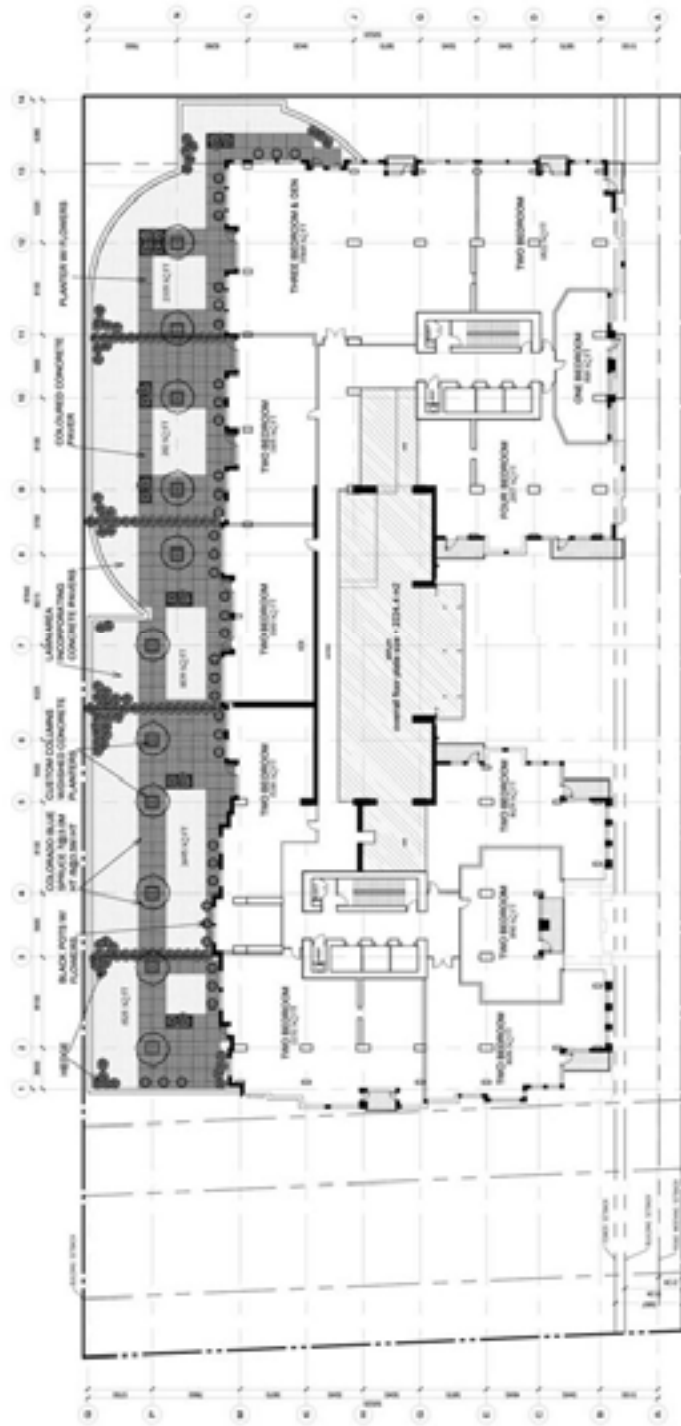


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			LAUSANNE MONTREUX

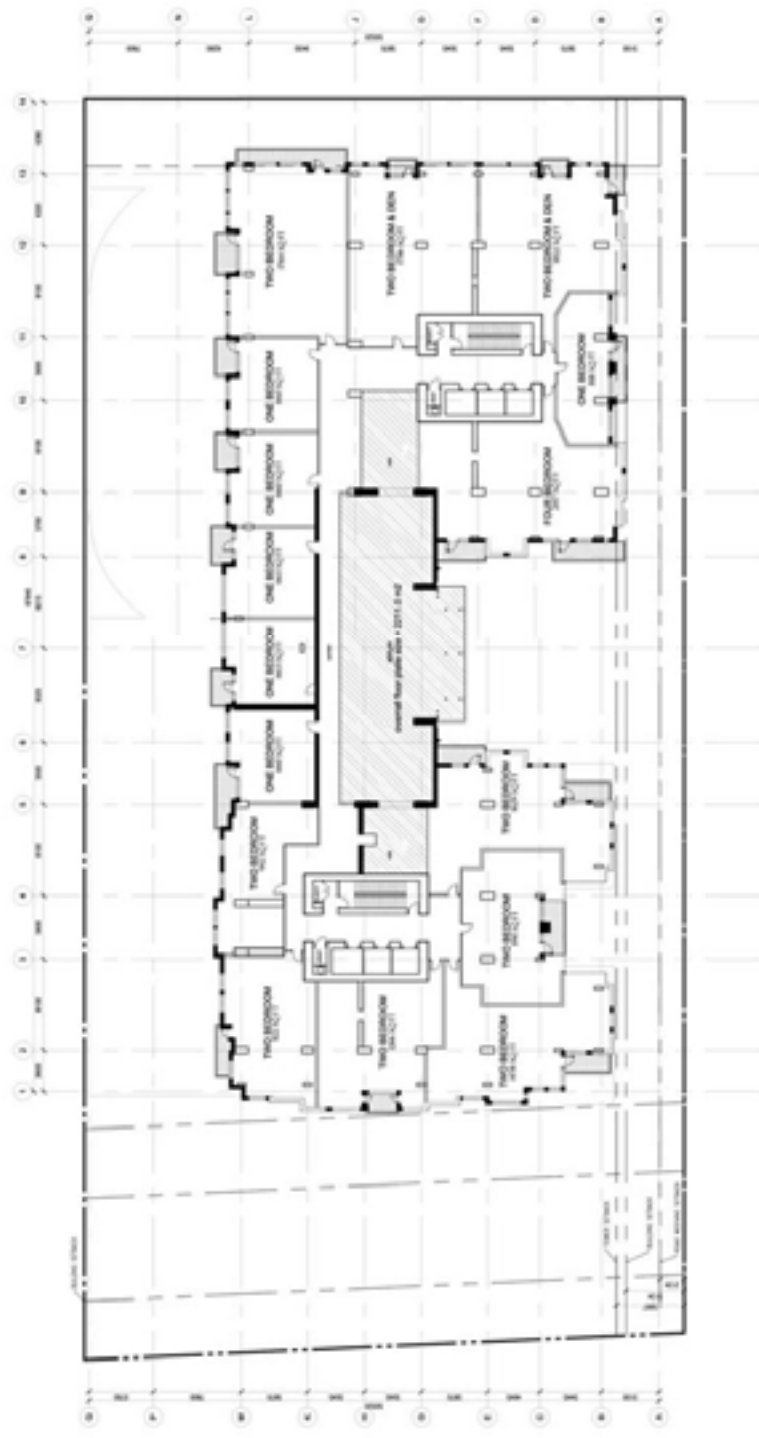
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 MANY CHONG ARCHITECT LIMITED RENOVATION MANAGEMENT	 RENOVATION MANAGEMENT	 RENOVATION MANAGEMENT	 RENOVATION MANAGEMENT	LAUSANNE MONTREUX	FOURTH FLOOR PLAN
				2007-MC-783	DP.19

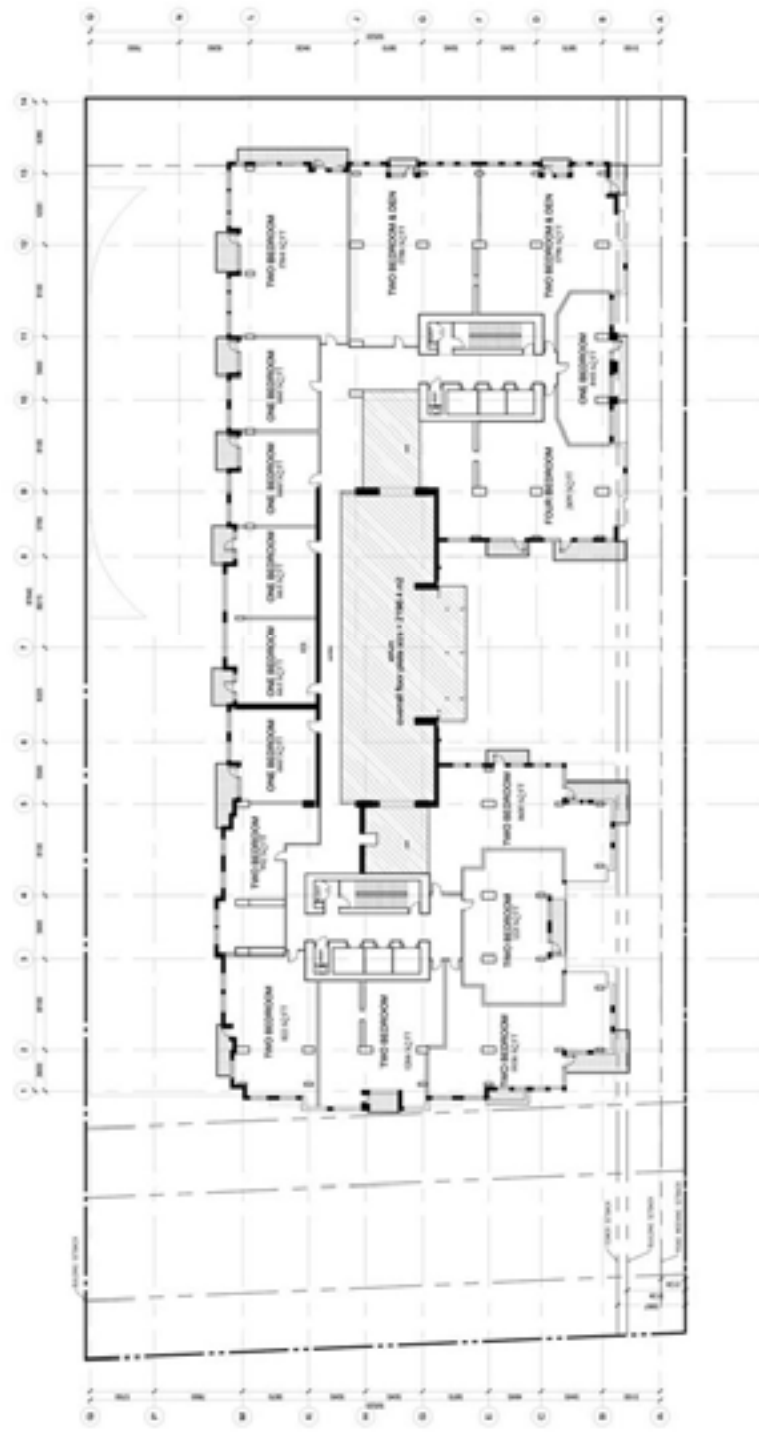


 <p><b>MANY CHONG ARCHITECT LIMITED</b> RENOVATION MANAGEMENT</p>	 <p>2007-MC-783</p>	LAUSANNE MONTREUX		FIFTH FLOOR PLAN																							
		<table border="1"><tr><th>NO.</th><th>DATE</th><th>DESCRIPTION</th></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></table>		NO.	DATE	DESCRIPTION										<table border="1"><tr><th>NO.</th><th>DATE</th><th>DESCRIPTION</th></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></table>		NO.	DATE	DESCRIPTION							
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NO.	DATE	DESCRIPTION																									

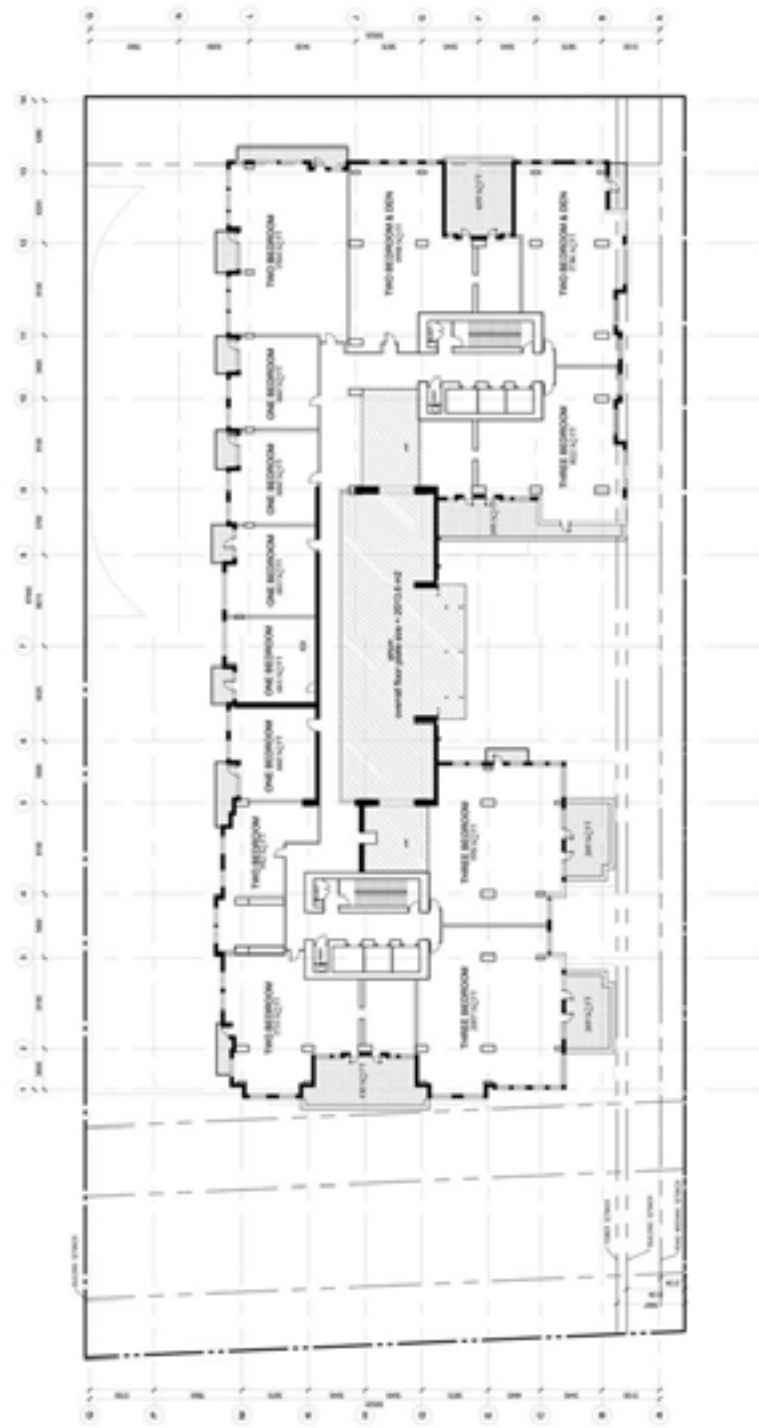


DP.20

 MANY CHONG ARCHITECT LIMITED RENOVATION MANAGEMENT	 Professional Engineer Name: [Blank] No: [Blank] Date of Issue: [Blank] Date of Renewal: [Blank]	 Professional Engineer Name: [Blank] No: [Blank] Date of Issue: [Blank] Date of Renewal: [Blank]	LAUSANNE MONTREUX		 Professional Engineer Name: [Blank] No: [Blank] Date of Issue: [Blank] Date of Renewal: [Blank]	 Professional Engineer Name: [Blank] No: [Blank] Date of Issue: [Blank] Date of Renewal: [Blank]
			SIXTH FLOOR PLAN			

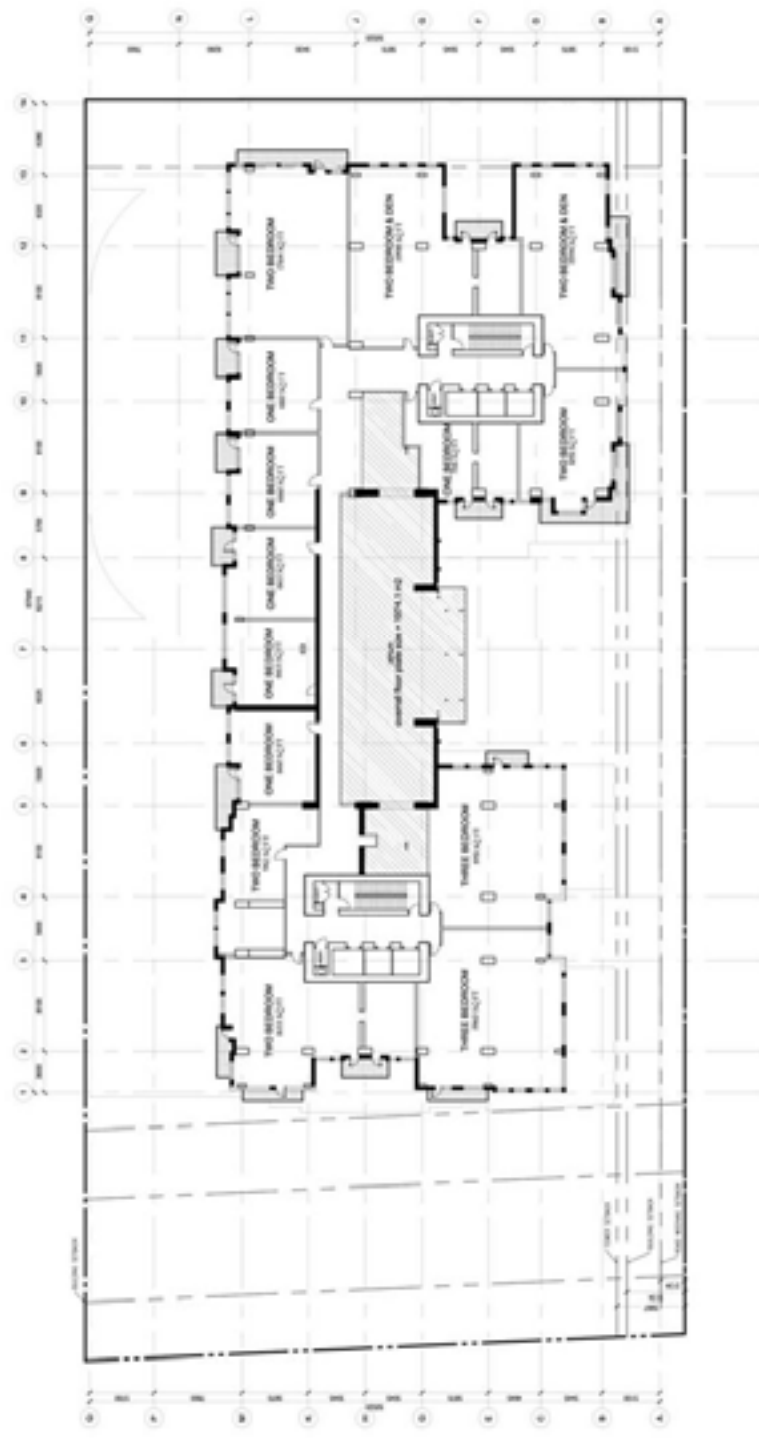


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				2007-MC-783	DP.22



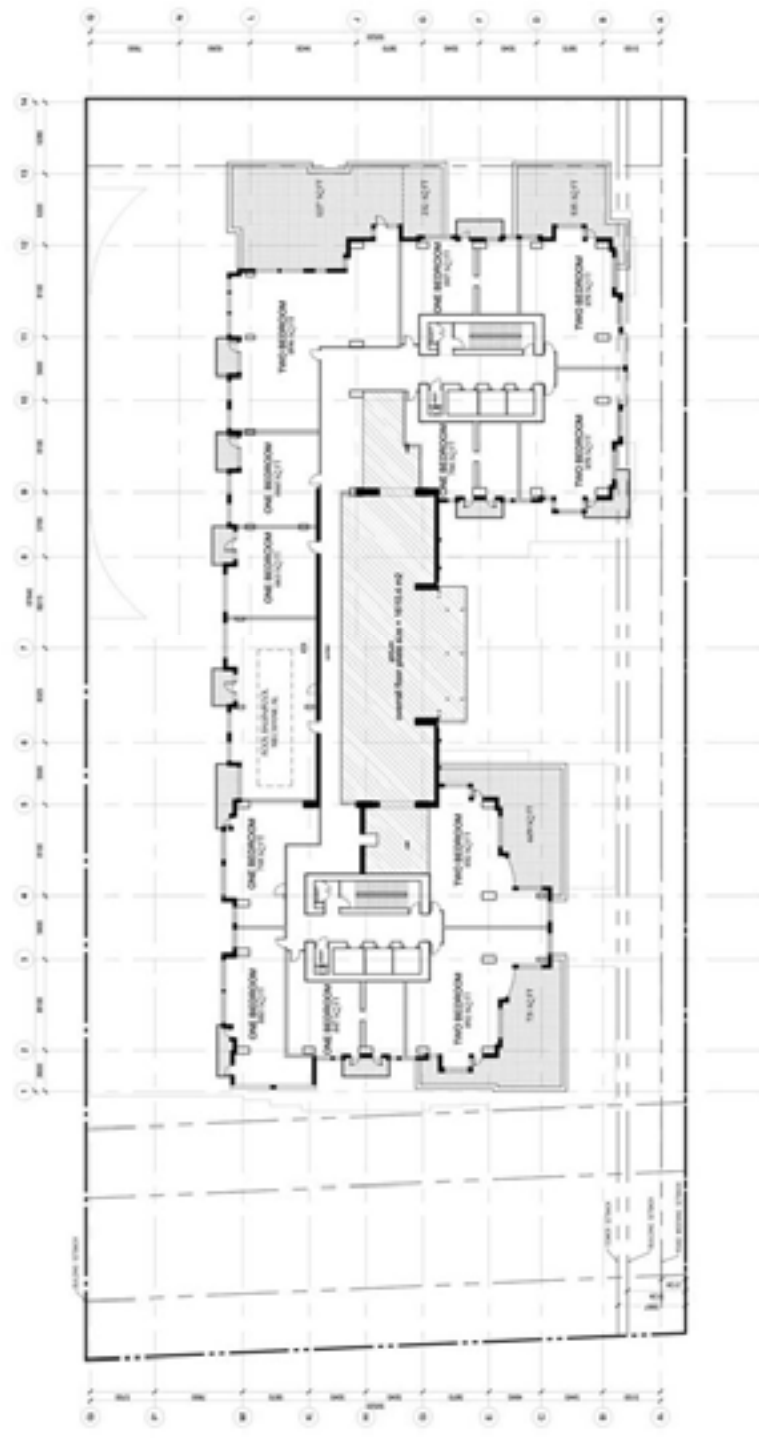


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			NO. 1	DATE	8TH FLOOR PLAN			



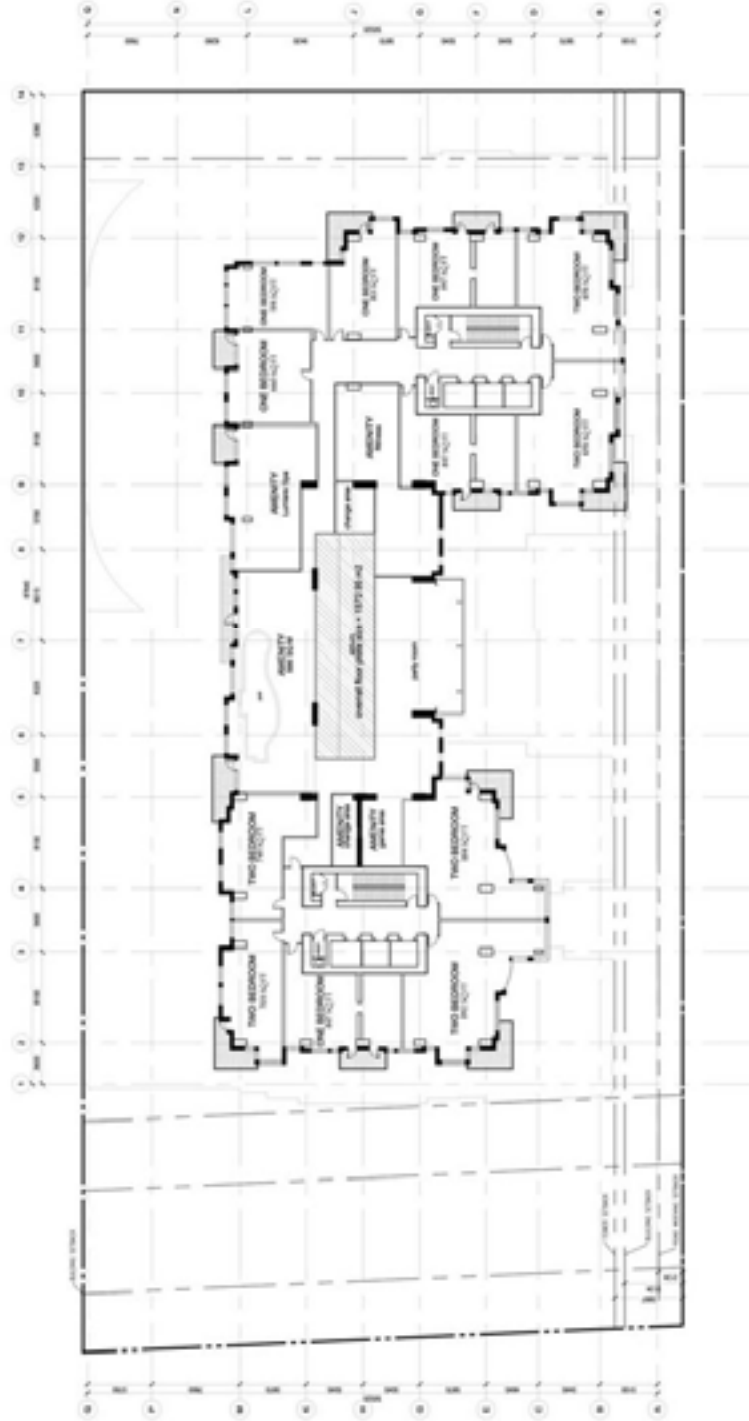
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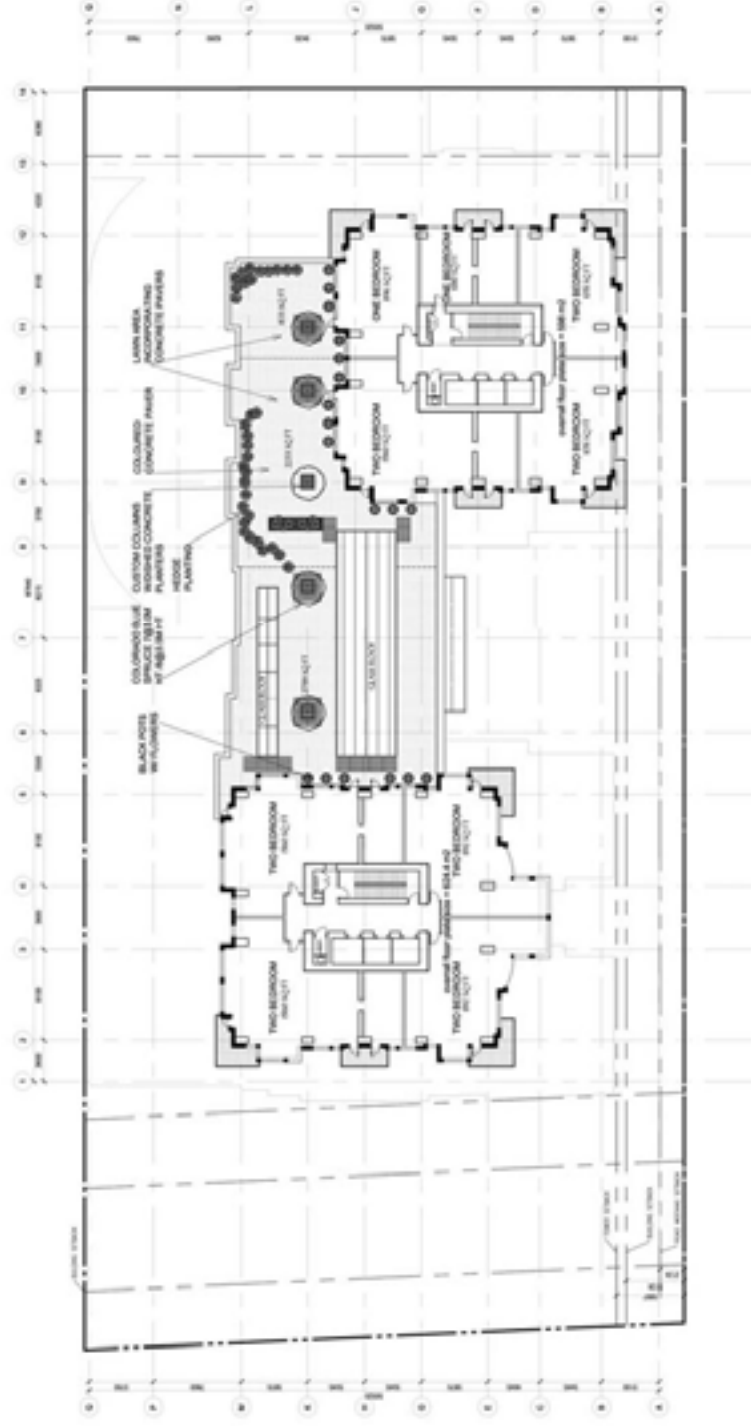
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		DATE	DATE	DATE	DATE

2007-MC-783  
DP.25  
PART



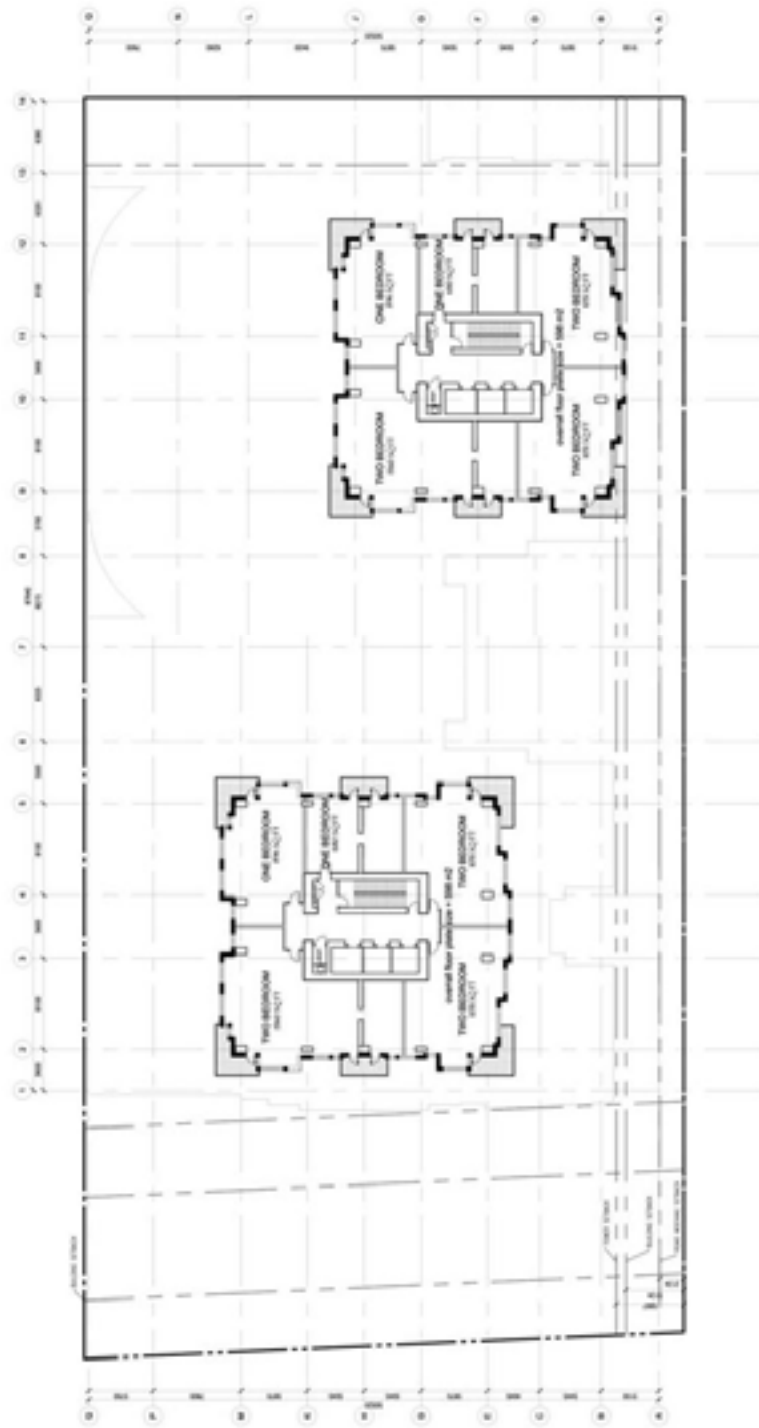
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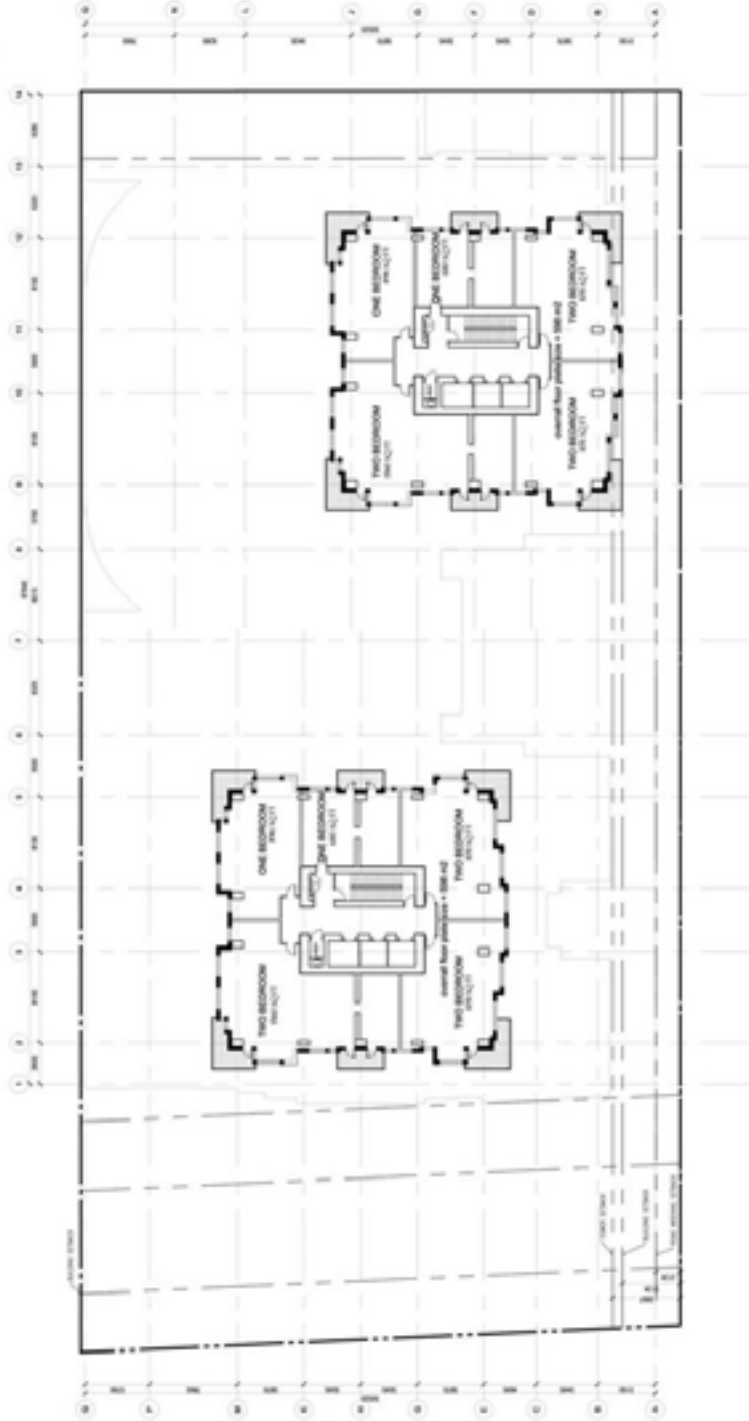


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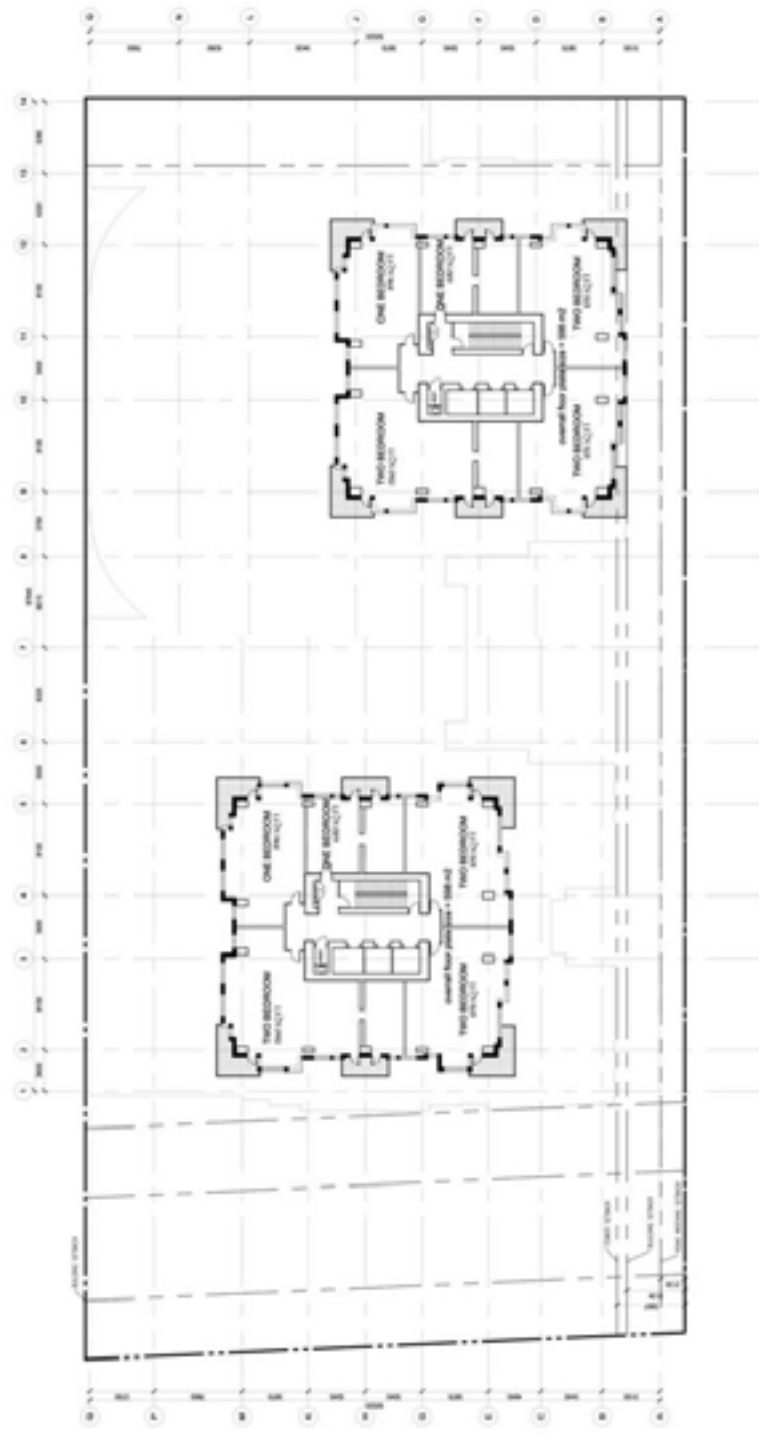


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				2007-MC-783	DP.28



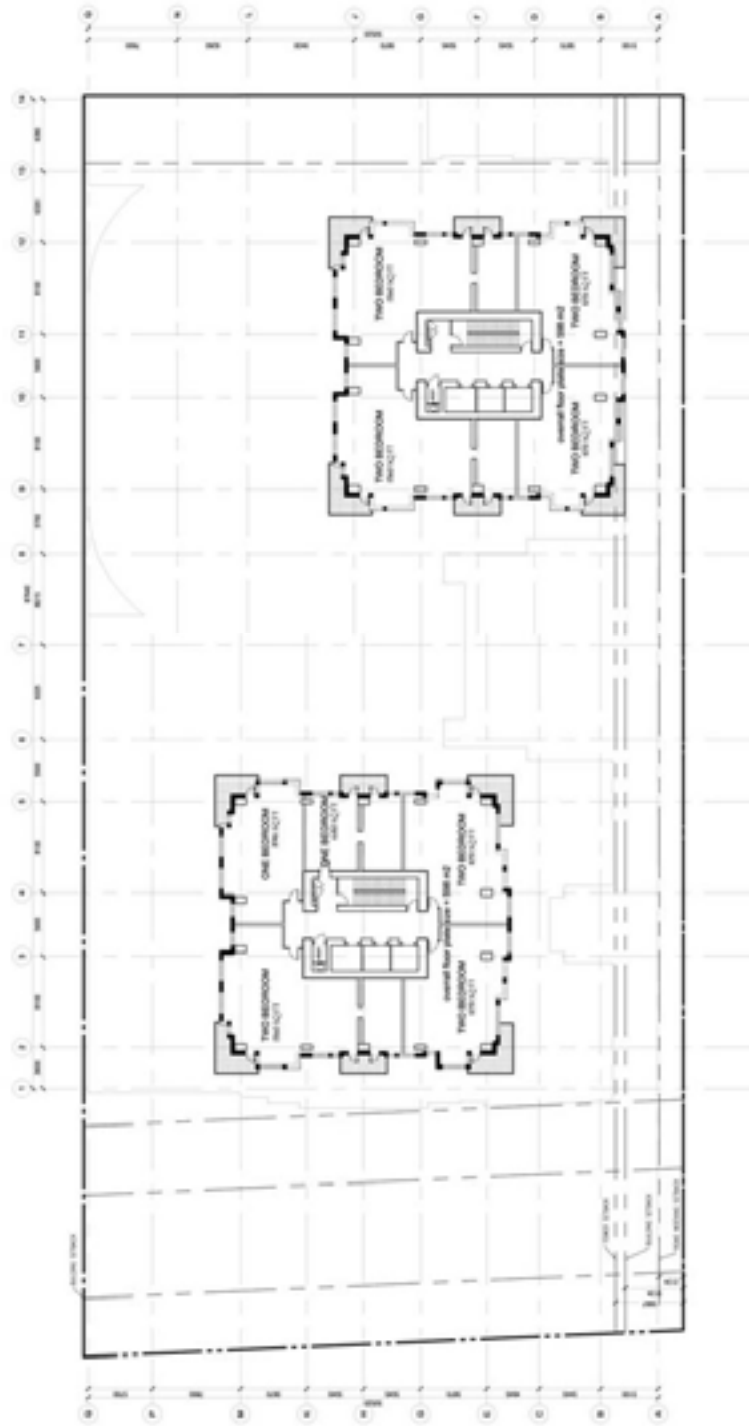
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24th 25th FLOOR PLAN		LAUSANNE MONTREUX	
2007-MC-783		DP.29	

2-



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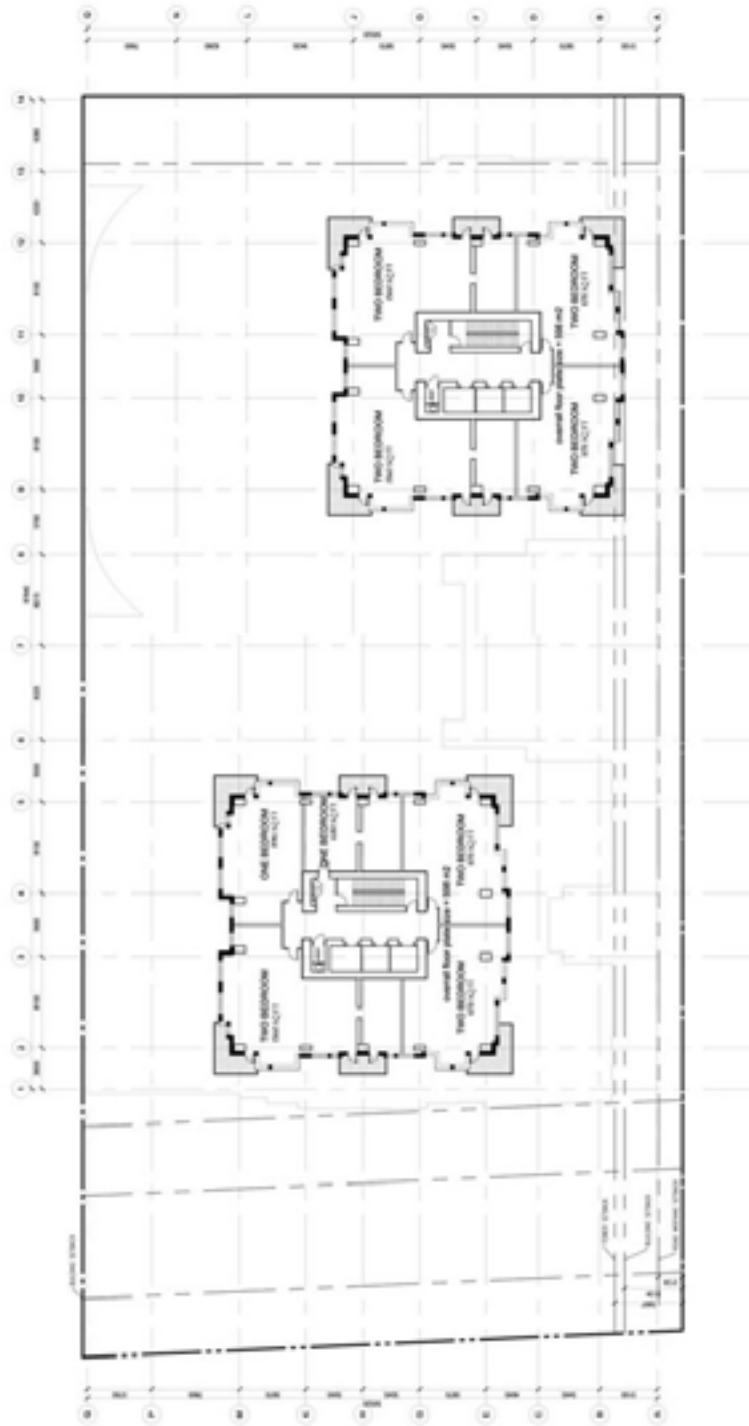
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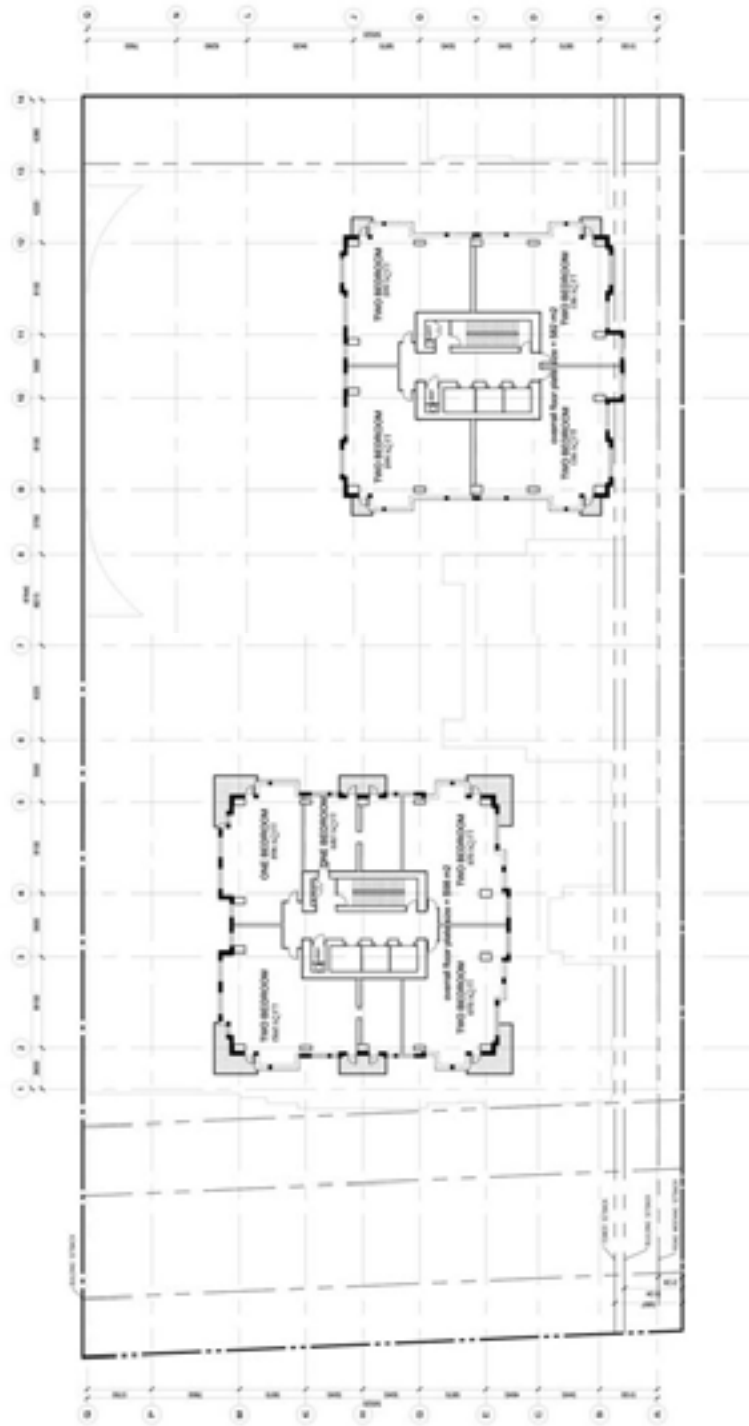
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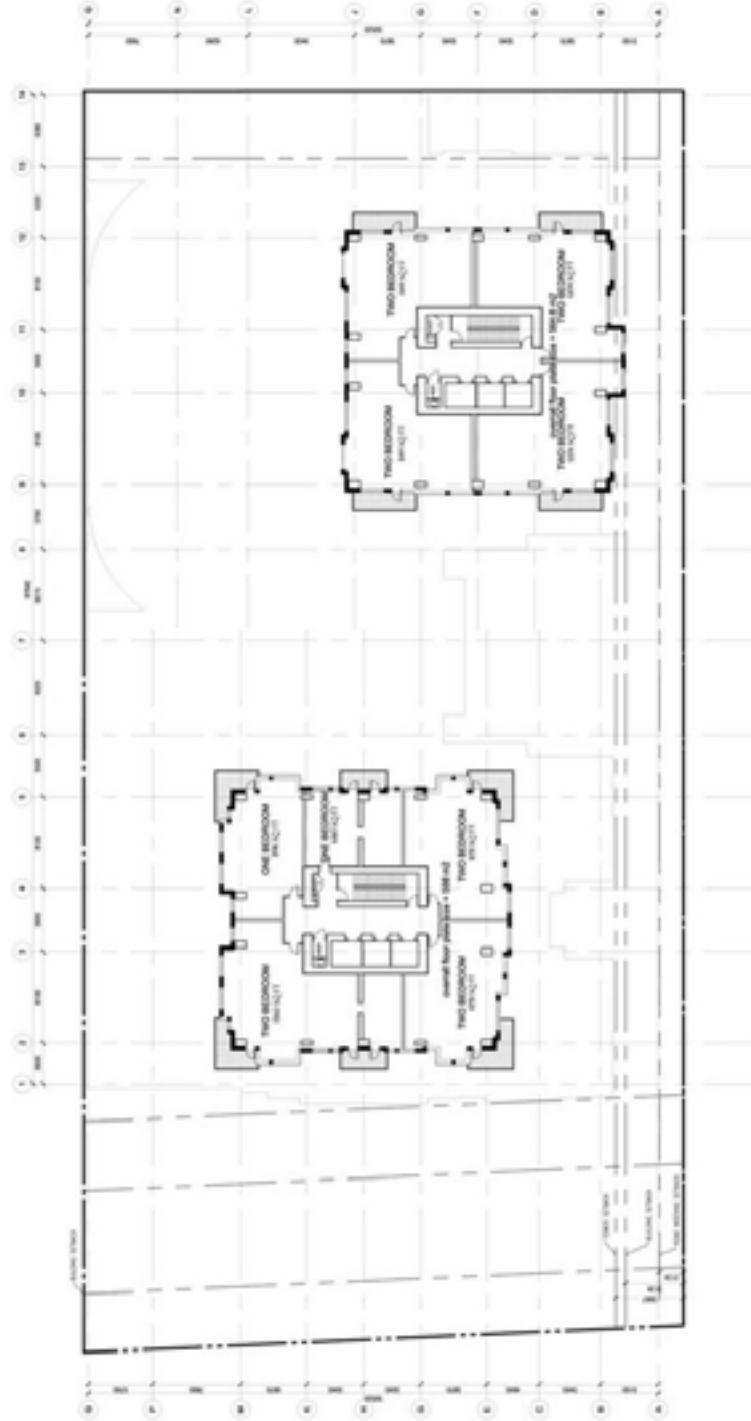
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				29TH TO 30TH FLOOR PLAN			

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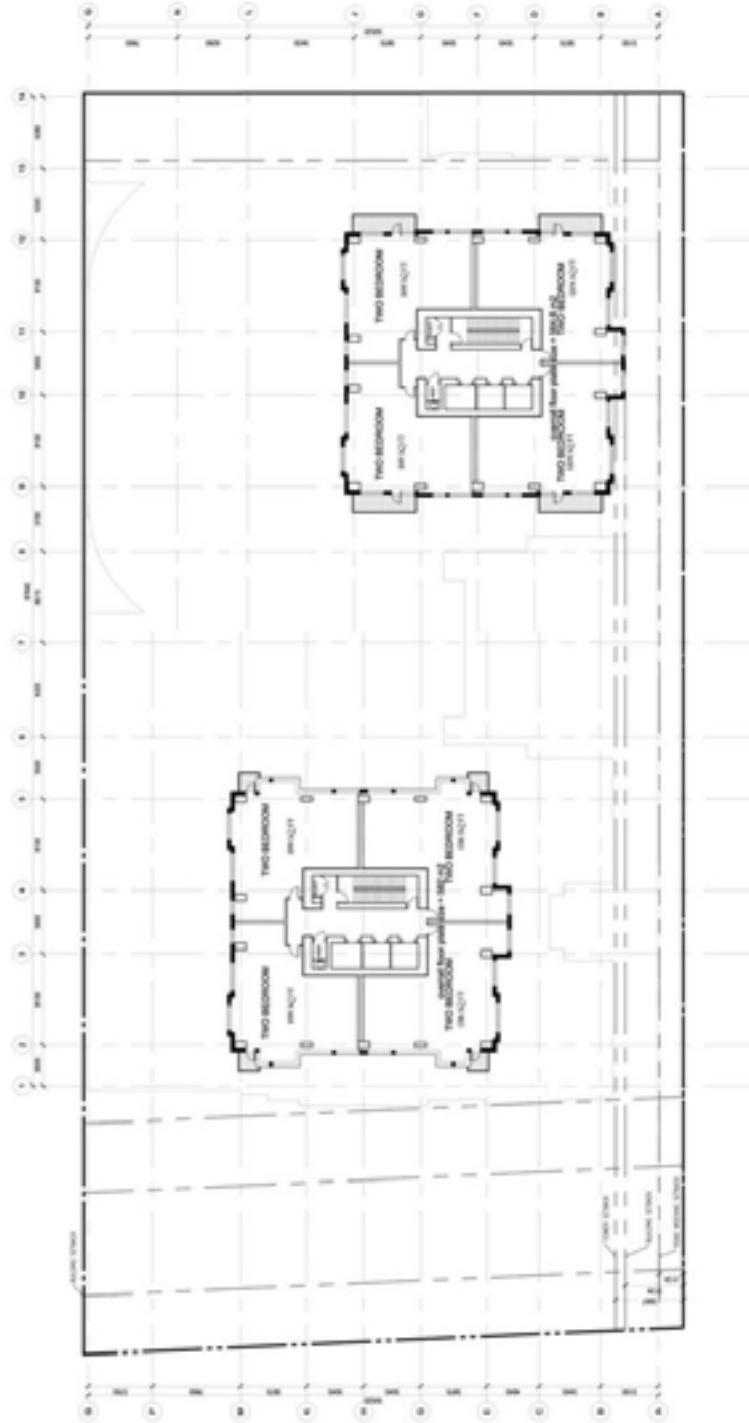
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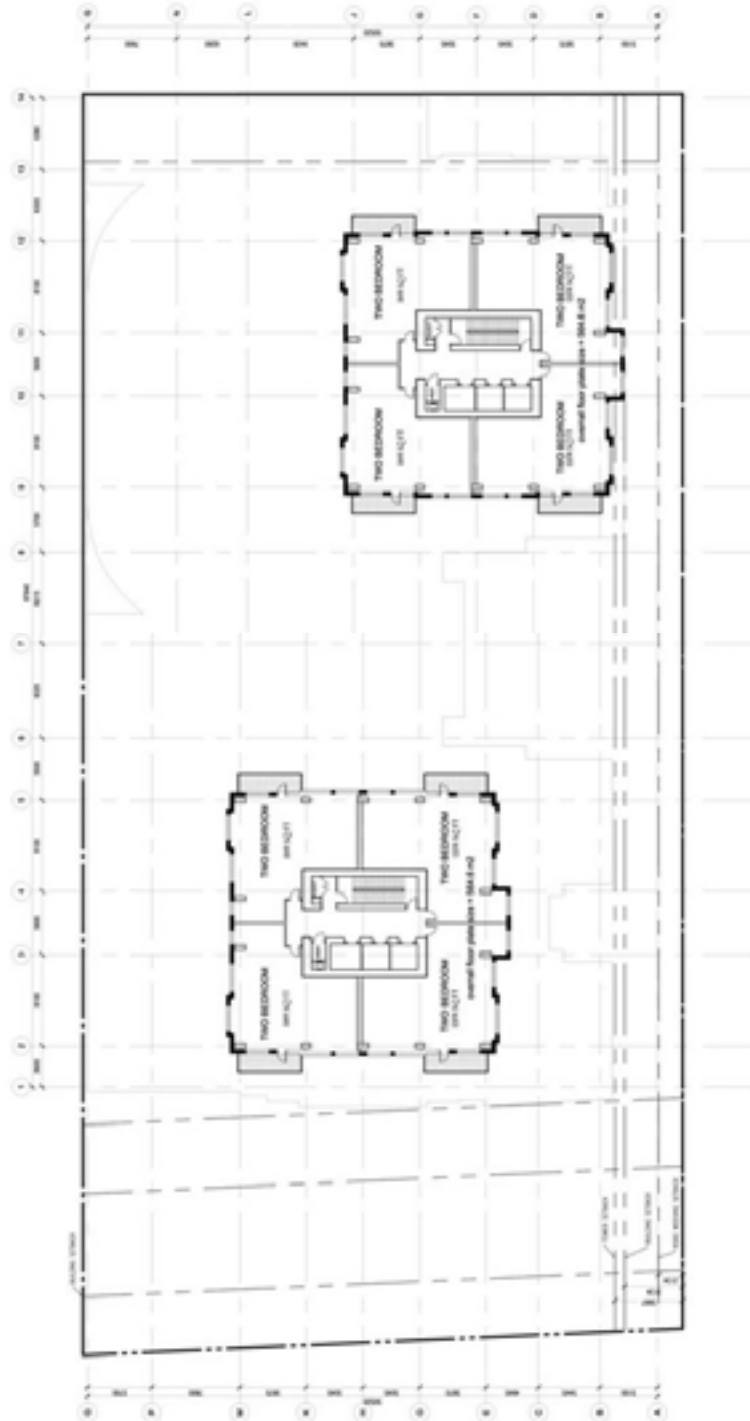


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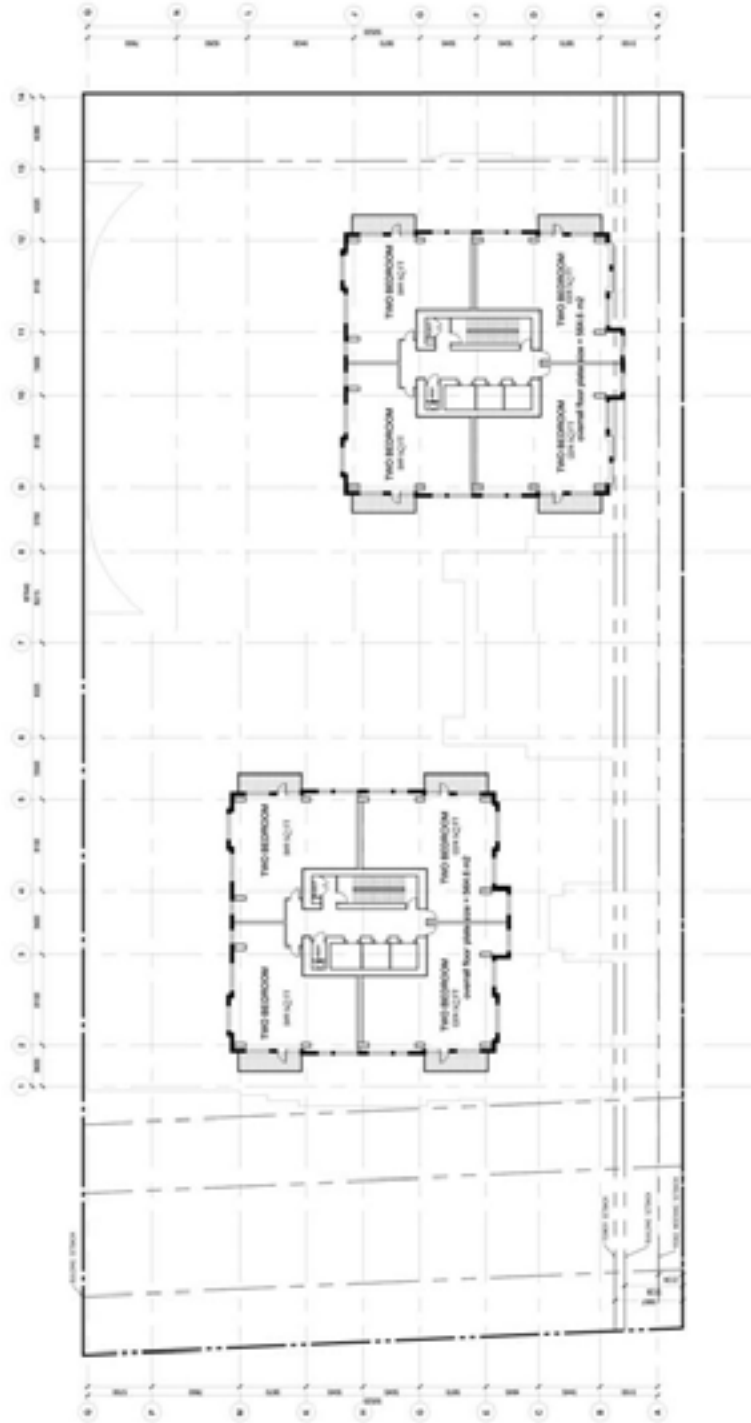


 MANY CHONG ARCHITECT LIMITED RENOVATION MANAGEMENT	 Professional Engineer Name: [Redacted] No: [Redacted] Date: [Redacted]	 Professional Architect Name: [Redacted] No: [Redacted] Date: [Redacted]	 Professional Engineer Name: [Redacted] No: [Redacted] Date: [Redacted]	3RD FLOOR PLAN
				LAUSANNE MONTREUX
 N				2007-MC-783
				DP.35



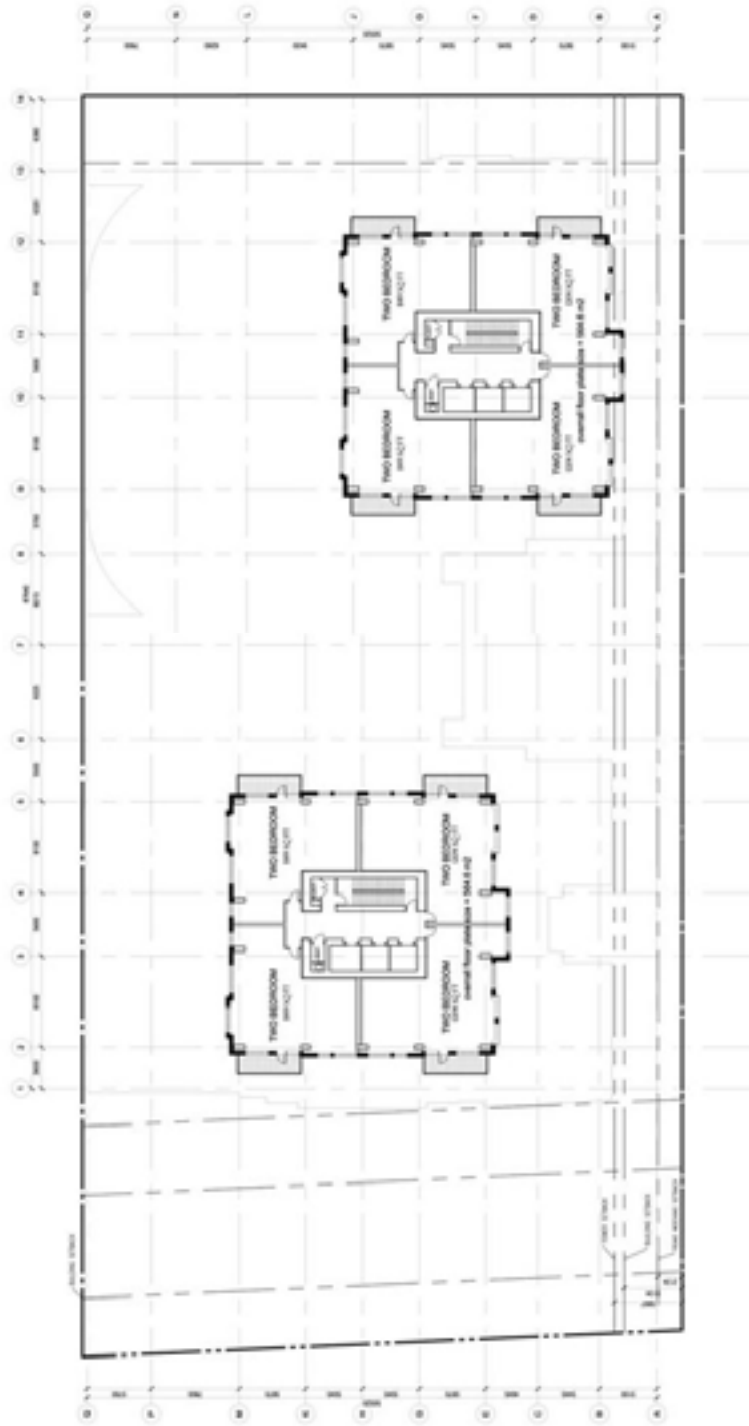
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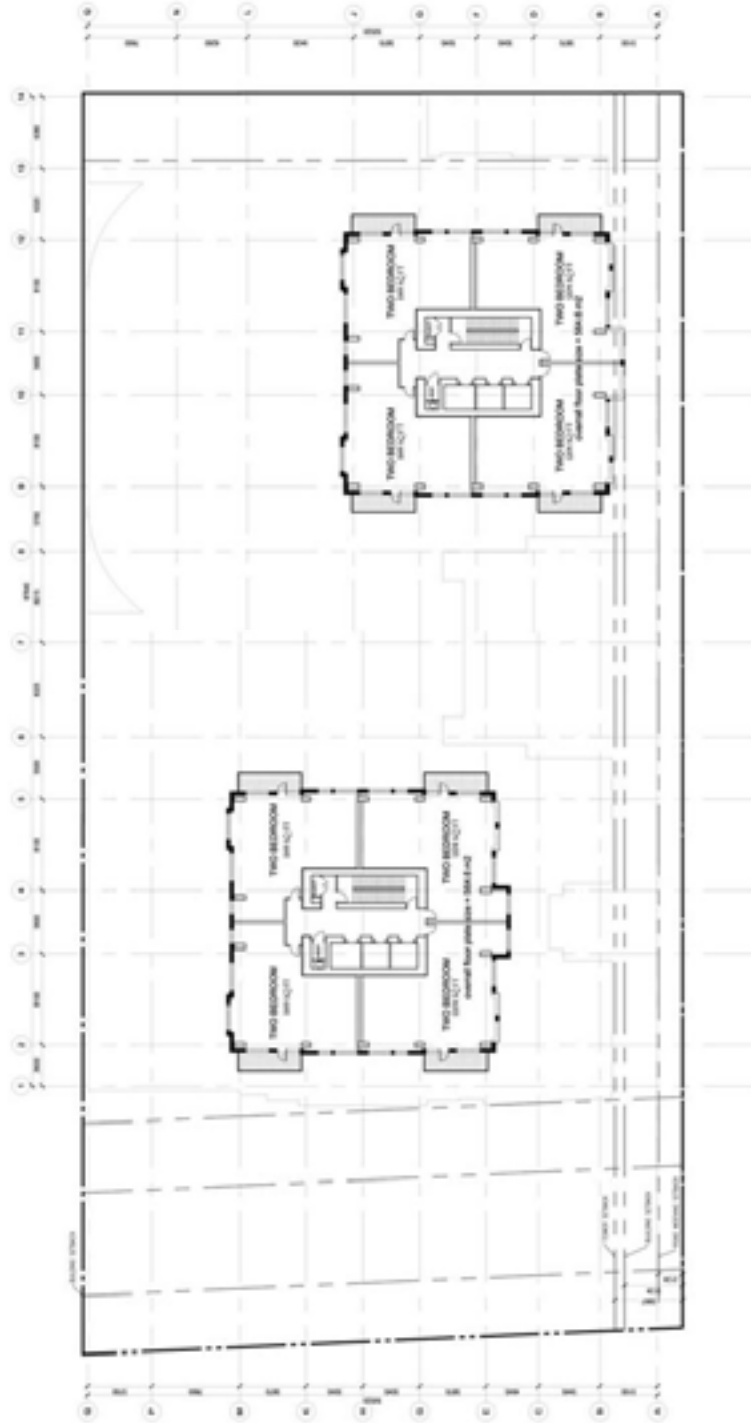
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 MANY CHONG ARCHITECT LIMITED RENOVATION MANAGEMENT	 2007-MC-783	 DP.38		LAUSANNE MONTRIEUX	40TH TO 41ST FLOOR PLAN
					

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LAUSANNE MONTREUX  
4ND FLOOR PLAN

2007-MC-783

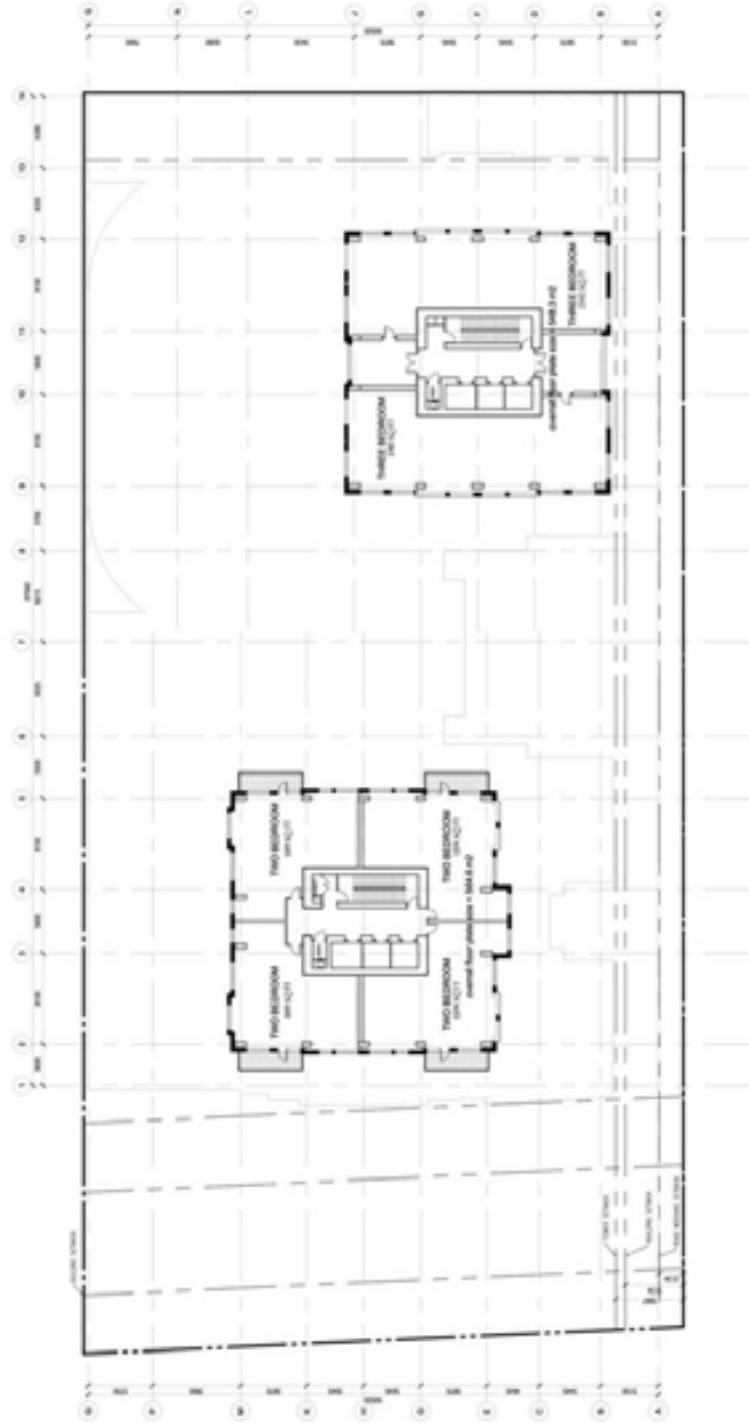
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RENOM MANAGEMENT

MANY CHOIX ARCHITECT LIMITED

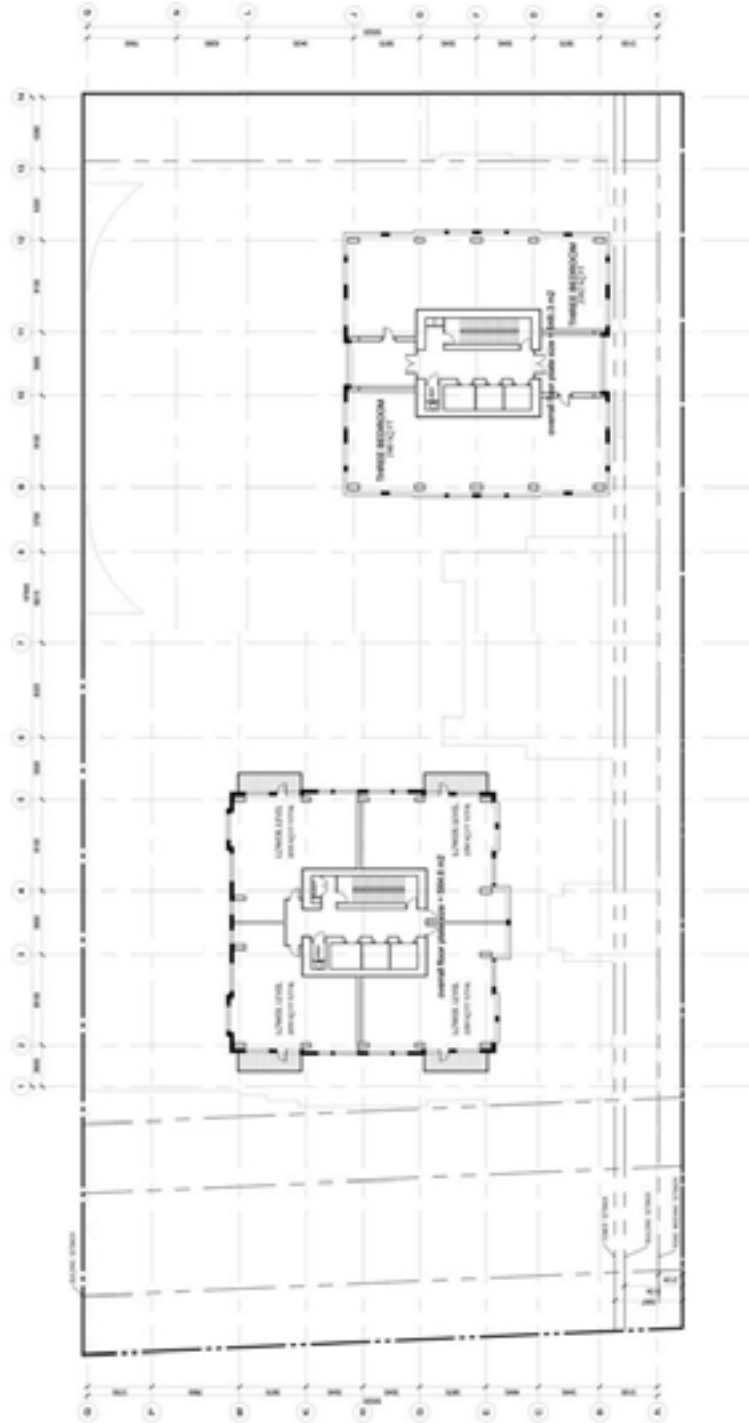
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		DATE	DATE			

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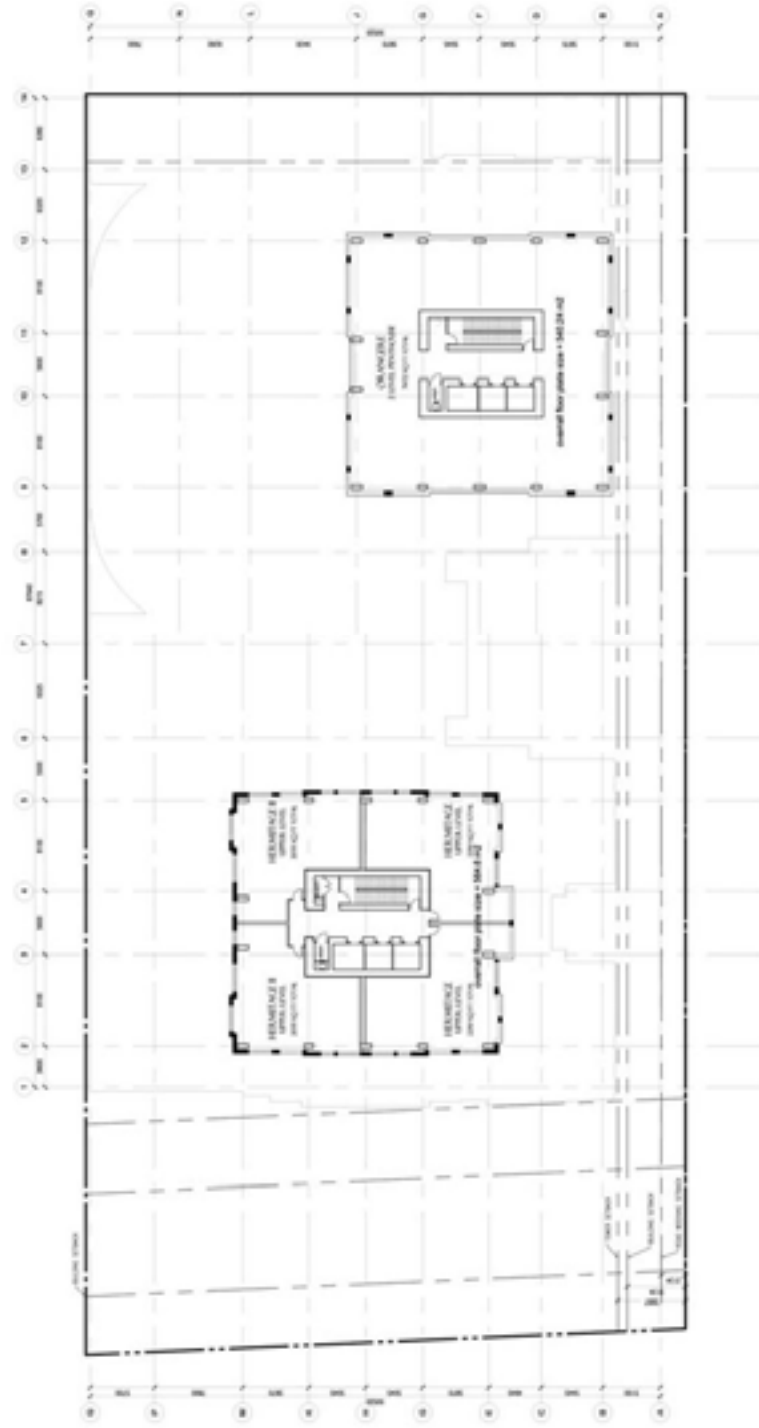


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		RENOU MANAGEMENT	RENOU MANAGEMENT	RENOU MANAGEMENT	RENOU MANAGEMENT

LAUSANNE MONTREUX  
4TH FLOOR PLAN

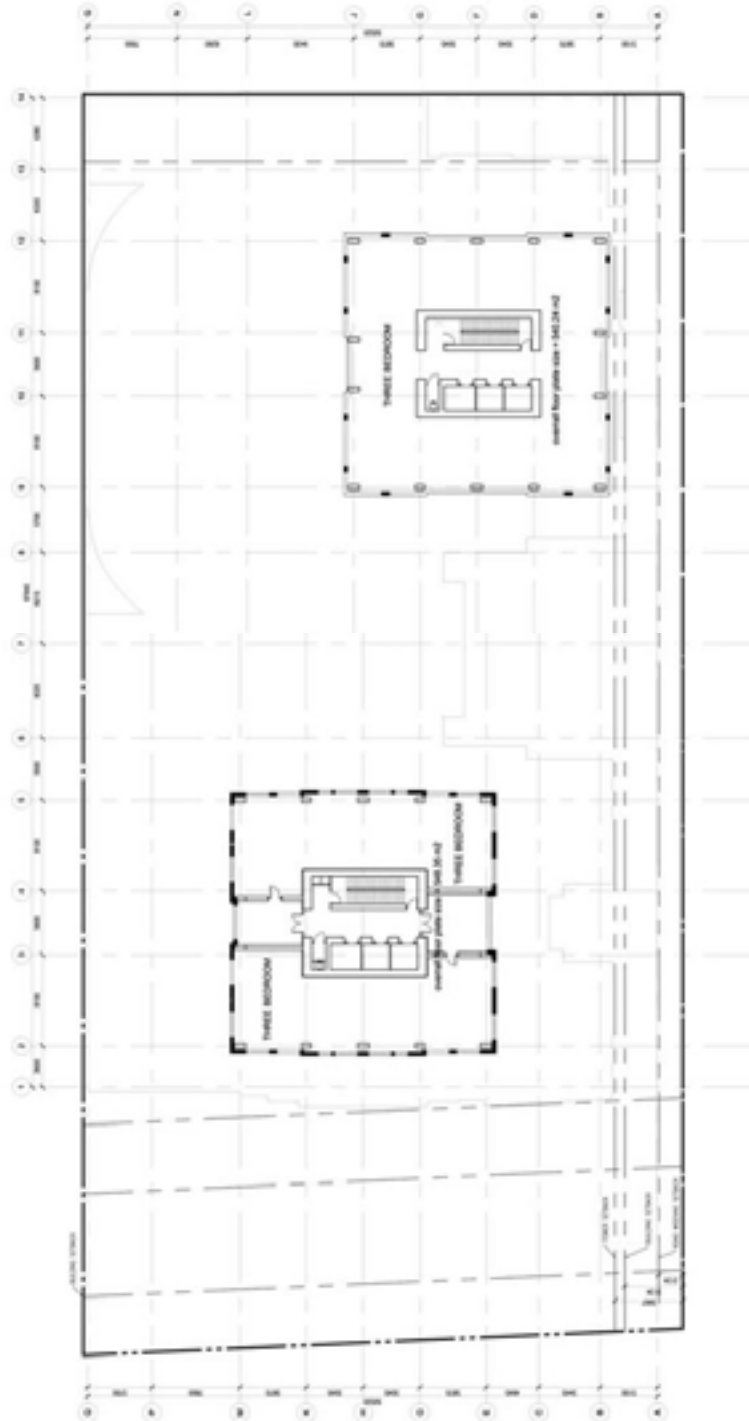
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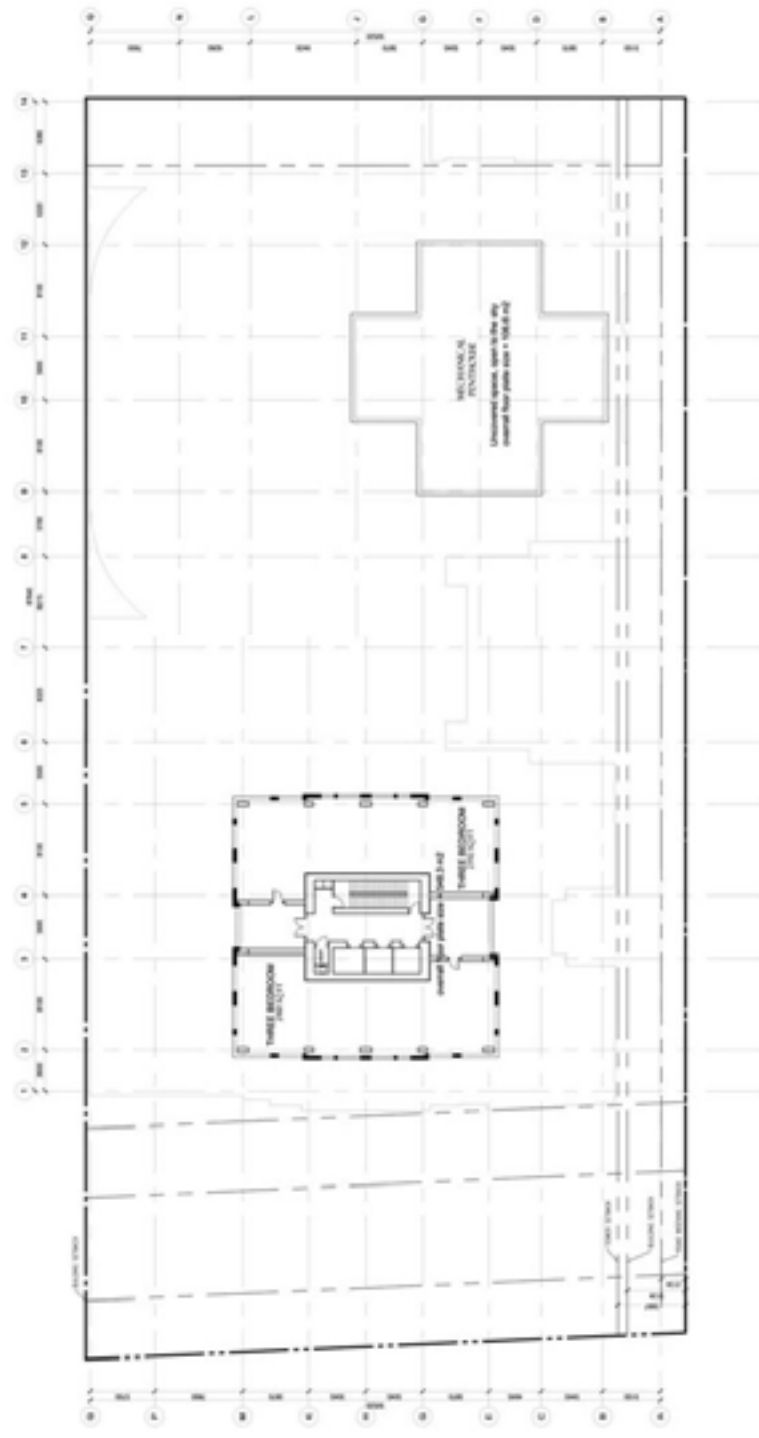
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				2007-MC-783	DP.42

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 MANY CHONG ARCHITECT LIMITED RENOVATION MANAGEMENT	 Professional Engineer Name: [Blank] No. [Blank] Exp. [Blank]	 Professional Architect Name: [Blank] No. [Blank] Exp. [Blank]	 Professional Engineer Name: [Blank] No. [Blank] Exp. [Blank]	LAUSANNE MONTREUX	46TH FLOOR PLAN
				2007-MC-783	DP.43

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LAUSANNE MONTREUX  
47 TO 48TH FLOOR PLAN

2007-MC-783

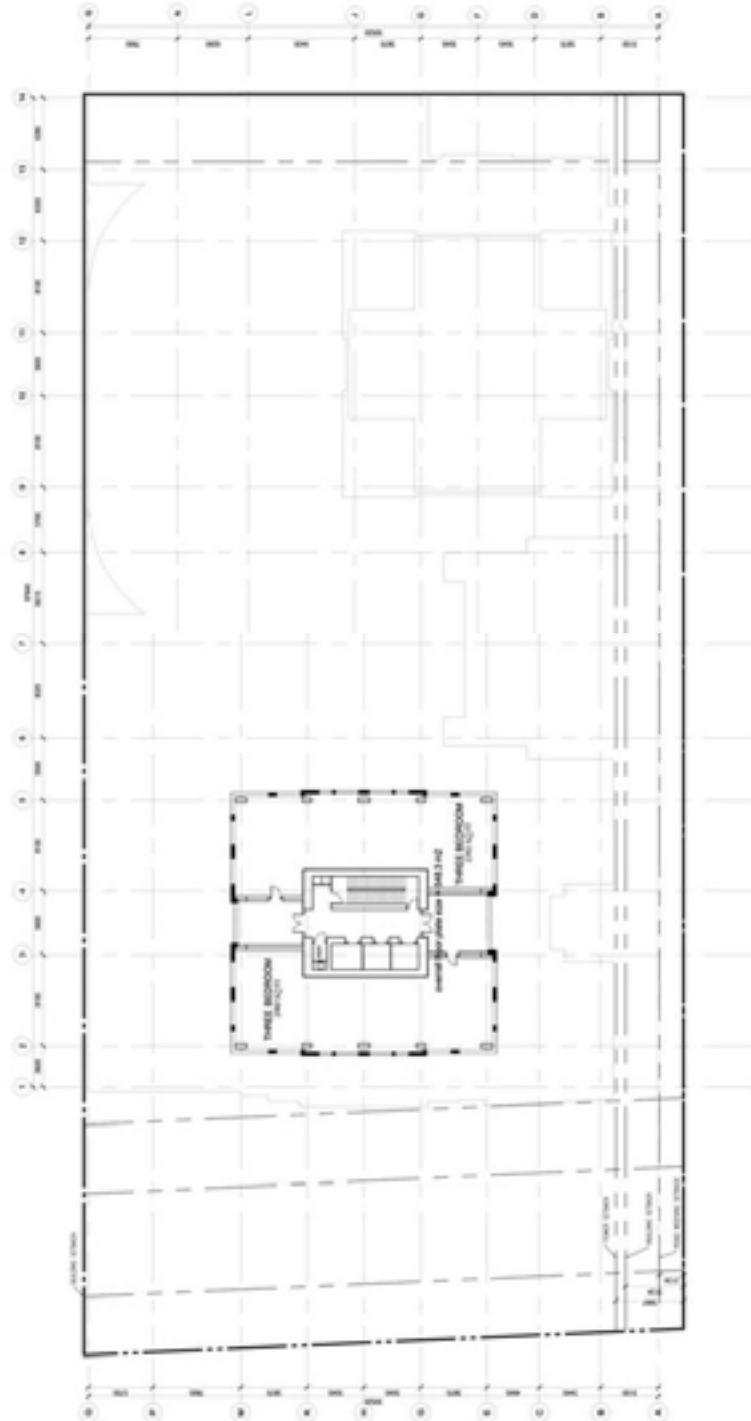
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RENOM MANAGEMENT  
MANY CHONG ARCHITECT LIMITED

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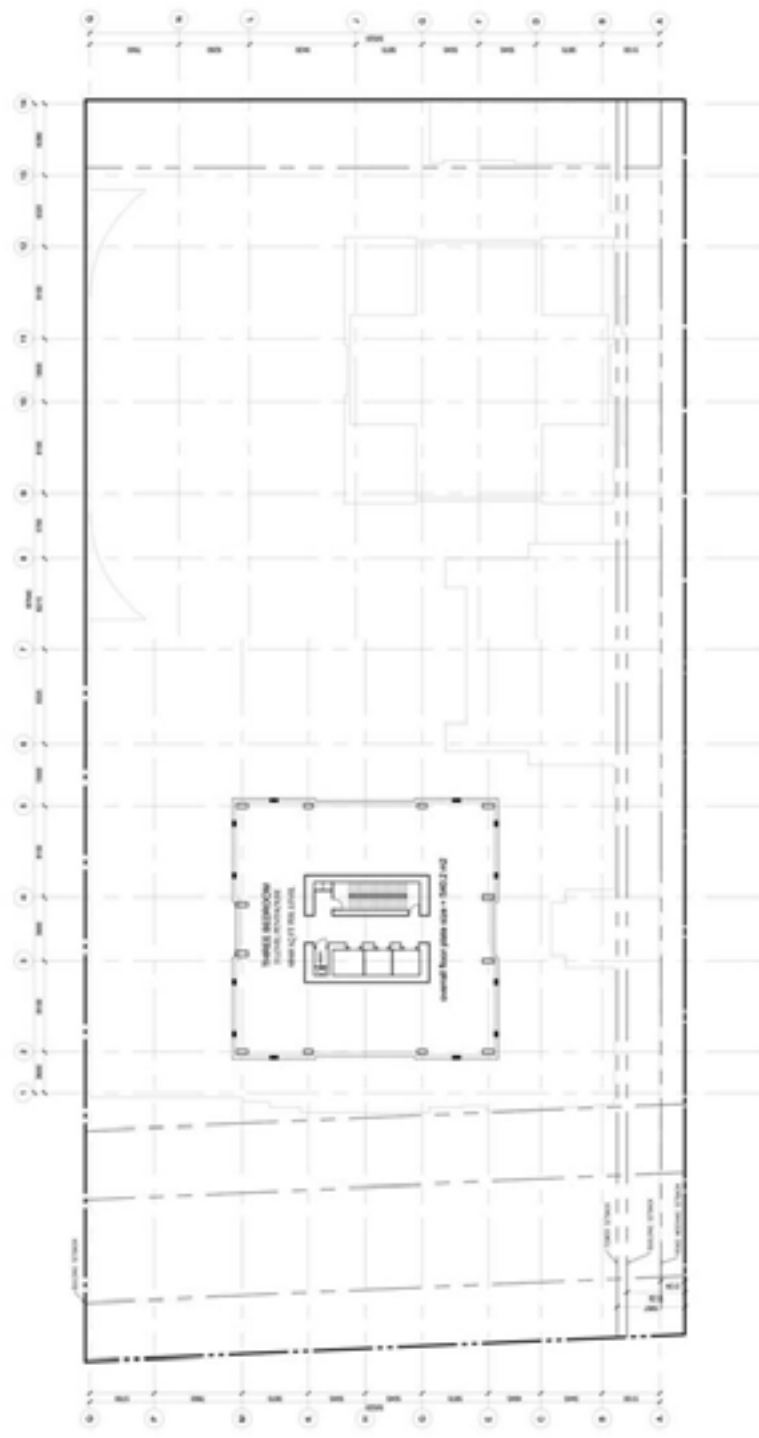
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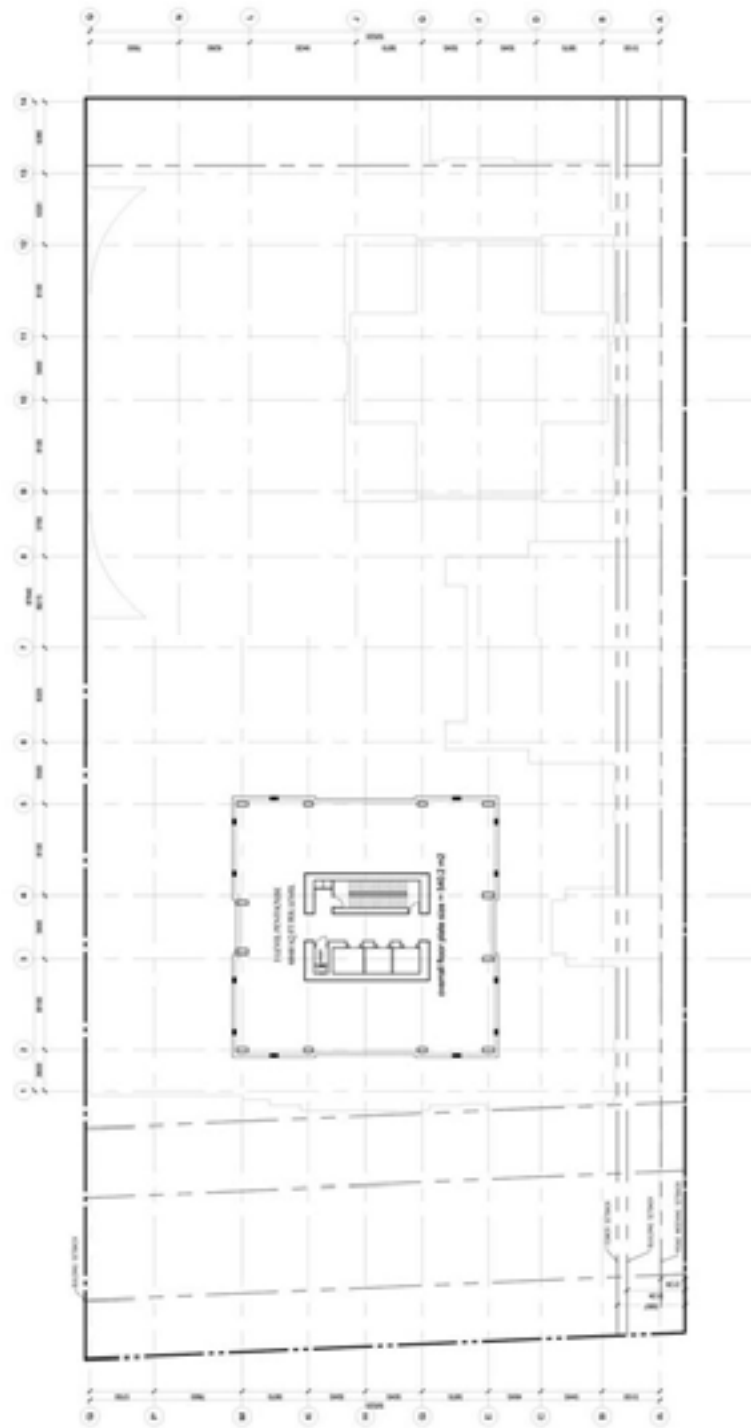
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		DATE	DESCRIPTION			

2



 M&P ARCHITECTS 100-10000 100th Avenue, Suite 100, Richmond, BC V6V 2G9, Canada Tel: (604) 273-8888 Fax: (604) 273-8889 www.mamp.ca	RENOM MANAGEMENT 100-10000 100th Avenue, Suite 100, Richmond, BC V6V 2G9, Canada Tel: (604) 273-8888 Fax: (604) 273-8889 www.mamp.ca	PROJECTIONS	REVISIONS	50TH FLOOR PLAN		2007-MC-783	DP.46
		PROJECTIONS	REVISIONS	LAUSANNE MONTREUX			

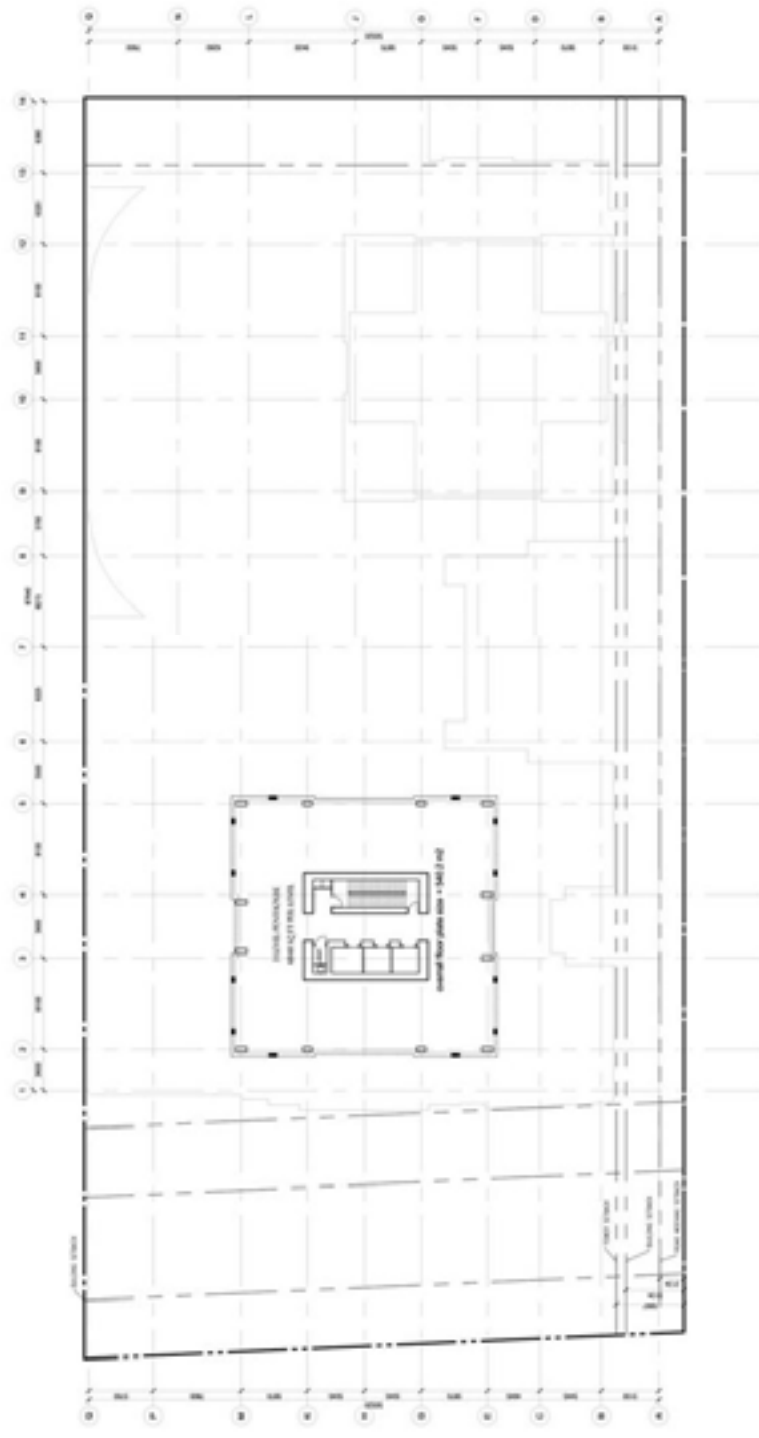
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	<b>RENOM MANAGEMENT</b> M&P ARCHITECTS 1000 AVENUE DES ARTS SUITE 100 MONTREAL, QUEBEC H3T 2E6 TEL: (514) 393-3333 WWW.MANDPARCHITECTS.COM	<table border="1"><tr><th>NO.</th><th>REVISION</th><th>DATE</th></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></table>	NO.	REVISION	DATE													<table border="1"><tr><th>NO.</th><th>REVISION</th><th>DATE</th></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></table>	NO.	REVISION	DATE													<b>LAUSANNE MONTREUX</b> 51ST FLOOR PLAN		2007-MC-783	<b>DP.47</b> REVISED
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LAUSANNE MONTREUX  
SAND FLOOR PLAN

2007-MC-783

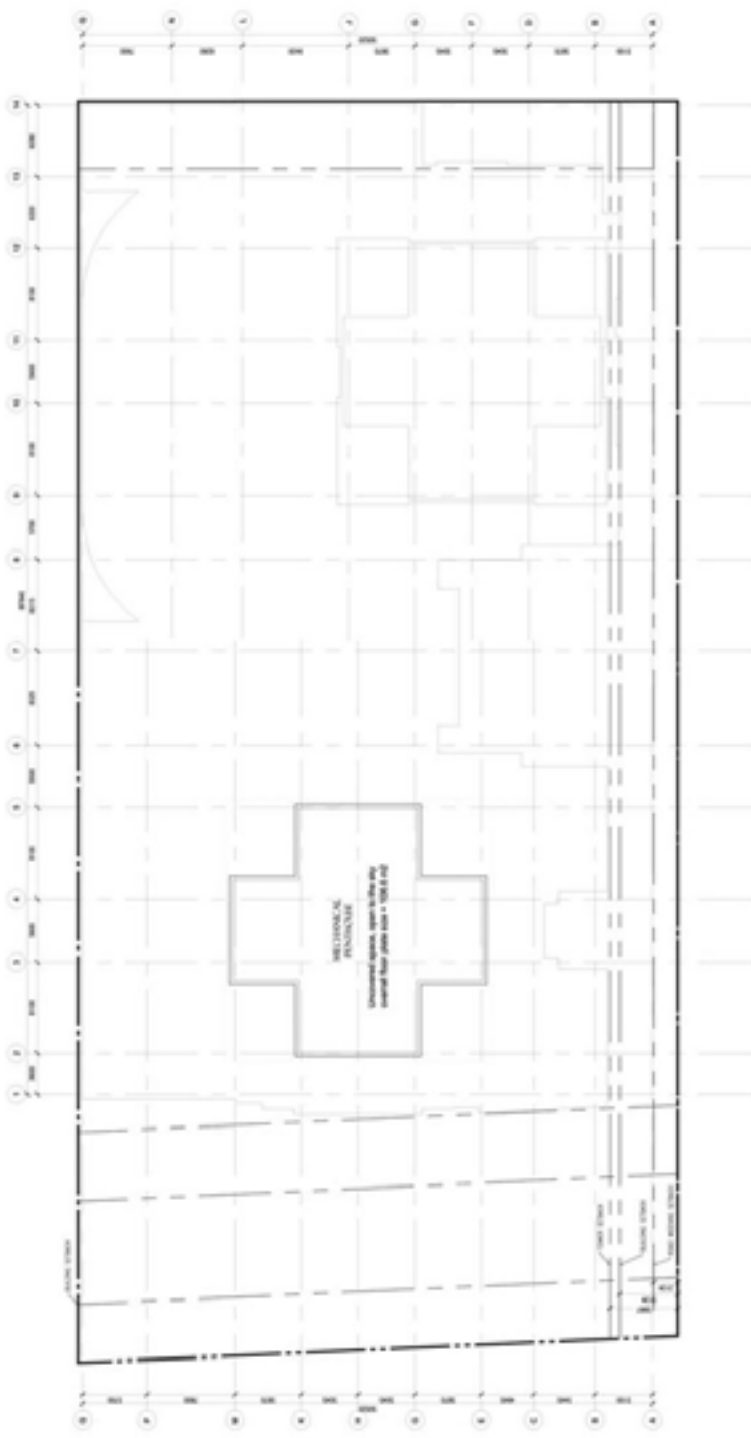
DP-48

RENOM MANAGEMENT

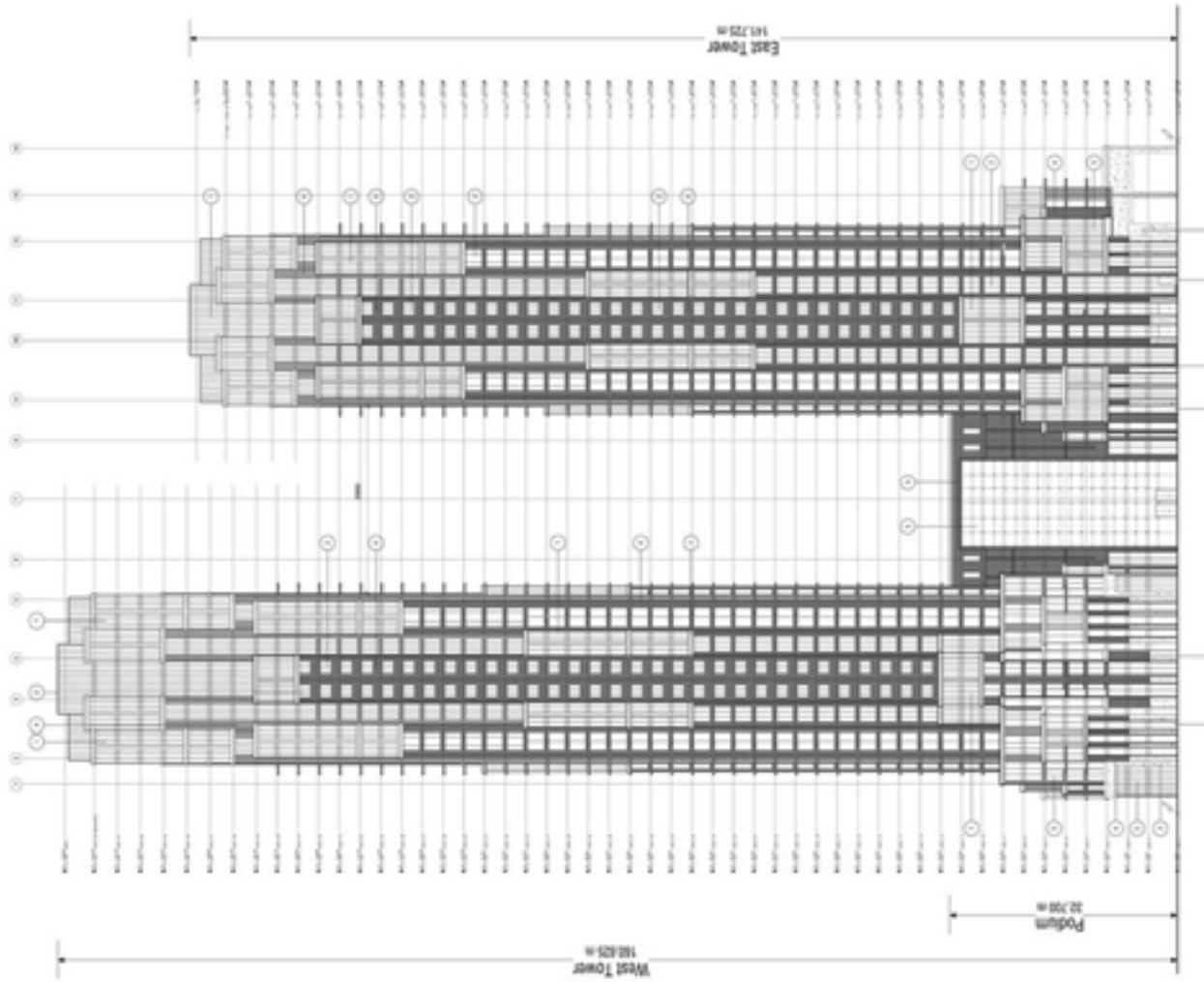
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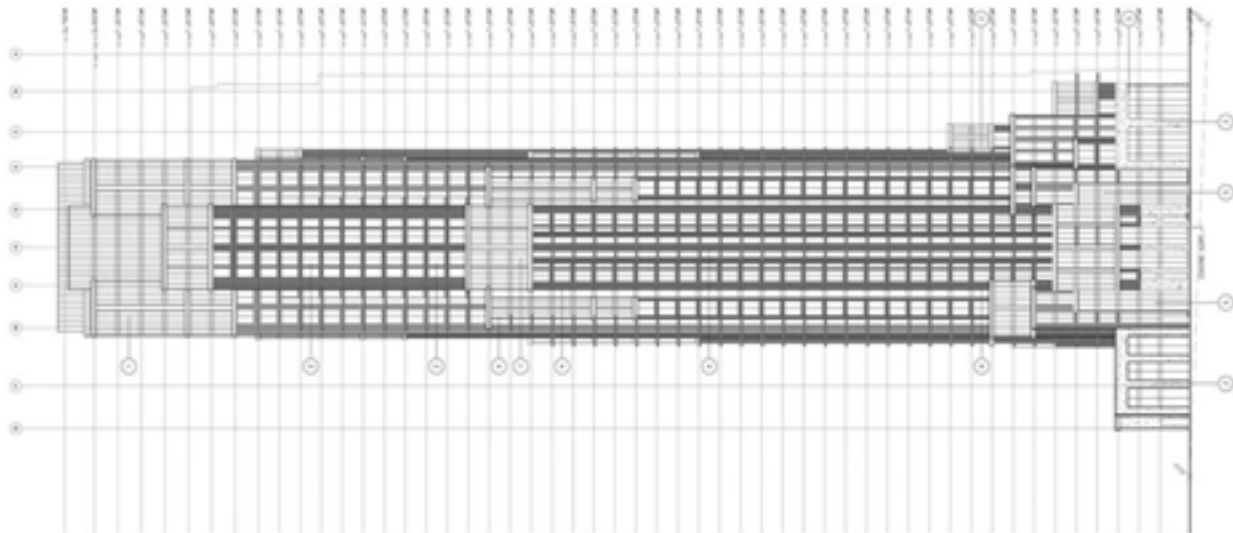
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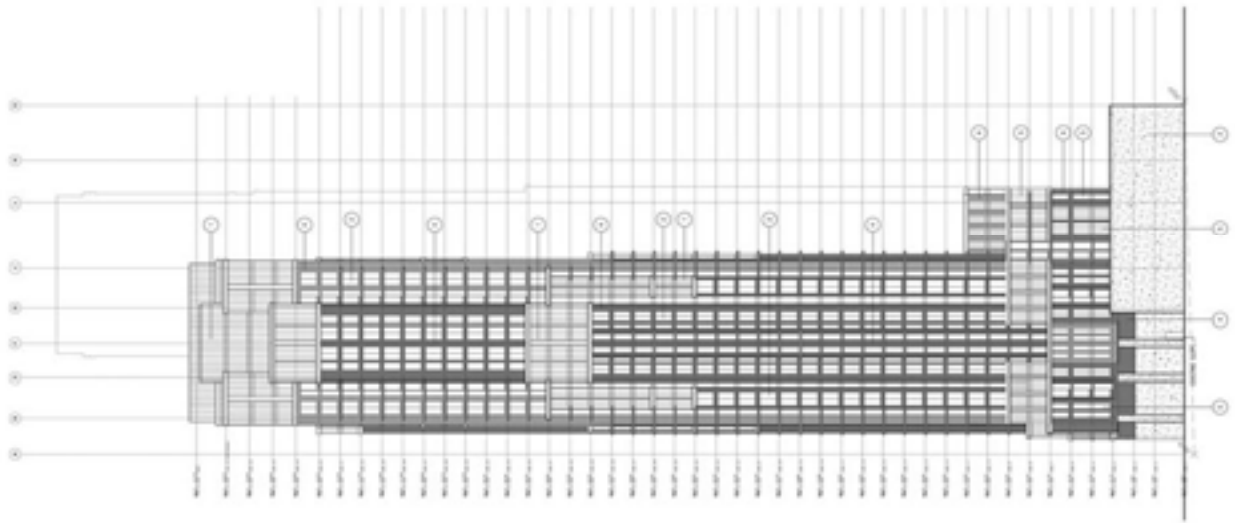
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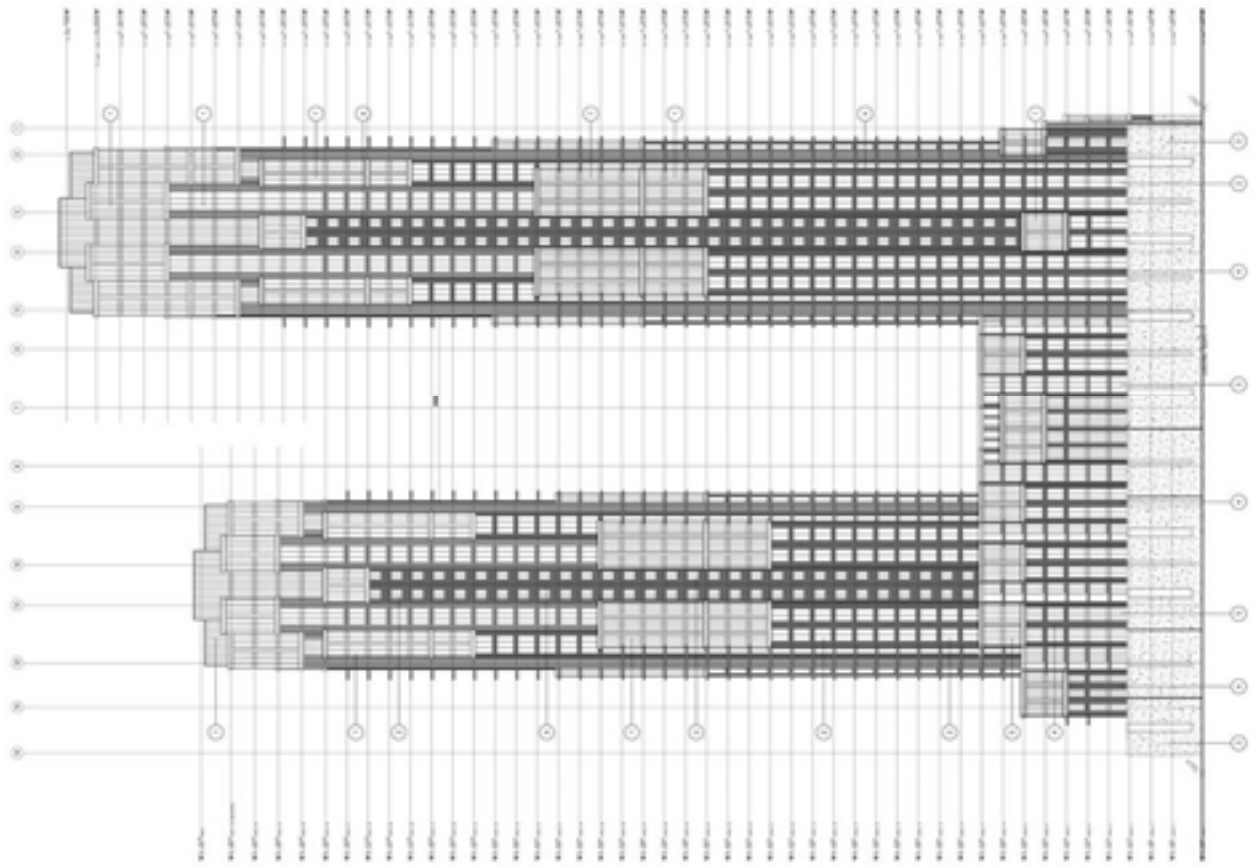
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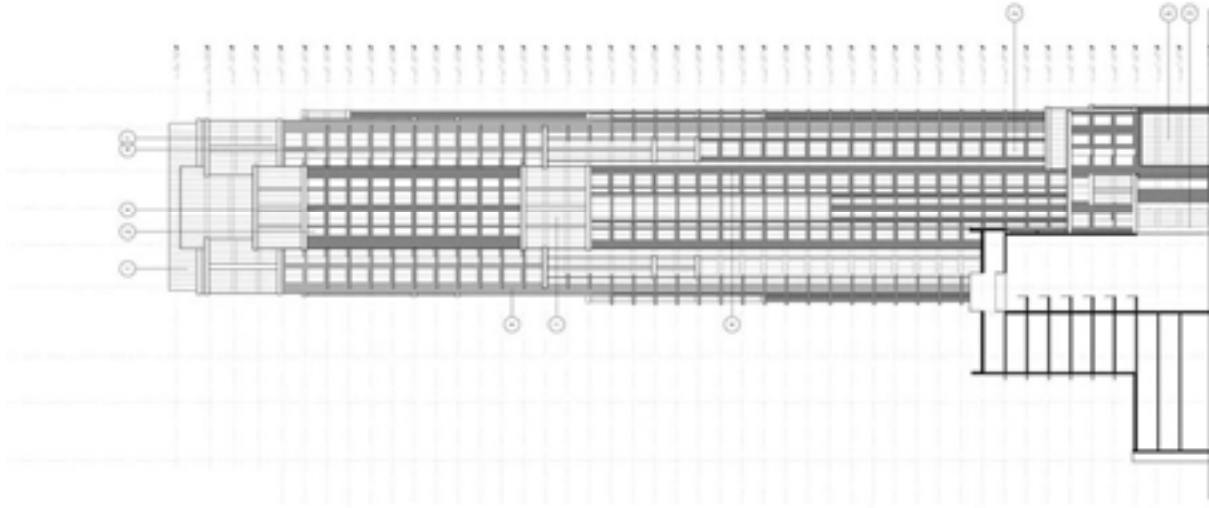
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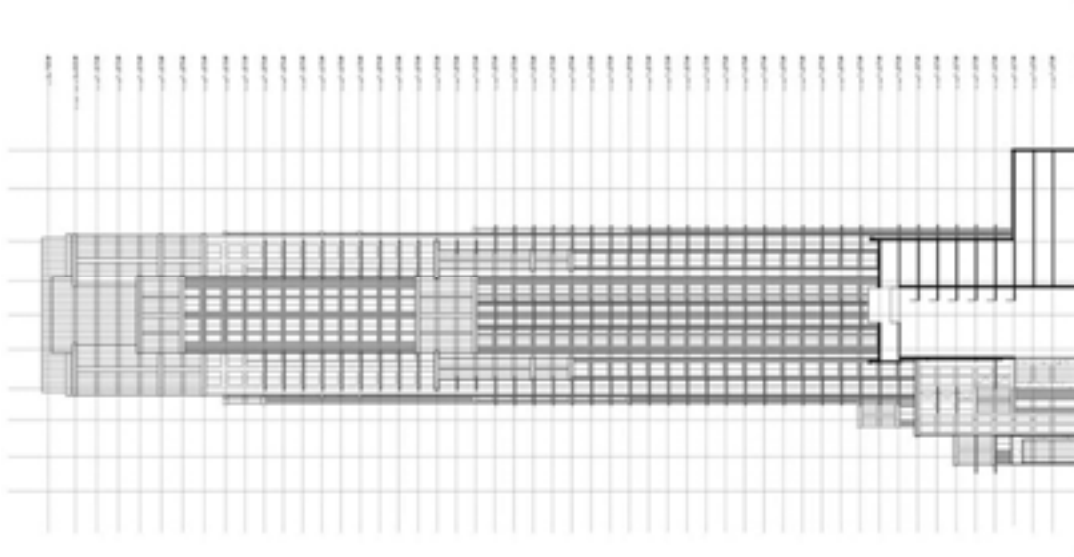
 M&P ARCHITECTS 2007-10-10 2007-10-10	 M&P ARCHITECTS 2007-10-10 2007-10-10			LAUSANNE MONTRÉUX NORTH ELEVATION		2007-MC-783	DP-52



A row of seven rectangular panels containing project information and logos. From left to right: 1. A logo consisting of a square with a stylized 'M' or 'W' shape inside. 2. A panel with the text 'RENOM MANAGEMENT' at the top, a logo, and 'MANY CHONG ARCHITECT LIMITED' at the bottom. 3. A panel with a table structure containing text: 'REVISIONS', 'NO.', 'DATE', 'DESCRIPTION', and 'BY'. 4. A panel with a table structure containing text: 'REVISIONS', 'NO.', 'DATE', 'DESCRIPTION', and 'BY'. 5. A panel with the text 'LAUSANNE MONTREUX' and 'EAST TOWER WEST ELEVATION'. 6. A panel with the text '2007-MC-783'. 7. A panel with the text 'DP.53' and 'PART 1'.



Architectural title block containing the following elements from left to right:  
1. Logo of the architectural firm.  
2. Project name: **MAJAN OUBON ANKONGEY LIMBUN** and **RENOUR MANAGEMENT**.  
3. Drawing title: **WEST TOWER EAST ELEVATION**.  
4. Drawing number: **2007-ABC-703**.  
5. Drawing sheet identifier: **DP.54**.







Box 97, Suite 100, 1039 17<sup>th</sup> Avenue SW  
Calgary, Alberta  
T2T 2B2  
(403) 670-5499 ext. 3

July 11, 2007

DP2006-1969 Lausanne and Montreaux

Dear Dwayne,

Having reviewed the application, Beltline Planning Group would like to express its support for this application.

Given the highly visible location of the north elevation of this project from Bow Trail, BPG feels the design should be treated and designed accordingly. Although it is designed as an above grade parking lot, the design should support the principle of a '4 sided building'.

Thank you for considering our comments.

Sincerely,

Josh White  
Community Planner  
Beltline Planning Group

**ITEM NO. : 2**  
**(2:30 pm)**

**Dwayne Drobot**

**COMMUNITY:**

**BELTLINE**

**FILE NUMBER:**

DP2006-1969

**MUNICIPAL ADDRESS:**

1400 – 10 Avenue SW

**APPLICANT:**

Manu Chugh Architect

**DESCRIPTION:**

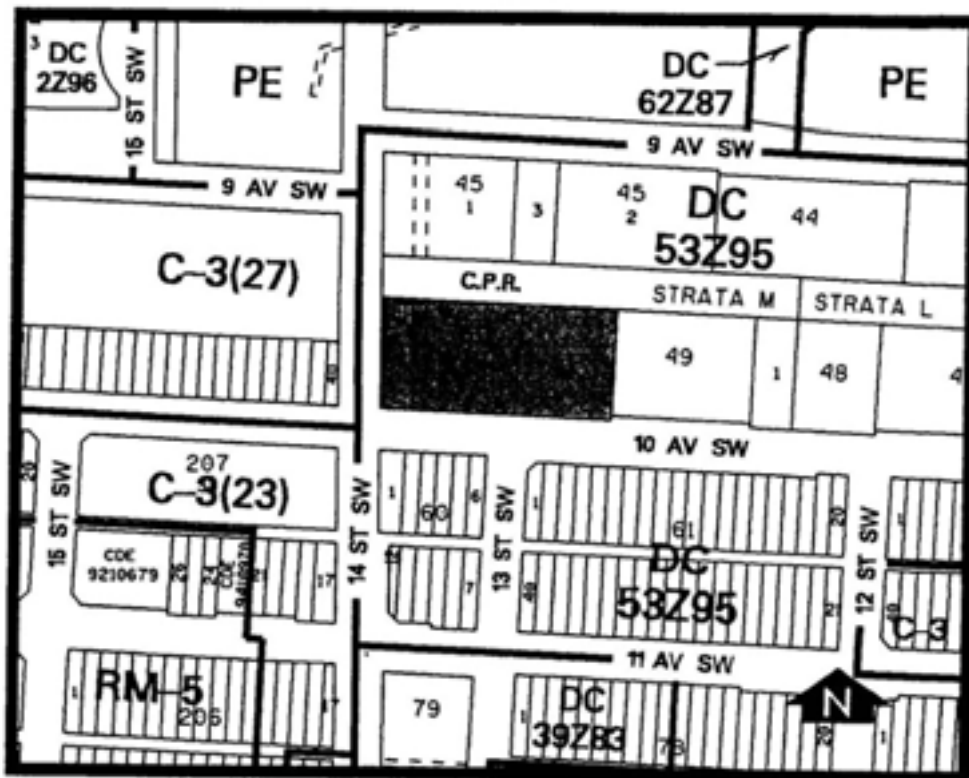
Apartment Building (460 Units)

**Comments Provided by the Panel:**

- The Panel encourages the applicant to have a more pedestrian scale environment along 10 Avenue including more pedestrian amenities such things as benches, canopies, light fixtures, etc.;
- The Panel discourages the applicant from using the grey, reflective glass in the main body of the project (use a lighter grey and non-reflective glass instead), and encourages the applicant to use clear glazing at all non-residential uses along the street, in the podium and in the atrium;
- The Panel has concerns with the lack and animated street created by retail uses and encourages the applicant to include entries directly off 10 Avenue into all of the retail and commercial spaces;
- The Panel commends the applicant on a good mixture of unit sizes in the residential portion of the project;
- The Panel is concerned with the contradictions between the landscape plans and architectural plans as related to the Montreux Tower set-backs, and requests that all drawings be fully coordinated and consistent;
- The Panel is concerned with the redundancy of the main tower entrances and the second entrance to the atrium which bridges the two towers, and suggests converting the atrium to a commercial use with spill-over into the plaza or, alternatively, utilizing the atrium entry as the main entry into both towers, and converting the smaller individual lobbies to retail use;
- The Panel encourages the applicant to incorporate sustainability features into the project.

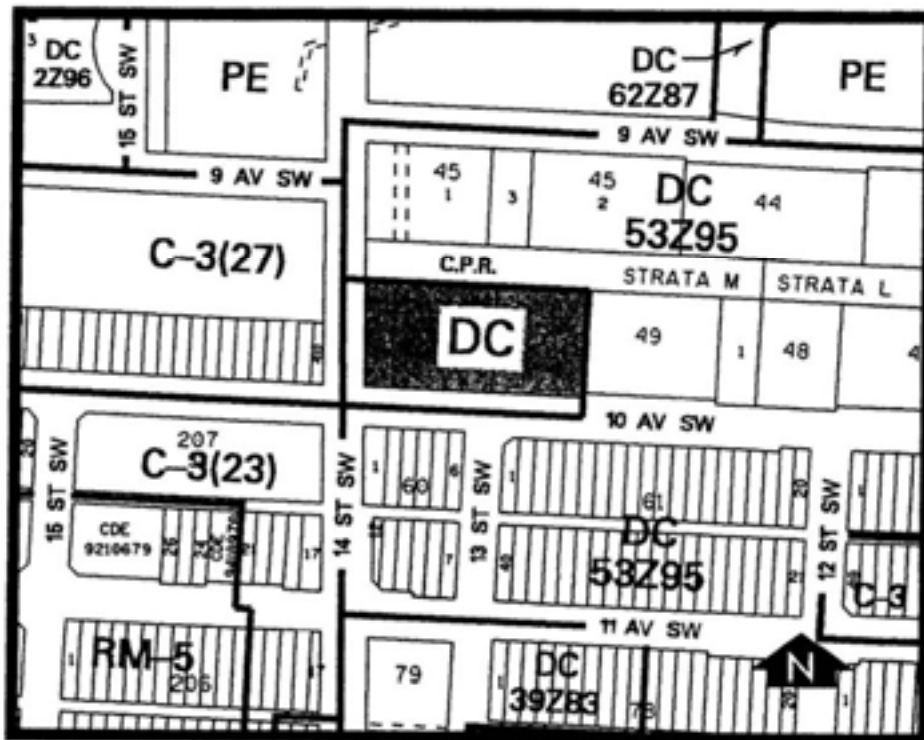
# Amendment # LOC2003-0112 Bylaw # 68Z2004

## SCHEDULE A



# Amendment # LOC2003-0112 Bylaw # 68Z2004

## SCHEDULE B



DC DIRECT CONTROL DISTRICT

1. Land Use

The Permitted and Discretionary Uses of the CM-2 Downtown Business District of Bylaw 2P80 shall be the Permitted and Discretionary Uses respectively, except for the following:

## Amendment # LOC2003-0112 Bylaw # 68Z2004

### SCHEDULE B

#### CONTINUED

- (a) Live-work units (N.P.) shall be an additional Discretionary Use; and
- (b) the following uses shall be deleted:

- Automotive sales and rental
- Automotive services
- Automotive specialties
- Parking areas (temporary)
- Parking structures
- Signs – Class 2.

For the purpose of this Bylaw, "Live-work units" means the use of a dwelling unit by the resident for work purposes which may include but is not limited to offices, personal service businesses, retailing of goods produced on site, craft production or other similar small scale production activities, excluding any automotive related uses.

NOTE: N.P. – Notice Posting is mandatory for these uses in accordance with Section 10(4) of Land Use Bylaw 2P80.

#### 2. Development Guidelines

The General Rules for Downtown Districts contained in Section 42.1 of Bylaw 2P80 shall apply to all uses and the Permitted Use Rules of the CM-2 Downtown Business District shall apply to Permitted Uses and the Discretionary Use Rules of the CM-2 Downtown Business District shall apply to Discretionary Uses, unless otherwise noted below:

- (a) Gross Floor Area

A maximum of 11 F.A.R. comprised of:

- (i) a base of 5 F.A.R.;

## Amendment # LOC2003-0112 Bylaw # 68Z2004

### SCHEDULE B

#### CONTINUED

(ii) an additional 3 F.A.R. where street oriented retail space, townhouses with direct access at-grade, enhanced pedestrian areas, and/or enhanced open space are provided, to the satisfaction of the Approving Authority;

(iii) an additional 3 F.A.R. for residential development only; and

within these maximum densities, above grade parking is allowed up to a maximum of 2 F.A.R.

(b) Existing Uses

Notwithstanding any other requirement of this Bylaw, any use approved by the Approving Authority, existing as of the date of passage of this Bylaw, shall be deemed to be a Discretionary Use but if that use is discontinued for a period of six consecutive months or more, any future use of the land shall conform with the uses specified in this Bylaw.

(c) Building Height

A maximum of 25 storeys.

(d) Design, Character and Appearance

(i) In consideration of the site's highly visible location adjacent to the west entry into the downtown core, site development shall be of high quality and design, satisfactory to the Approving Authority;

(ii) The development form shall incorporate a podium development of a minimum of 2 storeys and a maximum of 5 storeys which shall incorporate grade-level commercial, townhouses, stacked townhouses or common amenity space;

(iii) To minimize the impacts of tall buildings, development above the podium shall be in the form of point towers with a maximum floor plate of 700 square metres gross floor area;

## Amendment # LOC2003-0112 Bylaw # 68Z2004

### SCHEDULE B

#### CONTINUED

- (iv) All structures shall have finishes which normally will not require reapplication during the life of the building and are an integral part of the cladding of the development; and
  - (v) Parking areas above grade shall not abut a front or side yard and shall be designed as an integral part of the development, to the satisfaction of the Approving Authority.
- (e) **Building Setbacks**
- In addition to the bylawed setback:
- (i) a minimum of 3 metres facing a street or avenue; and
  - (ii) a minimum of 6 metres from all property lines for development above the podium.
- (f) **Dwelling Units**
- (i) No dwelling unit, other than a superintendent's or caretaker's apartment, shall be located below a commercial use;
  - (ii) No window of a living room or bedroom shall be located closer than a horizontal distance of 7.5 metres from a side or rear property line or 15 metres from the facing windows of any other building on the same or adjoining site;
  - (iii) Amenity space may be provided to the satisfaction of the Approving Authority; and
  - (iv) Other than live-work units, dwelling units shall have an entrance separate from the entrance to any commercial component of the building.

## Amendment # LOC2003-0112 Bylaw # 68Z2004

### SCHEDULE B

#### CONTINUED

(g) Landscaped Area

The following areas, except for accessways from public thoroughfares, shall be landscaped:

- (i) all yards where they are not used for vehicle circulation;
- (ii) all on-site horizontal surfaces greater than 5.6 square metres in area that are overviewed by residential units and not required for parking or access; and
- (iii) all adjoining City boulevards.

(h) Live – Work Units

- (i) Live – work units shall be limited to those uses that do not create a nuisance by the way of electronic interference; dust; noise; odour; smoke; bright light or anything of an offensive or objectionable nature which is detectable to normal sensory perception outside of the live – work unit; and
  - (ii) The number of employees, outside of residents, of the live – work unit shall be limited to one.
- (i) That a comprehensive plan for recycling facilities be prepared and approved, to the satisfaction of the Approving Authority at the development permit stage.



20 July 2007

Mr Ian Cope

Secretary, Calgary Planning Commission

PO Box 2100 Station M

Calgary T2P 2M5

Transmitted by e-mail to [ian.cope@calgary.ca](mailto:ian.cope@calgary.ca)

SIR:--

RE: DP2006-1969 (Calgary Planning Commission, 26 July 2007)

No credible developer would build a two-tower apartment block totalling nearly one hundred storeys in height, even in Calgary's overheated condominium market. The location being proposed for this complex would be too close to Calgary's

downtown core to draw neighbourhood commuters to its own underground metro station. What's more, it would be difficult enough to bring down the proposed west line of Calgary's C-Train light rail transit system from the drawing board to the realm of bricks and mortar even without the unspeakable expense of tunnelling a quarter-mile out of the way of a route that has been planned, mapped, surveyed, and deferred for future development since 1983.

All of these observations are justifiable concerns to cite about building Lausanne Station, a conceptual means for bringing light rail transit service (or LRT) to the northwest fringe of the Beltline district in central Calgary. Yet the reasons for turning Lausanne Station into a reality are stronger and more justifiable still. The Lausanne Montreux condominium complex will serve, when completed, as an obvious epicentre of transit-orientated development in Calgary, demonstrating how combining living space and LRT space saves time and resources. Furthermore, bringing Lausanne Station into service will ease the City of Calgary's efforts to meet its own stated plans for making the Beltline district one of the municipality's most vibrant, populous, and self-sustaining neighbourhoods. Most importantly, Lausanne Station represents an opportunity for the City of Calgary and its public transport authority, Calgary Transit, to invest in a metro station that will pay its own way, and will enhance the overall efficiency of Calgary Transit's operations.

The location proposed for the Lausanne Montreux complex and

the sheer size of the project combine to make Lausanne Station a transit-orientated development necessity. At present, the site where Lausanne Montreux is slated for construction serves as an unpaved parking lot at the junction of the Canadian Pacific Railway line and 14 Street West at the edge of central Calgary. This proximity to the downtown core is one factor informing Calgary Transit's twenty-year capital plan, which in its discussion of transit-orientated development highlights the strategic importance of "[providing] information and direction on the benefits of intensifying land uses adjacent to LRT stations" (Calgary Transit, 2006a:10). The president of Renoir Developments, in a September article in *The Calgary Sun*, described Lausanne Montreux as "the ultimate in an artistic lifestyle" (Vaive, 2006), although one might also describe an apartment block with one 46-storey tower and another tower rising to 51 storeys as a definitive example of land-use intensification. The City of Calgary's "Proposed Beltline Area Redevelopment Plan" also points to the clear desirability of combining public transport services with high-density construction as part of the process of creating economies of scale in the Beltline's revitalisation effort: "Where possible, integrate transit stops and other transit passenger amenities with new development" (City of Calgary, 2006c:84).

At the same time, it is crucial to understand where Lausanne Station fits in the context of the Beltline and of the west line of the C-Train as a whole. The west line was originally designed in 1983 for a 7,800-metre route from

downtown Calgary to a terminal at 69 Street SW, with a maximum total capacity of 42,000 passengers per day (City of Calgary, 1983:51), and on the basis of current Calgary Transit financial and operational projections, the west line is expected to be in service by 2021 (Calgary Transit, 2006b:14). While the route for the C-Train west line was originally approved on the understanding that "it would provide excellent opportunities for the integration of future developments [in the Beltline] with [LRT] stations" despite bypassing the Beltline district altogether (City of Calgary, 1983:14), Calgary's planners did not anticipate the sweeping changes that the Beltline would witness two decades later:

...with changing demographics and a renewed interest in inner-city living, the Beltline has seen significant redevelopment in the 2000's including commercial and residential projects. This redevelopment and change is expected to continue in earnest as Calgary continues to grow. (City of Calgary, 2006b:15)

In light of these shifts in development, the rise of the Lausanne Montreux complex may well prove to be the catalyst the City of Calgary needs to revisit connecting the west line LRT to the Beltline.

The construction of Lausanne Station would yield direct and tangible benefits to the C-Train system merely from its proximity to the Lausanne Montreux complex. If the calculations

cited in the City of Calgary's "Draft City Centre Plan" (2006a:12) are sound, a 97-storey Lausanne Montreux complex at 6½ units per story at 1½ inhabitants per unit would put 946 inhabitants in the space of a city block. In turn, if 50 percent of those inhabitants were to use Calgary Transit to meet that authority's projections for 2025 (Thoma et alia, 2006:63), then Lausanne Montreux would be directly responsible for 473 return LRT trips over the course of one day, which over 200 business days at current Calgary Transit cash fares of \$2.25 would represent gross annual revenues of \$212,850. Based on the income projections from Lausanne Montreux alone, the economic case for Lausanne Station already merits examination. If Calgary Transit looks closely at development trends in the Beltline and heeds the advice to Calgary Economic Development to "maintain a long-range development perspective--especially on lands that fall within 400 metres" of an LRT station (Thoma et alia, 2006:63), it will find that the economic case for Lausanne Station merits action.

Lausanne Station is a response to a profound shift in how the Beltline district of Calgary now functions from the time that the C-Train west line was originally proposed in 1983. The public transport planners of a quarter-century ago did not conceive the possibility of a single condominium complex on a single city block being able on its own to support LRT service. That the Lausanne Montreux complex may now be seen as a potential nexus for Calgary Transit passengers in the Beltline testifies to the importance of planning for residences and rails

together.

Yours sincerely,

William Hamilton

+1 403 245 4817

Will.Hamilton@telus.net

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