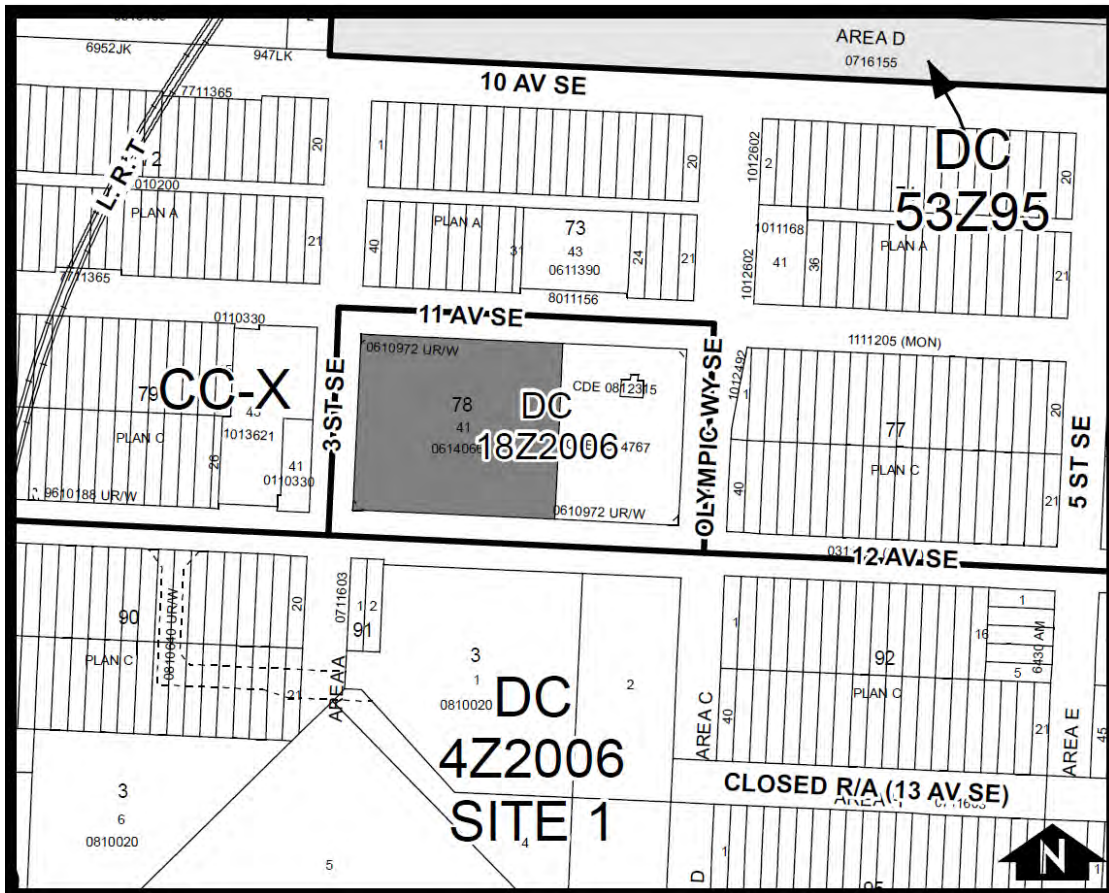


REPORT TO THE CALGARY PLANNING COMMISSION

| | | |
|---------------------------|--------------------|------------------|
| DEVELOPMENT PERMIT | ITEM NO: 01 | |
| | CPC DATE: | 2011 November 10 |
| | DP NO: | DP2011-1307 |

BELTLINE
(Ward 8 - Alderman Mar)



PROPOSAL:
New: Apartment building, Live-work units, Retail store (2 buildings, 642 units, 2 phases)

| | |
|---|--|
| APPLICANT: IBI Group | OWNER: Hon Towers Ltd. |
| MUNICIPAL ADDRESS: 411 11 Avenue SE | LEGAL DESCRIPTION: (Plan 0614066, Block 78, Lot 41) (Map 15C) |
| EXISTING LAND USE DISTRICT(S): Direct Control 18Z2006 | |
| AREA OF SITE: 0.76 ha ± (1.87 ac ±) | |
| CURRENT DEVELOPMENT: Incomplete Construction Site, Heritage Sandstone School, Heritage Bungalow School | |

ADJACENT DEVELOPMENT:

NORTH: 11 Avenue SE, 4 storey Pilkington Brothers commercial building, surface parking lot

SOUTH: 12 Avenue SE, Stampede Casino

EAST: "Arriva" residential tower and commercial podium

WEST: 3 Street SE, two storey commercial townhouses

| DEVELOPMENT SUMMARY | | | |
|----------------------------|------------------------------|--|-------------------|
| RULE | BYLAW STANDARD | PROPOSED | RELAXATION |
| DWELLING UNITS | Maximum 850 Within the Block | Existing Arriva = 181 Units Proposed = 642 Units TOTAL = 823 Units | None |
| DENSITY | 9.0 FAR Within the Block | 7.57 FAR Within the Block | None |
| HEIGHT | Maximum 42 Storeys | 42 Storeys | None |
| PARKING | Residential = 642 Stalls | Residential = 642 Stalls | None |

| DEVELOPMENT SUMMARY | | | |
|--|--|---|-------------------|
| RULE | BYLAW STANDARD | PROPOSED | RELAXATION |
| | Residential Visitor = 97 Stalls Retail = 3 Stalls TOTAL = 742 Stalls | Residential Visitor = 98 Stalls Retail = 5 Stalls Office (existing) = 15 Stalls TOTAL = 760 Stalls | |
| LANDSCAPING | All Yards Not Used for Vehicle Circulation | Satisfied | None |
| <p>EXTERIOR FINISH MATERIALS Walls: White Metal Panels, Sandstone Cladding, Split face Mason (Sandstone), Greyish Brown and Grey Brick, Perforated Metal Screen Roof: Curtain Wall Glazing, White Metal Panel Windows: Window Wall Glazing, White and Black Mullion</p> | | | |

| SUMMARY OF CIRCULATION REFEREES | |
|---|--|
| ENVIRONMENTAL MANAGEMENT | Not Required |
| BUSINESS REVITALIZATION ZONE (VICTORIA PARK) | No Comment |
| COMMUNITY ASSOCIATION (BELTLINE) | Letter of Support attached in Appendix III |

| URBAN DESIGN REVIEW PANEL | |
|--|--|
| PANEL COMMENT | RESPONSE |
| The panel compliments the applicant for the overall design quality of the submission. The panel feels the project will make a positive contribution to the city skyline, the Victoria Park neighbourhood and the immediate public realm. | Noted |
| The panel supports the development of the park between the two existing schools. The panel encourages the applicant to maximize access to the park by both residents and the general public (i.e. remove the enclosing fence.) | New access points have been provided on the eastern edge of the site, in addition to the fence height being reduced from 1.8m to 1.2m. |

| | |
|--|--|
| <p>The panel has concerns about safety/surveillance in the service court and within the at grade landscaped courtyard. The panel encourages the applicant to include after hours security as part of the ongoing development strategy.</p> | <p>Noted</p> |
| <p>The panel suggests the bike racks located in front of CRU windows be relocated. This will allow for the accommodation of outdoor seating if/when appropriate. The panel suggests the bike racks be located between the street trees.</p> | <p>While the applicant is supportive of this suggestion, Calgary Roads does not support private infrastructure within the City owned boulevard.</p> |
| <p>While the panel commends the applicant for the tower design, it is less convinced by the resolution of the podium, both in terms of scale and appearance. The panel, while understanding the history of the application, questions the development of the residential aesthetic applied to the five storey parkade element.</p> | <p>Given the 'tied-to-plans' component of the existing land use, the applicant is somewhat restricted in its design options within the podium levels. A residential aesthetic within the podium level is required to avoid the need to redesignate the site with a new land use designation.</p> |
| <p>The panel supports the landscape approach in general; however it recommends the applicant review the placement of the street trees so that they are consistent with the Arriva development.</p> | <p>Street trees have been located to avoid conflict with a recently installed storm water line. Proposed location of the trees represents the minimum clearance from this line to allow for maintenance.</p> |
| <p>The panel recognizes the marketing/technical challenges of livework units but supports their inclusion the proposal (animation of the public realm).</p> | <p>Noted</p> |
| <p>Although the panel recognizes the requirement for continuous podium elements in the Beltline area, it encourages the applicant to look for opportunities to vertically integrate the tower elements with the podium and the public realm at grade.</p> | <p>The applicant has indicated that the concept for the podium incorporates elements that evoke the context with the expression of the towers above. The vertical metal panel elements framing windows and the expression of perforated metal above the residential entries link the language of the towers vertically with the podium. This intermingling of modern materials with the masonry and stone language borrowed from the context creates a podium that fits into its environment without mimicking it.</p> |
| <p>The panel found the drawing submission package difficult to read and missing pertinent information (context plan, data sheet, north arrows, etc.) The panel encourages the applicant to present the building in its broader urban context in order that the larger urban opportunity can be fully explored/ discussed.</p> | <p>Noted</p> |

PLANNING EVALUATION

Introduction

This Development Permit application proposes two, 42 storey residential buildings inclusive of at grade commercial and live-work units situated in the Beltline Community. A total of 642 dwelling units are being proposed on the western half of what is known as the existing Arriva block. Originally designed as a comprehensively designed block, this next phase of development now known as 'Guardian' would complete the block. The site is designated with a Direct Control District Bylaw, which generally ties the form of the buildings to images which were shown to City Council at the time of approval of DC Bylaw 18Z2006.

Site Context

The subject site represents a unique setting within the City Centre, being situated amongst a number of existing heritage buildings, and the relatively contemporary architecture of the 'Arriva' residential development to the immediate west, and the Stampede Casino to the south. Split between the 'Warehouse District' and the 'North Stampede Entrance Way' denoted as character areas within the Beltline Area Redevelopment Plan (ARP), the majority of buildings within close proximity measure in the range of two to three storeys in height, and are commercial or industrial in their aesthetic.

While not directly adjacent to the subject development site, the eastern half of the block is flanked by 4 Street SE, which is expected to increase the amount of vehicle and pedestrian traffic to the community substantially following the opening of the 4 Street underpass, the redevelopment of the East Village community, in addition to anticipated future Stampede projects.

Land Use District

The subject site is governed by Direct Control Bylaw 18Z2006 which was implemented for the master planned 4 residential tower 'Arriva' project. This bylaw utilized the former RM-7 Residential High Density Multi-Dwelling District of Bylaw 2P80 as its foundation for discretionary and permitted use rules. Additionally, the Direct Control Bylaw tied the site layout and principles of building design to the plans and renderings shown to City Council upon its approval of the land use district bylaw.

Further, written rules regarding the design, character, and appearance of the site as a whole are held within the district. As proposed, the development conforms to these requirements by adhering to the following standards:

- Limiting the podium to a maximum of 5 storeys
- Including grade level commercial and townhouse style residential with individual access points
- Utilizing durable finishing materials which will not require reapplication during the life of the building
- Conforming to all shadow guidelines regarding the east curb of Olympic Way SE
- Retaining floorplates above the podium level to a maximum 750 square metres and an overall building height to no greater than 42 storeys

As per the DC Bylaw, a total of 850 dwelling units are allowed within the block as a whole. With the existing Arriva tower containing 181 dwelling units, the 642 units proposed within this project

represent the bulk of the remaining residential density, completing the comprehensive vision for the block.

Site Characteristics

The site currently exists as a construction site completed to grade. The construction of the below grade parkade component was completed under DP2006-1321, approved in March of 2007. The site is surrounded by construction hoarding, and is devoid of street trees, landscaping, or topographical features.

Legislation & Policy

The development site falls within the East Victoria Crossing neighbourhood of the Beltline Area Redevelopment Plan. A comprehensive analysis of the proposal was completed upon initial submission of the application, through which a number of non-conformances were identified. Through a number of exchanges between Administration and the applicant, the following applicable policy sections were addressed:

4.1.2 Developments Abutting a Public Lane

“Developments that abut a public lane shall provide active uses along the lane elevation, where feasible and appropriate. Where feasible, these activities could be co-ordinated on both sides of the lane (i.e., a mews). Examples may include dwelling units, amenity spaces, porte-cochere or lobby entrances, vehicle drop-offs and where appropriate, small scale commercial uses.”

The proposal has been amended to further activate the lane through the introduction of a plaza space located between the existing heritage schools. Additionally, access doors are available to each of the residential lobby spaces.

4.1.3 Surface Parking and Lay-By Facilities

“Except in the case of a hotel, health care facility or assembly use, vehicular surface parking and lay-by facilities are not permitted to be accessed directly from a public street frontage or located between the building face and a property line that abuts a public street. Such facilities may be accessed from a rear lane or located between a building face and a property line abutting a rear lane.”

Previously proposed at grade parking located between the heritage schools has been removed and replaced with amenity space for the use of building tenants. Connectivity of the two sites has also been ensured by the provision of access gates on the east and west ends of the space.

4.3.3 Parking Structures

“Where parking structures have exhaust vents, such vents shall be directed away from any public street frontage and adjacent residential uses.”

Portions of parkade venting have been provided as an integral part of the design through the use of perforated metal screening. All additional required venting has been indicated on plan elevations and no conflicts with pedestrians have been evaluated.

5.2 Density Areas - Area B:

“Applies to areas along major roads and adjacent to Primarily Residential areas and Stampede Park. These areas are appropriate for higher density because of their proximity to transit and being located on the major north-south pedestrian and cycle routes into downtown. The additional density also helps support the commercial uses along the major streets. The base densities represent existing land use designations plus additional density to allow for more residential development. The maximum density of 9 FAR is desirable along these corridors

provided new development is in the form of mixed-use buildings and some offsetting public benefits and amenities are provided.”

The proposal is below the maximum density permitted within the site as stated within the Beltline ARP as well as the applicable Direct Control District Bylaw.

Site Layout & Building Design

The main floor uses consist of 12 townhouse style live-work units distributed along all 3 street frontages; a single townhouse unit proposed as a guest suite; 2 residential lobbies flanking either side of the parkade ramp off of 3 Street; and 2 retail units addressing the corners of both sites. Access to these retail units is oriented towards the respective avenues, in keeping with the Direct Control Bylaw. A small rise in main floor elevation for the at-grade residential component has been provided with 4 risers separating the outdoor private amenity space, and the public realm. Conversely, access to the retail units and residential lobby areas are flush to grade.

The majority of the 5 storey podium is displaced with parking structure to account for the 1.0 parking stalls per residential unit as stipulated by the DC Bylaw. The podium is finished in white metal panels, sandstone cladding, greyish brown and grey brick, and white spandrel, transparent, and translucent glass.

Ventilation for the parking structure behind will be provided in part through the use of a perforated metal screen, which will also allow movement to be seen within the parkade in addition to using this functional element to highlighting the residential lobby entrances below. At grade podium materials include split face sandstone cladding, and a storefront glazing system, providing transparency to the active uses along public frontages.

Level 6 of the development forms the beginning of the tower development, providing a communal outdoor amenity space on the top level of the podium. Landscaping within the podium is a mix of hard and soft, with larger planted elements pushed to the edge to provide a degree of interest and activity as seen from the public realm. Spacing between the two towers is identified as just under 16 metres, meeting the minimum 15 metre tower spacing stated within the land use district. Typical floorplates of tower levels 7-34 has been measured at 749 square metres.

The public realm area surrounding the subject site benefits from the placement of 35 Street trees, composed of a mix of standard Brandon Elm, as well as Bur Oak utilized adjacent to the residential lobbies to further highlight these primary entry points. Surface treatments are consistent with the adjacent Arriva development, utilizing concrete pavers of a herringbone pattern, as well as stamped coloured concrete. Sidewalk clearance along these street frontages ranges from 3.1 to 3.7 metres in width, meeting the mobility policy standards for the area.

Environmental Site Assessment (ESA)

An Environmental Site Assessment was not required for this application, as the site has previously been excavated with the parkade structure construction complete.

Landscaping

At grade landscaped spaces can be found at the south end of the rear lane to the project, as well as situated within strategic locations surrounding the schools to provide both a audio and visual buffer between the park space and adjacent back of house functions, as well as providing

a visual buffer between the back of house lane area and the adjacent 12 Avenue SE.

The scope of the Development Permit application also includes landscaping elements surrounding the adjacent Victoria Park and Bungalow school buildings located to the immediate east of the towers. An at-grade park space for the use of residents of the building has been proposed between the school sites. A mix of coniferous and deciduous trees, ornamental grasses, and a number of benches are proposed within this private space, surrounded by 1.2 metre ornamental fencing.

Site Access & Traffic

Vehicle access to the site is provided in two separate locations within the block. One access point provides entry to the below grade portion of the parking structure, and is located mid-block off of 3 Street SE via a parkade ramp. The second curb crossing is located mid block off of 11 Avenue SE, and provides vehicle access to the above grade parking structure, residential loading facilities, in addition to the waste and recycling facilities located adjacent to the roadway internal to the site. While the 11 Avenue access was originally located at the south end of the site off of 12 Avenue, the access was relocated through negotiations with the applicant in order to minimize vehicle-pedestrian conflicts along the 12 Avenue greenway extension which connects the primary Beltline Greenway along 13 Avenue to the Elbow river located just east of the subject site.

Within the original proposal for a comprehensively designed block, additional access to the western portion of the site was provided via an internal road displacing the area currently denoted as plaza area between the two historic schools. Through the process, the applicants indicated that this internal road was no longer viable given a need for an easement on the adjacent Arriva property to the east, which would require the concurrence of a large majority of condominium owners within the Arriva development. While a reduction of a curb cut would benefit the pedestrian experience around the site, Administration finds that the addition of the proposed greenspace compensates for this vehicle crossing, and has resulted in a better project overall.

Parking

A total of 760 parking stalls have been provided for this development proposal with 480 of these stalls being located within the existing constructed parkade and 280 stalls being located within the proposed podium parking structure. Parking for dwelling units inclusive of visitor stalls has been provided at a rate consistent with the applicable Direct Control District and Land Use Bylaw 2P80 respectively. An additional 15 parking stalls have been proposed within the structure in order to accommodate the office uses within the existing school buildings on the site.

While not explicitly required within the Direct Control District Bylaw applicable to the site, bicycle racks, have been provided at a rate consistent with the current standards contained within Bylaw 1P2007. Class 2 racks have been located adjacent to both residential lobbies fronting 3 Street SE, as well as within the rear land adjacent to the existing school buildings to be utilized by visitors to the residential development, as well as to the eventual uses located within the heritage school buildings. A total of 322 Class 1 stalls have been provided between the existing P1 levels of the parkade and the second floor of the podium development.

Site Servicing for Utilities

Site servicing for this comprehensive development was evaluated and approved under the first Development Permit for the original 'Arriva' project. The full complement of services was reconfirmed as available to the development site in the process of evaluating the subject application.

Environmental Sustainability

A LEED checklist was requested and submitted by the applicant to assess the elements of sustainable design included within the building. The assessment has resulted in a 'LEED certified' level building being approximated for the development, though official recognition of this status will not be pursued by the applicant.

The project is located within a well established walkable community in the downtown area, and well exceeds the minimum required density benchmarks denoted by LEED (60 000 sf / acre). No parking stalls exist at grade, and impervious materials have been minimized through the planted plaza space located adjacent to the school buildings, green roof areas being located on a number of podium levels, in addition to utilizing highly reflective surfacing materials on other roof structures to minimize the urban heat island impact.

Community Association Comments

The Beltline planning group has submitted a letter of support found in Appendix III of this report. Amendments to the original proposal were made in response to the Beltline Planning Group concerns for surface parking between the proposed development and existing Arriva building. The plaza space between the existing heritage schools was added to the plans through negotiations in the permit process.

No comments were received by the Victoria Park BRZ at time of report writing.

Adjacent Neighbour Comments

No comments have been received from adjacent neighbours or land owners.

CONCLUSION:

The proposal is supported for the following reasons:

1. The proposed development meets the objectives and principles held within both the Beltline Area Redevelopment Plan as well as the applicable Direct Control District.
2. The development is compatible with development existing on the block, responding well to the existing context by utilizing identical surface treatments at grade and complementary finishing materials within the building as compared against the existing residential development on the block. .
3. The development completes the block development, meeting the desired objective of a continuous active street edge primarily residential in nature.

CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION: APPROVAL

Recommend that Calgary Planning Commission **APPROVE** the application with the following conditions:

Prior to Release Conditions

Planning:

1. Submit a total of six (6) complete sets of Amended Plans (file folded and collated) to the Planning Generalist that comprehensively address the Prior to Release conditions of all Departments as specified below.

In order to expedite the review of the Amended Plans, please include the following in your submission:

- a. Three (3) of the plan set(s) shall highlight all of the amendments.
- b. Four (4) detailed written response(s) to the Conditions of Approval document that provides a point by point explanation as to how each of the Prior to Release conditions were addressed and/or resolved.
- c. In addition to the full sized plans requested above, please submit one (1) 11 x 17 complete set of plans for the purpose of the Development Completion Permit (DCP) process.

Please ensure that all plans affected by the revisions are amended accordingly.

2. Amend plan packages to include a cross section and/or elevation plan, clearly indicating the extent of phasing for the development, and the extent to which landscaping within the podium level of the project will be completed within the first phase.

Urban Development:

3. Amend the plans to:

Waste and Recycling Services – Internal Storage Room

- a. Provide interior wall protection to prevent exposed services or structural components from contact by recycling / waste containers. Provide room protection details including a cross section of the protections, overhead door track protection and bollards.
-This information has yet to be provided to the satisfaction of Waste and Recycling Services.

Waste and Recycling Services – Collection Vehicle Access

- a. Indicate that “all portions of the collection vehicle route / approach area / concrete pads / concrete aprons / parking structures, etc. are structurally capable of supporting a minimum 25,000 kg load”.
-Plans currently only indicate that the “driveway” is capable of support the above load.

Waste and Recycling Services – General

- a. Provide an overhead door (minimum size of 3.0 metres wide x 2.1 metres high) and a separate man door with “**keypad access**” for the waste and recycling facilities.
-Plans currently do not label the keypad accesses, dimensions, etc.
- b. Label the compactors and provide dimensions.
- c. Confirm if the compactors are to be chute fed. If they are, indicate the waste chute location on all relevant floors / levels.

Waste and Recycling Services – External Enclosure

- a. Provide details (including wall protection and cross section details) for the waste and recycling enclosures (the two exterior CRU waste enclosures to City standards.
- b. Provide details for fully roofed external waste and recycling enclosures, complete with overhead doors for the two enclosures. This is only required should the developer wish to have fully roofed enclosures.
-Waste and Recycling has indicated that the applicant may be exploring the possibility of providing exterior enclosures with roofs / overhead doors for aesthetic / security purposes. If this is the case, ensure that the fully roofed enclosure(s) is to City standards.

For further details, contact the Waste and Recycling Services at 403-268-8445

4. Remit a performance security deposit (certified cheque, bank draft, letter of credit) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Unit. The amount of the deposit is calculated by Roads and is based on 100 percent of the estimated cost of construction.

The developer is responsible to arrange for the construction of the infrastructure with their own forces and to enter into an Indemnification Agreement with Roads at the time of construction (the security deposit will be used to secure the work).

Roads

- a. Construction of new driveway crossing at 11 Avenue SE
- b. Construction of new sidewalks adjacent to site (pavers, concrete, etc.)
- c. Construction of new wheelchair ramps adjacent to the site
- d. Construction of new curb and gutter adjacent to the site (new curb alignments, as required by Transportation Planning
- e. Construction of trees / trenches adjacent to the site to City standards
- f. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Roads personnel
- g. Rehabilitation of existing carriageway crown paving if deemed necessary by Roads

Note:

For improvements that did not form as part of the previous development application’s improvement scope (DP2006-1321), the developer (Hon Towers Ltd.) shall make deposit towards the additional costs / improvements, modern day costs (unit rates are likely a higher cost today VS 2006), etc. which may be deemed required by Roads, at the developer’s expense.

The developer (Hon Tower's Ltd) has replaced the surface improvement deposit amount (\$693,500.00), which was submitted by the previous developer (Torode) with their own securities, as Torode commenced development, by way of DP2006-1321, then went into receivership.

Hon Tower's (the developer) is responsible for all modern day / additional costs associated to the subject DP (DP2011-1307). Such costs will be determined by Roads, by way of quotation, at a later date, once all plan related issues have been addressed / resolved by the applicant.

Transportation:

5. Amend the Site Plan (A.03), Level 1 Plan (A1.5), Landscape Plan (L1.0), Landscape Plan West (L1.1), and Landscape Plan East (L1.2) to be consistent in the location of 64 Class 2 bicycle (short-stay) parking stalls. Ensure all bicycle parking stalls are located outside of the clear walking width of all public sidewalks.
6. Bicycle parking should be provided in accordance with current City standards – refer to the City of Calgary's Bicycle Parking Handbook and Land Use Bylaw 1P2007. http://www.calgary.ca/DocGallery/Bu/trans_planning/cycling/bike_parking_2008_order.pdf
 - Provide design details for Class 1 (secure) bicycle parking stalls and Class 2 (short-stay) bicycle parking stalls.
 - A bicycle parking stall should be designed to:
 - allow a bicycle frame and both wheels to be secured
 - support the bicycle frame and both wheels
 - Provide a 0.6 metre separation distance between bicycle parking stalls and any physical barriers, including other bicycle parking stalls

Parks:

7. Provide 75 millimeter bark mulch on top of street tree planting soil mix as per Parks Development Guidelines and Standard Specifications Landscape Construction (current edition) and indicate on Details 2, 3 and 5/L2.1.

Permanent Conditions

Planning:

8. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
9. No changes to the approved plans shall take place unless authorized by the Development Authority.
10. A Development Completion Permit shall be issued for the development **before the use is commenced or the development occupied**. A Development Completion Permit is independent from the requirements of Building Permit occupancy. Call Development Inspection Services at 403-268-5491 to request a site inspection for the Development Completion Permit.

11. This approval recognizes two (2) phases on the approved plans.
12. This approval recognizes two phases on the approved plans. A Development Completion Permit may be issued for each phase. All the road works, landscaping and provisions for garbage collection shown within each phase shall be completed prior to the issuance of a Development Completion Permit for that phase. Call Development Inspection Services at 403-268-5491 to request site inspections for the Development Completion Permits.
13. All roof top mechanical equipment shall be screened as shown on the approved plans.
14. All areas of soft landscaping shall be provided with an irrigation system as identified on the approved plans.
15. All trees and shrubs shown on the approved landscape plan to be retained shall be protected during all phases of construction. Any trees or shrubs which die must be replaced on a continuing basis with trees or shrubs of comparable species and size to the satisfaction of the Development Authority.
16. Parking and landscaping areas shall be separated by a 150 millimeter (6 inch) continuous, poured in place, concrete curb, where the height of the curb is measured from the finished hard surface.
17. Crushed aggregate or materials including but not limited to brick, pea gravel, shale, river rock and gravel are not permitted within required landscape areas.
18. The walls, pillars and ceiling of the underground parkade shall be painted white or a comparable light colour.
19. The light fixtures in the parkade shall be positioned over the parking stalls (not the drive aisles).
20. A lighting system within the parkade structure shall be provided to meet a minimum of 54 LUX with a uniformity ratio of 4:1 on pavement.
21. All stairwell doors and elevator access areas shall be installed with a transparent panel for visibility.
22. Loading and delivery shall take place in the designated loading stall as shown on the approved plans and shall, at no time, impede the safety of pedestrian movements and use of the parking lot.
23. Any use of parking on this parcel for general public parking not associated with a use on the site will require a new development permit.

Urban Development:

24. If **during construction** of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination, the person discovering such contamination shall immediately report the contamination to the

appropriate regulatory agency including, but not limited to, Alberta Environment, Alberta Health Services and The City of Calgary (311).

If **prior to or during construction** of the development, the developer, the owner of the titled parcel, or any of their agents become aware of contamination on City of Calgary lands or utility corridors, the City's Environmental Assessment & Liabilities division shall be immediately notified (311).

25. The developer shall be responsible for the cost of public work and any damage during construction in City road right-of-ways, as required by the Manager, Urban Development. All work performed on public property shall be done in accordance with City standards.
26. Indemnification Agreements are required for any work to be undertaken adjacent to or within City rights-of-way, bylawed setbacks and corner cut areas for the purposes of **crane operation**, shoring, tie-backs, piles, surface improvements, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in the City rights-of-way, bylawed setbacks and corner cut areas must be removed to the satisfaction of the Manager of Urban Development, at the applicant's expense, upon completion of the foundation. Prior to permission to construct, contact the Indemnification Agreement Coordinator, Roads at 403-268-3505.
27. A Perpetual Maintenance Agreement is to be registered on the development site's land title(s) for the applicant requested non-standard surface element(s) located in the road right-of-way concurrently with the execution of the Indemnification Agreement. Contact the Indemnification Agreement Coordinator, Roads at 403-268-3505.
28. Canopies and awnings located within the bylaw setback and/or City road right-of-way shall be removed at the owner's expense within 30 days of the City of Calgary giving notice, as per the Streets Bylaw 20M88, Section 59.
28. The developer / project manager, and their site designates, shall ensure a timely and complete implementation, inspection and maintenance of all practices specified in erosion and sediment control report and/or drawing(s) which was submitted to Water Resources for review and acceptance. Any amendments to the ESC documents must be reviewed and approved by Water Resources in advance by contacting the ESC inspector that reviewed the documents or by contacting the Water Resources Erosion Control Coordinator at 403-268-2655.

For other projects where an erosion and sediment control report and/or drawings have not been required at the Prior to Release stage, the developer, or their designates, shall, as a minimum, develop an erosion and sediment control drawing and implement good housekeeping practices to protect onsite and offsite storm drains, and to prevent or mitigate the offsite transport of sediment by the forces of water, wind and construction traffic (mud-tracking) in accordance with the current edition of The City of Calgary Guidelines for Erosion and Sediment Control (www.calgary.ca/waterservices/esc). Some examples of good housekeeping include stabilization of stockpiles, stabilized and designated construction entrances and exits, lot logs and perimeter controls, suitable storm inlet protection and dust control.

For **all soil disturbing projects**, the developer, or their representative, shall designate a person to inspect all erosion and sediment control practices a minimum of every seven (7) days and during, or within 24 hours of, the onset of significant precipitation (> 12 millimeter of rain in 24 hours, or rain on wet or thawing soils) or snowmelt events. Note that some practices may require daily or more frequent inspection. Erosion and sediment control practices shall be adjusted to meet changing site and winter conditions.

29. Stormwater runoff must be contained and managed in accordance with the “Stormwater Management & Design Manual” all to the satisfaction of the Director of Water Resources.
30. The grades indicated on the approved Development Permit plans must match the grades on the Development Site Servicing Plan for the subject site as per the Lot Grading Bylaw.

Transportation:

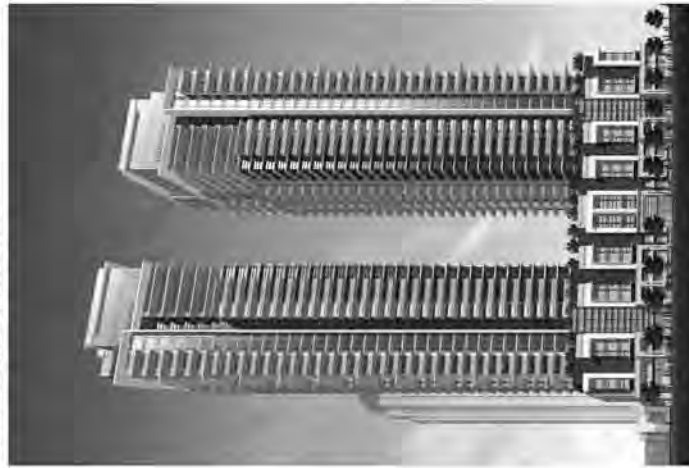
31. If the project is built in phases, surplus parking stalls that are not assigned to commercial or residential uses cannot be used for commercial pay parking. Surplus parking stalls must be physically blocked off with walls or knock-out panels to prevent the use of these stalls for parking.
32. Loading is not permitted on 11 Avenue SE, 12 Avenue SE or 3 Street SE.

Parks:

33. Any tree planting in the City boulevard shall be performed and inspected in accordance with Parks Development Guidelines and Standard Specifications – Landscape Construction (current edition). Applicant is to contact the Parks Development Inspector at 403-268-4760.

Carl Purvis
2011/ October

THE GUARDIAN
 411, 11 AVE. S.E. CALGARY - ALBERTA
 LOT 1-40 BLOCK 78, PLAN C

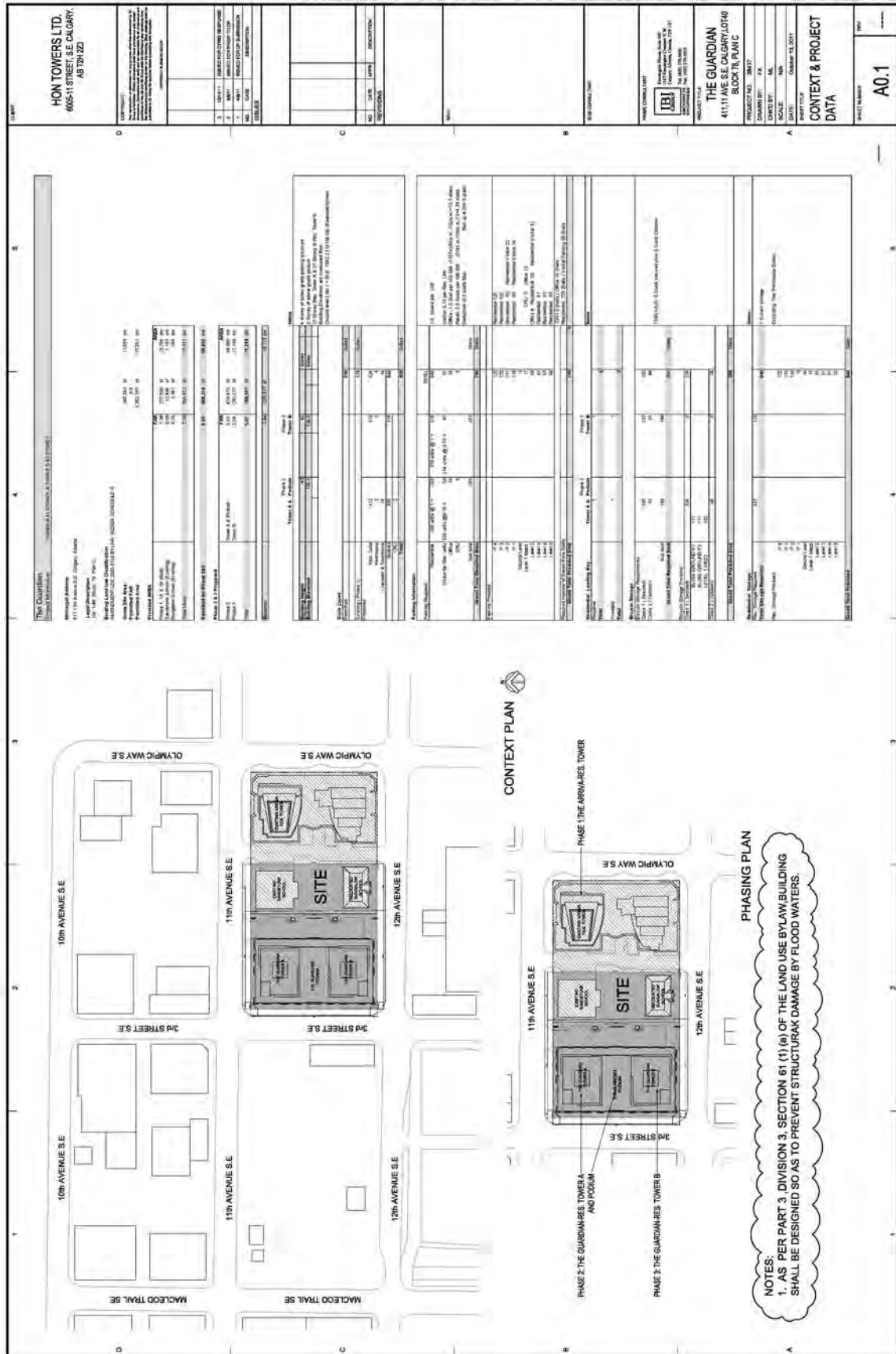


| DWG# | DESCRIPTION | SCALE |
|------------------------|---------------------------------------|----------|
| DRAWINGS LIST | | |
| INFO & SITE | | |
| A0.1 | CONTEXT & PROJECT DATA | N/A |
| A0.2 | SITE PLAN | 1:250 |
| A0.3 | SITE PHOTOS | N/A |
| A0.4 | SHADOW ANALYSIS | N/A |
| A0.5 | 3D RENDERINGS | N/A |
| PLANS | | |
| A1.1 | EXISTING BELOWGRADE PARKING-LVL P1 | 1:150 |
| A1.2 | EXISTING BELOWGRADE PARKING-LVL P2 | 1:150 |
| A1.3 | EXISTING BELOWGRADE PARKING-LVL P3 | 1:150 |
| A1.4 | EXISTING BELOWGRADE PARKING-LVL P4 | 1:150 |
| A1.5 | LEVEL 1 PLAN | 1:150 |
| A1.6 | LEVEL 1 MEZZ PLAN | 1:150 |
| A1.7 | LEVEL 2 PLAN | 1:150 |
| A1.8 | LEVEL 3 PLAN | 1:150 |
| A1.9 | LEVEL 4 PLAN | 1:150 |
| A1.10 | LEVEL 5 PLAN | 1:150 |
| A1.11 | LEVEL 6 PLAN | 1:150 |
| A1.12 | LEVEL 7-34 PLAN | 1:150 |
| A1.13 | LEVEL 41 PLAN | 1:150 |
| A1.14 | LEVEL 42 PLAN | 1:150 |
| A1.15 | LEVEL MECH. PLAN | 1:150 |
| A1.16 | ENLARGED TYP. FLOOR PLAN (LVA, 7-34) | 1:25 |
| A1.17 | ENLARGED TYP. FLOOR PLAN (LVA, 35-40) | 1:75 |
| A1.18 | ENLARGED LEVEL 41 PLAN | 1:75 |
| A1.19 | ENLARGED LEVEL 42 PLAN | 1:75 |
| A1.20 | ENLARGED LEVEL MECH. PLAN | 1:75 |
| A1.21 | ENLARGED LEVEL MECH. PLAN | 1:75 |
| ELEVATIONS | | |
| A2.1 | SITE ELEVATIONS | 1:150 |
| A2.2 | WEST ELEVATION | 1:200 |
| A2.3 | WEST ELEVATION | 1:200 |
| A2.4 | NORTH ELEVATION | 1:200 |
| A2.5 | EAST ELEVATION | 1:200 |
| A2.6 | POODIUM ELEVATIONS (SOUTH&WEST) | 1:150 |
| A2.7 | POODIUM ELEVATIONS (SOUTH&WEST) | 1:150 |
| A2.8 | POODIUM ELEVATIONS (NORTH&EAST) | 1:150 |
| SECTIONS | | |
| A3.1 | SECTION A | 1:300 |
| A3.2 | SECTION B | 1:200 |
| A3.3 | SECTION C & D | 1:150 |
| SURVEY | | |
| A4.1 | SITE SURVEY | 1:250 |
| FAR | | |
| A5.1 | FAR SUMMARY | N/T/S |
| A5.2 | FAR LEVEL 1 | 1:150 |
| A5.3 | FAR LEVEL 1 MEZZ | 1:150 |
| A5.4 | FAR LEVEL 2-4 | 1:150 |
| A5.5 | FAR LEVEL 5 | 1:150 |
| A5.6 | FAR LEVEL 6 | 1:150 |
| A5.7 | FAR LEVEL 7-34 | 1:150 |
| A5.8 | FAR LEVEL 35-40 | 1:150 |
| A5.9 | FAR LEVEL 41-PH1LT | 1:150 |
| A5.10 | FAR LEVEL 41-PH1L2 | 1:150 |
| A5.11 | FAR LEVEL MECH | 1:150 |
| LANDSCAPE | | |
| L1.0 | OVERALL SITE PLAN | 1:150 |
| L1.1 | LV.1 LANDSCAPE PLAN WEST | 1:150 |
| L1.2 | LV.1 LANDSCAPE PLAN EAST | 1:150 |
| L1.3 | LV.1 SHRUB PLANTING PLAN | 1:150 |
| L1.4 | LV.2 LANDSCAPE PLAN | 1:150 |
| L1.5 | LV.2 SHRUB PLANTING PLAN | 1:150 |
| L2.1 | LANDSCAPE DETAILS | AS NOTED |
| CIVIL | | |
| C01 | EXISTING SITE PLAN | 1:250 |
| C02 | SITE DRAINAGE PLAN | 1:250 |
| C03 | SITE SERVICING PLAN | 1:250 |

ISSUED FOR DTR#2 RESPONSE October 13, 2011

IBI
 GROUP
 ARCHITECTS
 ENGINEERS

Kensington House, Suite 400
 1107 Kensington Crescent N.W.
 Calgary, Alberta, Canada, T2N 1K7
 Tel: (403) 270-5000
 Fax: (403) 270-5010



HON TOWERS LTD.
 6065-11 STREET, SE CALGARY
 (41678122)

THE GUARDIAN
 41111 AVE SE CALGARY/T040
 BLOCK 76, PLANIC

PROJECT NO. 30427
 DRAWN BY: FX
 SCALE: 1/8" = 1'-0"
 DATE: October 13, 2011

CONTEXT & PROJECT DATA

PROJECT NO. 30427
 DRAWN BY: FX
 SCALE: 1/8" = 1'-0"
 DATE: October 13, 2011

CONTEXT & PROJECT DATA

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CONTEXT & PROJECT DATA

PROJECT NO. 30427
 DRAWN BY: FX
 SCALE: 1/8" = 1'-0"
 DATE: October 13, 2011

CONTEXT & PROJECT DATA

| NO. | DATE | REVISIONS |
|-----|----------|--------------------------|
| 1 | 09/21/11 | ISSUED FOR PERMIT REVIEW |
| 2 | 09/21/11 | ISSUED FOR PERMIT REVIEW |
| 3 | 09/21/11 | ISSUED FOR PERMIT REVIEW |
| 4 | 09/21/11 | ISSUED FOR PERMIT REVIEW |
| 5 | 09/21/11 | ISSUED FOR PERMIT REVIEW |

| NO. | DATE | REVISIONS |
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| 4 | 09/21/11 | ISSUED FOR PERMIT REVIEW |
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PROJECT NO. 30427
 DRAWN BY: FX
 SCALE: 1/8" = 1'-0"
 DATE: October 13, 2011

CONTEXT & PROJECT DATA

| FLOOR/LEVEL | USE | AREA BOUND CONNS (SF) | | CONCRETE | | MURALS | | SERVICE | FLOORING | GLASS | TOTAL | LIVE WEIGHT | | | | DEAD WEIGHT | | | | TOTAL | SUB-TOTAL | | | | | | | | | | | | | | | |
|-------------------------------------|-----|-----------------------|------------|-------------|----------|---------|-----------|---------|----------|-------|-------|-------------|------|------|------|-------------|------|------|------|-------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | | LOADING | UNWEIGHTED | RESIDENTIAL | CONCRETE | PRECAST | STAIRCASE | | | | | UNIT | UNIT | UNIT | UNIT | UNIT | UNIT | UNIT | UNIT | | | UNIT | UNIT | UNIT | | | | | | | | | | | | |
| TOWER A42 STOREY & TOWER B42 STOREY | | | | | | | | | | | | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | | |
| TOWER B42 STOREY | | | | | | | | | | | | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | |
| TOWER A42 STOREY | | | | | | | | | | | | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 |
| TOWER B42 STOREY | | | | | | | | | | | | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 | 18.4 |

HON TOWERS LTD.
8005-11 STREET S.E. CALGARY,
AB T2H 2Z3

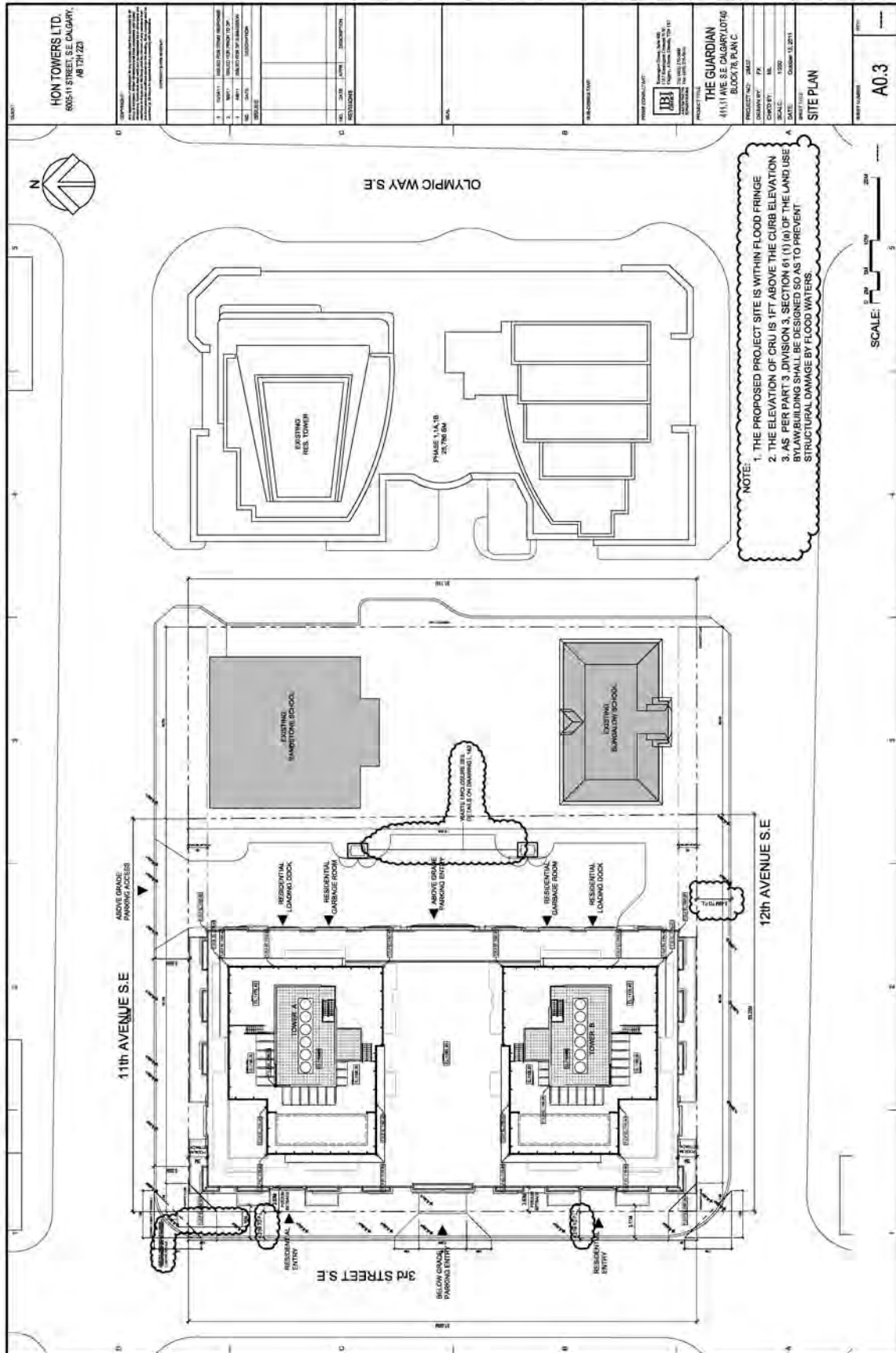
PROJECT TITLE
THE GUARDIAN
411 11 AVE S.E. CALGARY, T4G 0A0
BLOCK 78, PLAN C

PROJECT NO. 2007
DRAWN BY: PK
CHECKED BY: ME
DATE: October 13, 2011

STATISTICS

REVISION NO. A0.2

| NO. | REVISIONS | DESCRIPTION |
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| 1 | | ISSUED FOR PERMITS |
| 2 | | ISSUED FOR PERMITS |
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HON TOWERS LTD.
805-11 STREET S.E. CALGARY,
AB T2H 2Z8

PROJECT TITLE:
THE GUARDIAN
4151 AVE S.E. CALGARY/LOT16
BLOCK 78 PLAN C

| NO. | DATE | DESCRIPTION |
|-----|------------|--------------------|
| 1 | 2011.11.10 | PRELIMINARY DESIGN |
| 2 | 2011.11.10 | FINAL DESIGN |
| 3 | 2011.11.10 | FOR CONSTRUCTION |

| NO. | DATE | DESCRIPTION |
|-----|------------|--------------------|
| 1 | 2011.11.10 | PRELIMINARY DESIGN |
| 2 | 2011.11.10 | FINAL DESIGN |
| 3 | 2011.11.10 | FOR CONSTRUCTION |

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|-----|------------|--------------------|
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| 2 | 2011.11.10 | FINAL DESIGN |
| 3 | 2011.11.10 | FOR CONSTRUCTION |

| NO. | DATE | DESCRIPTION |
|-----|------------|--------------------|
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| 2 | 2011.11.10 | FINAL DESIGN |
| 3 | 2011.11.10 | FOR CONSTRUCTION |

| NO. | DATE | DESCRIPTION |
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| 2 | 2011.11.10 | FINAL DESIGN |
| 3 | 2011.11.10 | FOR CONSTRUCTION |

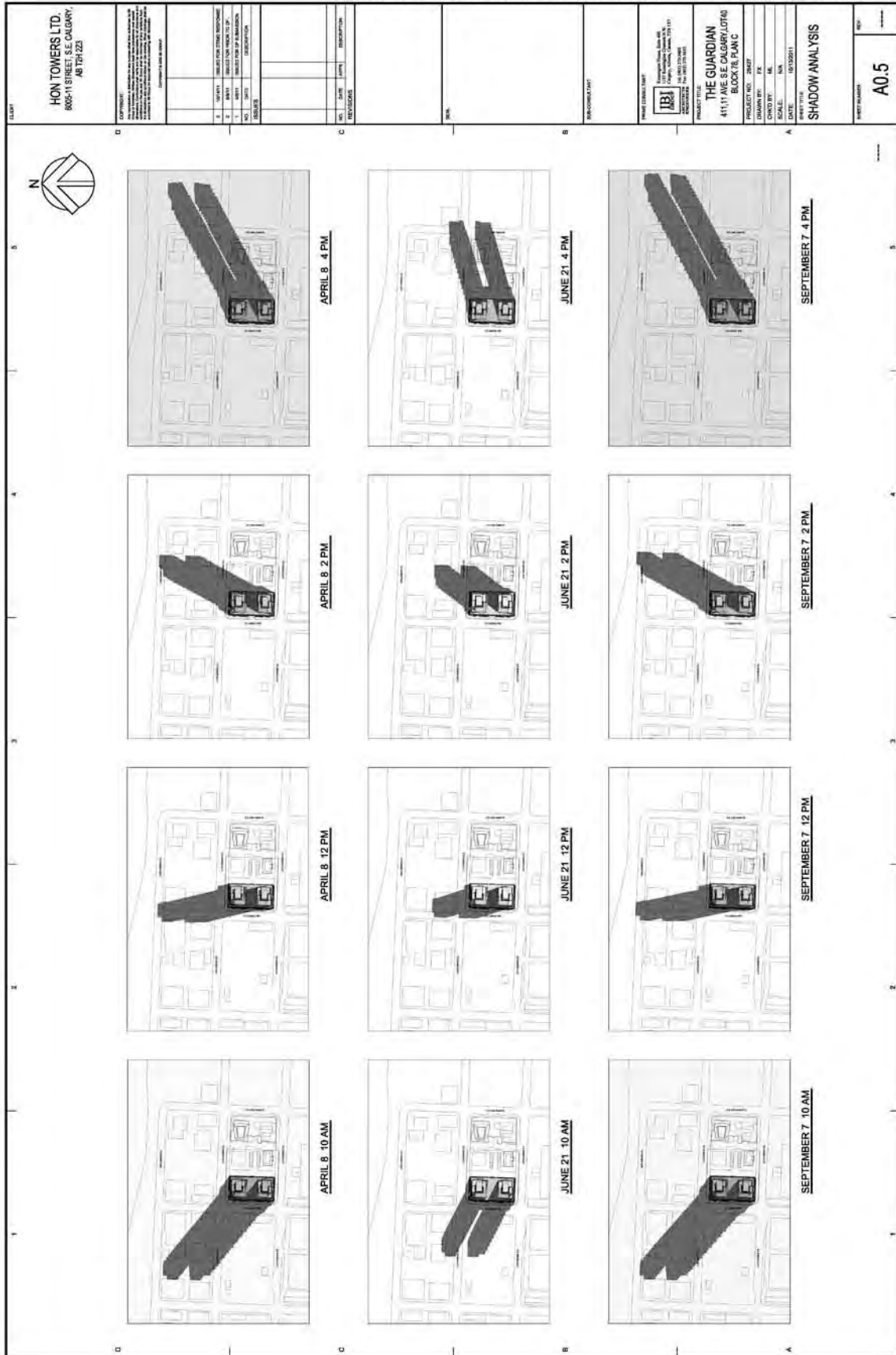
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|-----|------------|--------------------|
| 1 | 2011.11.10 | PRELIMINARY DESIGN |
| 2 | 2011.11.10 | FINAL DESIGN |
| 3 | 2011.11.10 | FOR CONSTRUCTION |

NOTE:

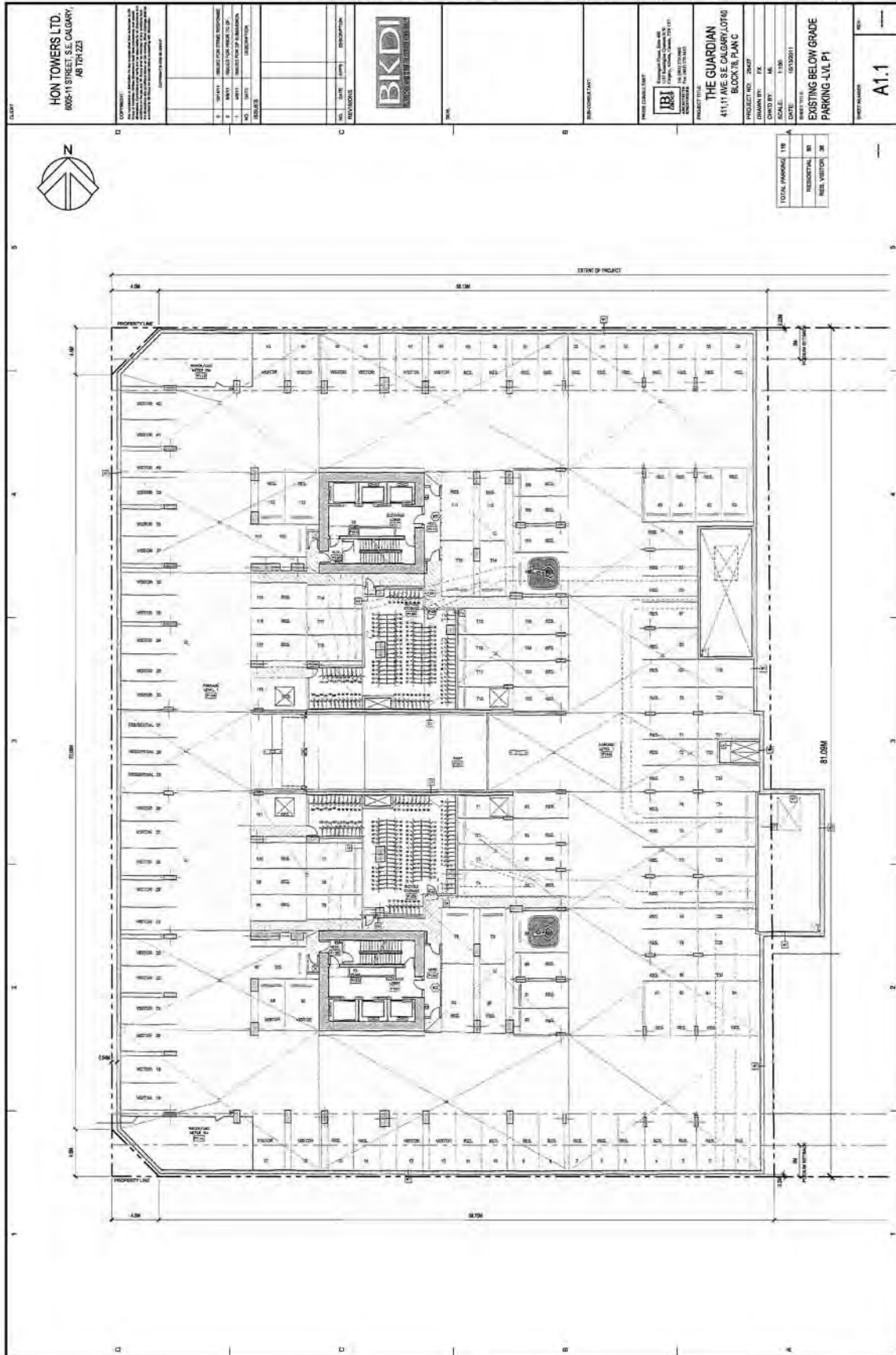
1. THE PROPOSED PROJECT SITE IS WITHIN FLOOD FRINGE
2. THE ELEVATION OF CURB IS 1 FT ABOVE THE CURB ELEVATION
3. AS PER PART 3, DIVISION 3, SECTION 61 (1) (a) OF THE LAND USE BY-LAW BUILDING SHALL BE DESIGNED SO AS TO PREVENT STRUCTURAL DAMAGE BY FLOOD WATERS.

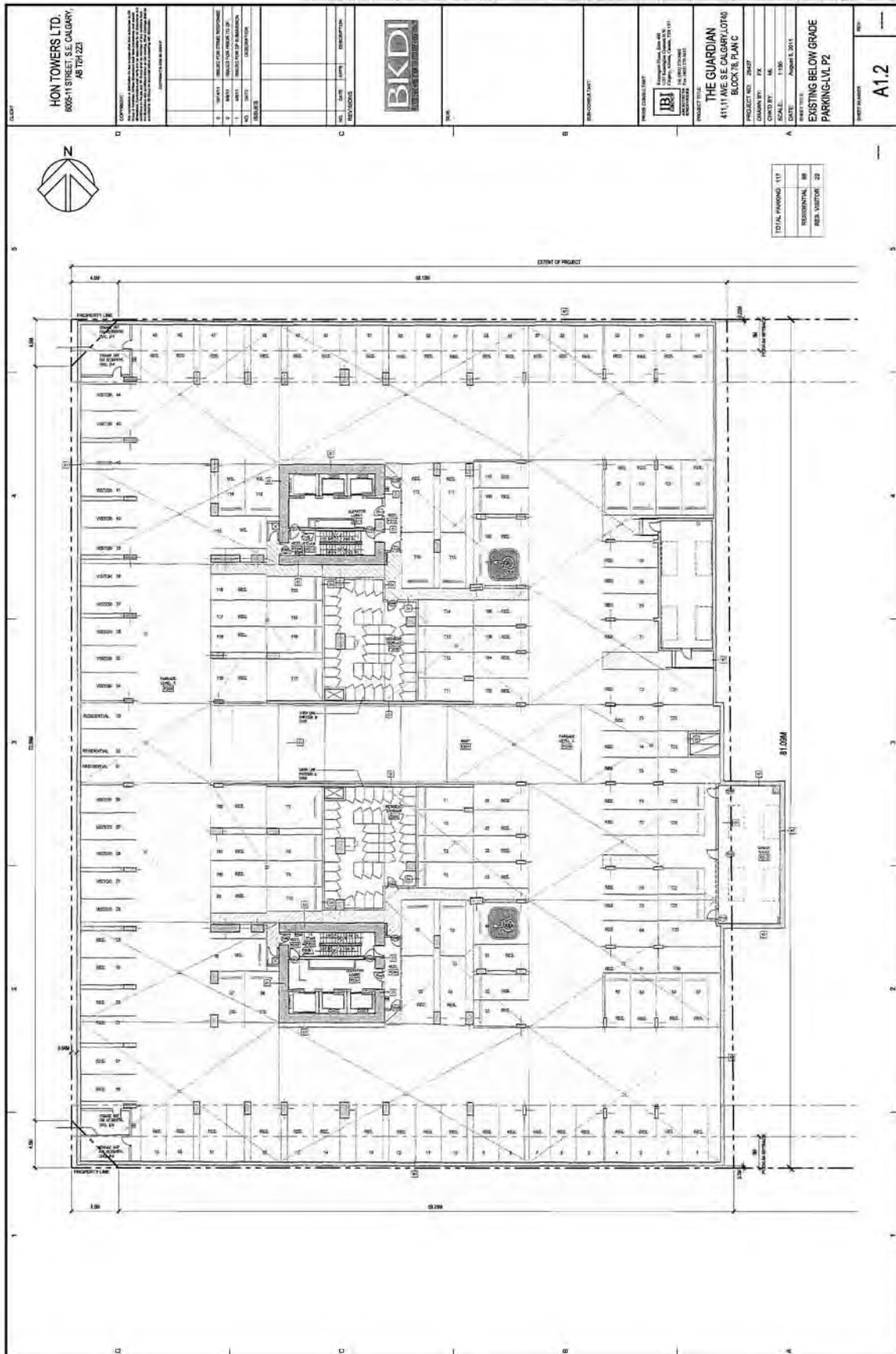
SCALE: 1" = 20'

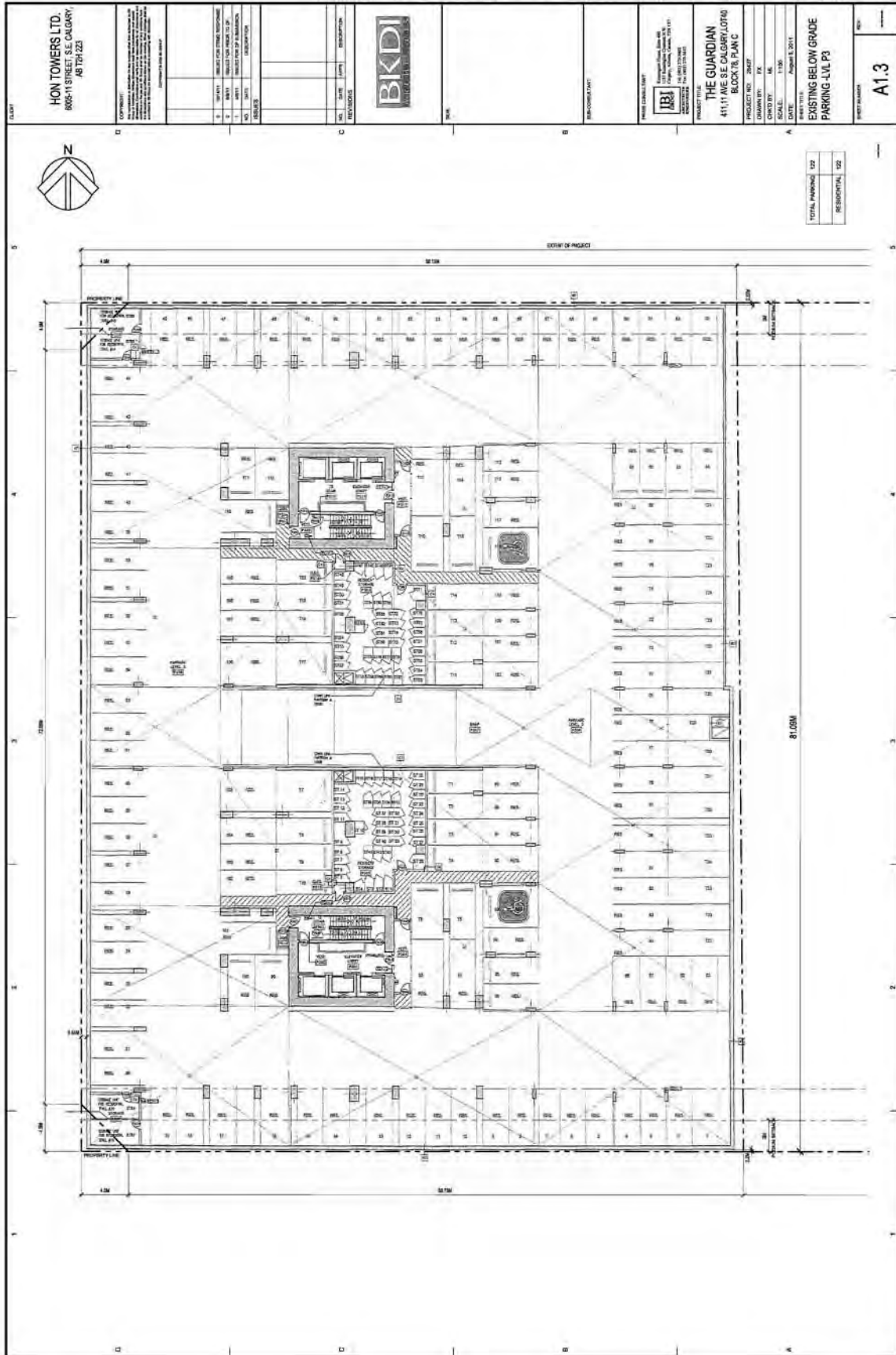
A0.3

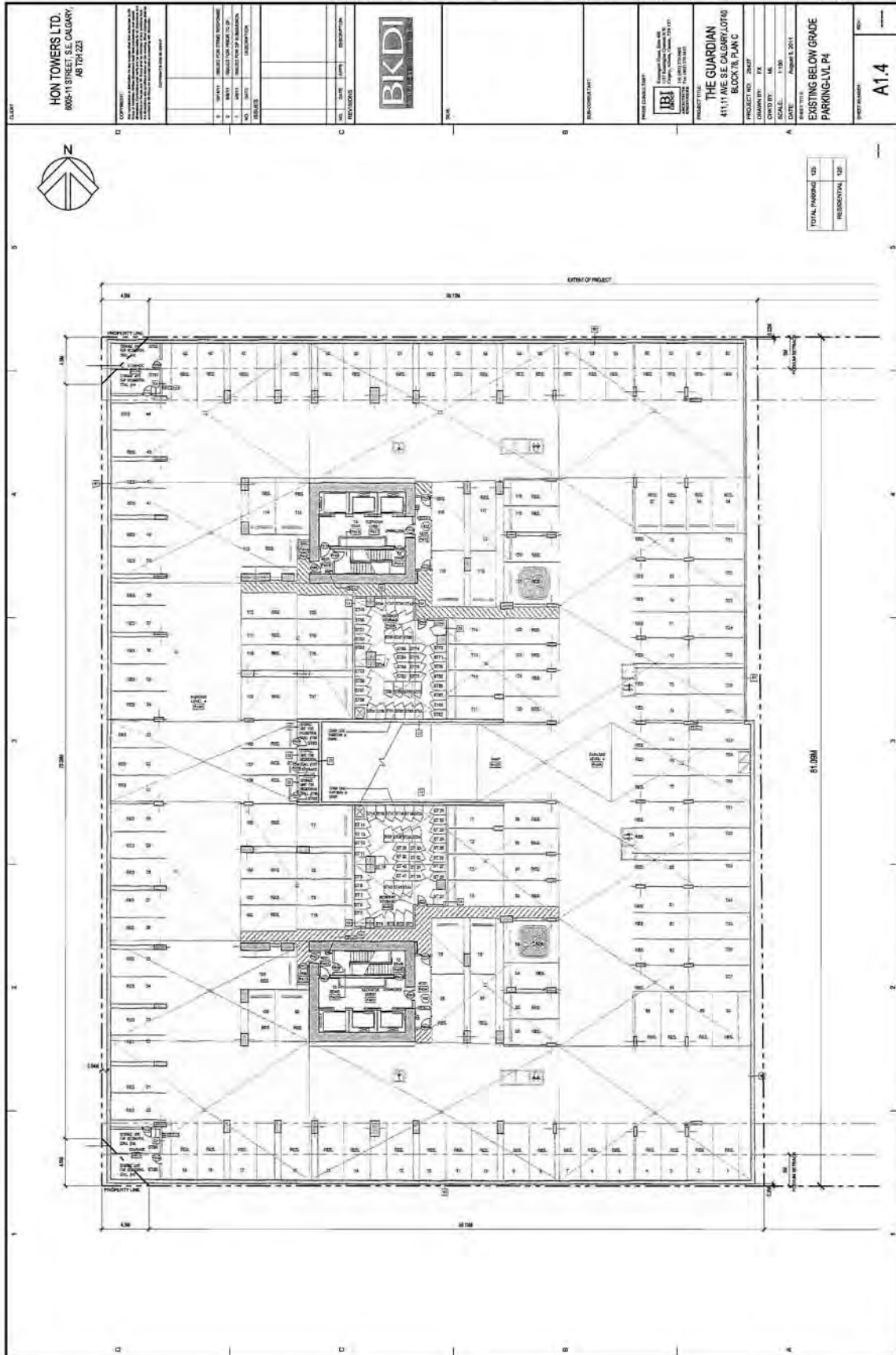


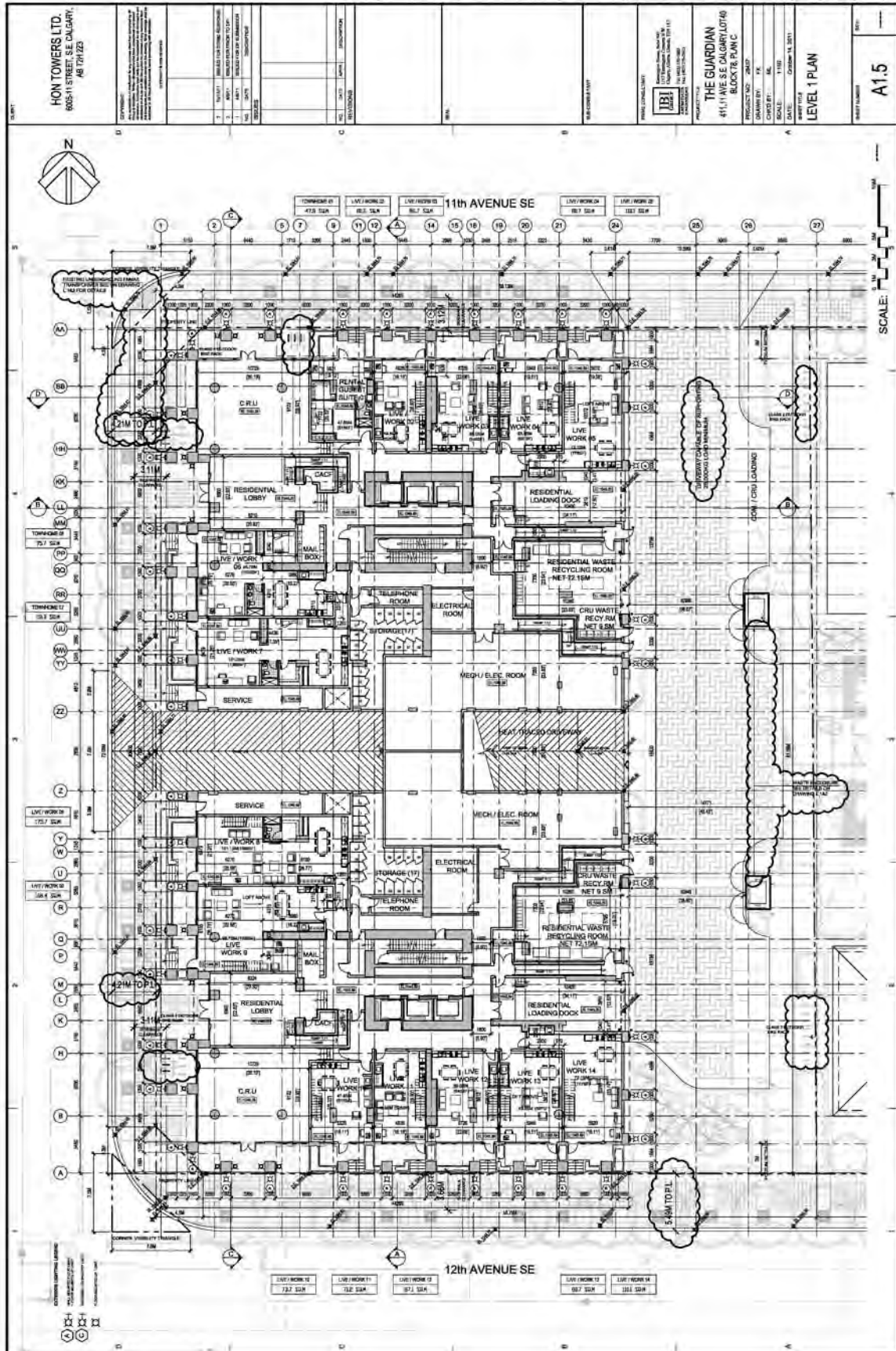
| | | |
|---|---|---|
| <p>HON TOWERS LTD. 8005-11 STREET, S.E. CALGARY, AB T2H 2Z3</p> <p>CONTRACT NO.</p> <p>DATE</p> <p>PROJECT NO.</p> <p>CLIENT</p> <p>DESIGNER</p> <p>DATE</p> <p>NO.</p> <p>REVISIONS</p> <p>NO.</p> <p>DATE</p> <p>DESCRIPTION</p> <p>NO.</p> <p>DATE</p> <p>DESCRIPTION</p> | | <p>PROJECT TITLE THE GUARDIAN 411,11 AVE S.E. CALGARY, LOT#40 BLOCK 78, PLAN C</p> <p>PROJECT NO. 20077</p> <p>DRAWN BY: PK</p> <p>CHECKED BY: ML</p> <p>DATE: 02/03/2011</p> <p>3D RENDERINGS</p> <p>KEY PLAN N.T.S.</p> |
| <p>PROJECT NO.</p> <p>DATE</p> <p>NO.</p> <p>REVISIONS</p> <p>NO.</p> <p>DATE</p> <p>DESCRIPTION</p> | <p>① LOOKING SOUTHEAST AT INTERSECTION OF 3RD ST & 11 AVE SE.</p> <p>② 11 AVE. S.E. LOOKING SOUTHWEST.</p> <p>③ 11 AVE. S.E. LOOKING SOUTHWEST.</p> | <p>PROJECT NO.</p> <p>DATE</p> <p>NO.</p> <p>REVISIONS</p> <p>NO.</p> <p>DATE</p> <p>DESCRIPTION</p> |

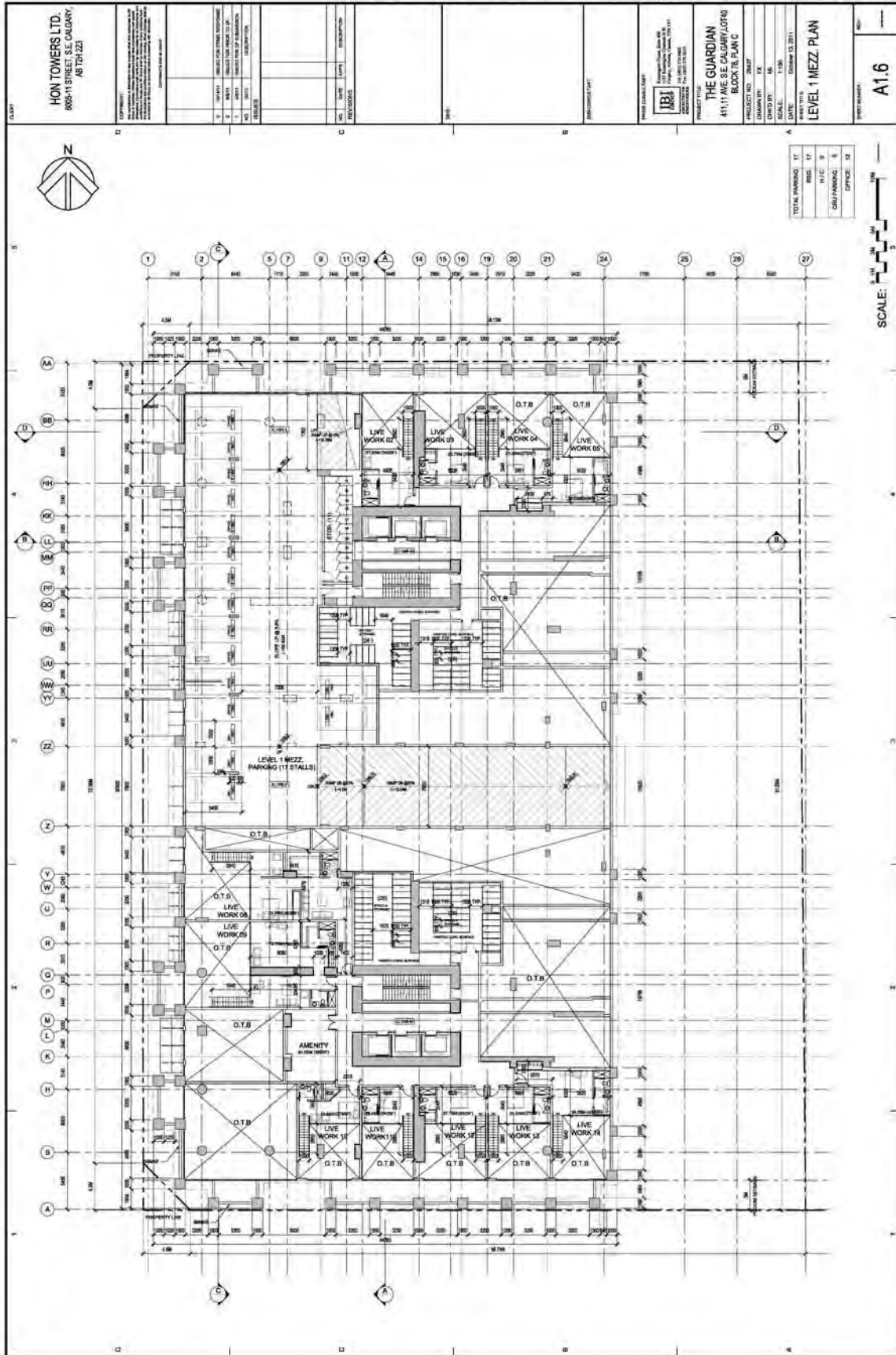


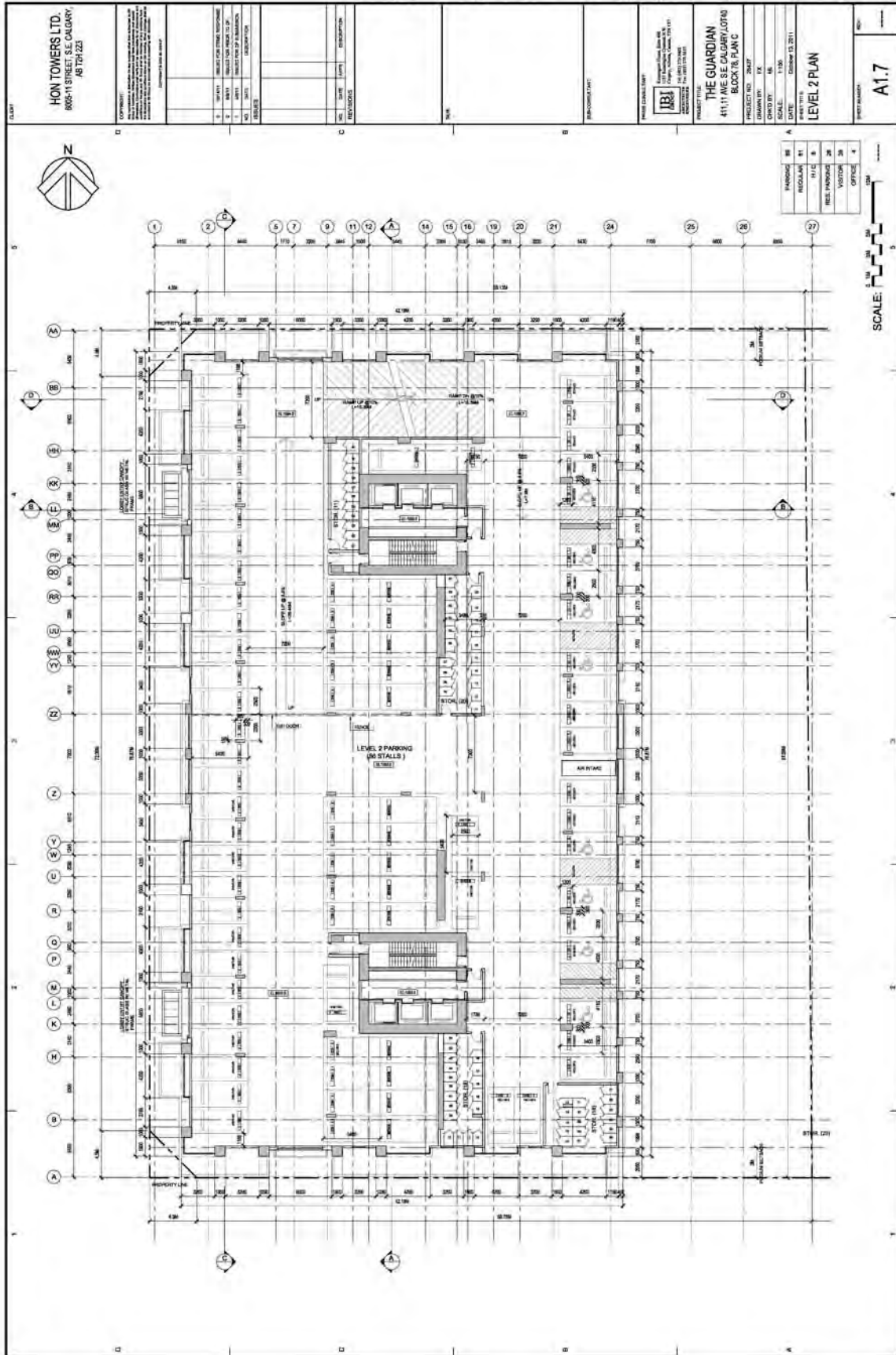


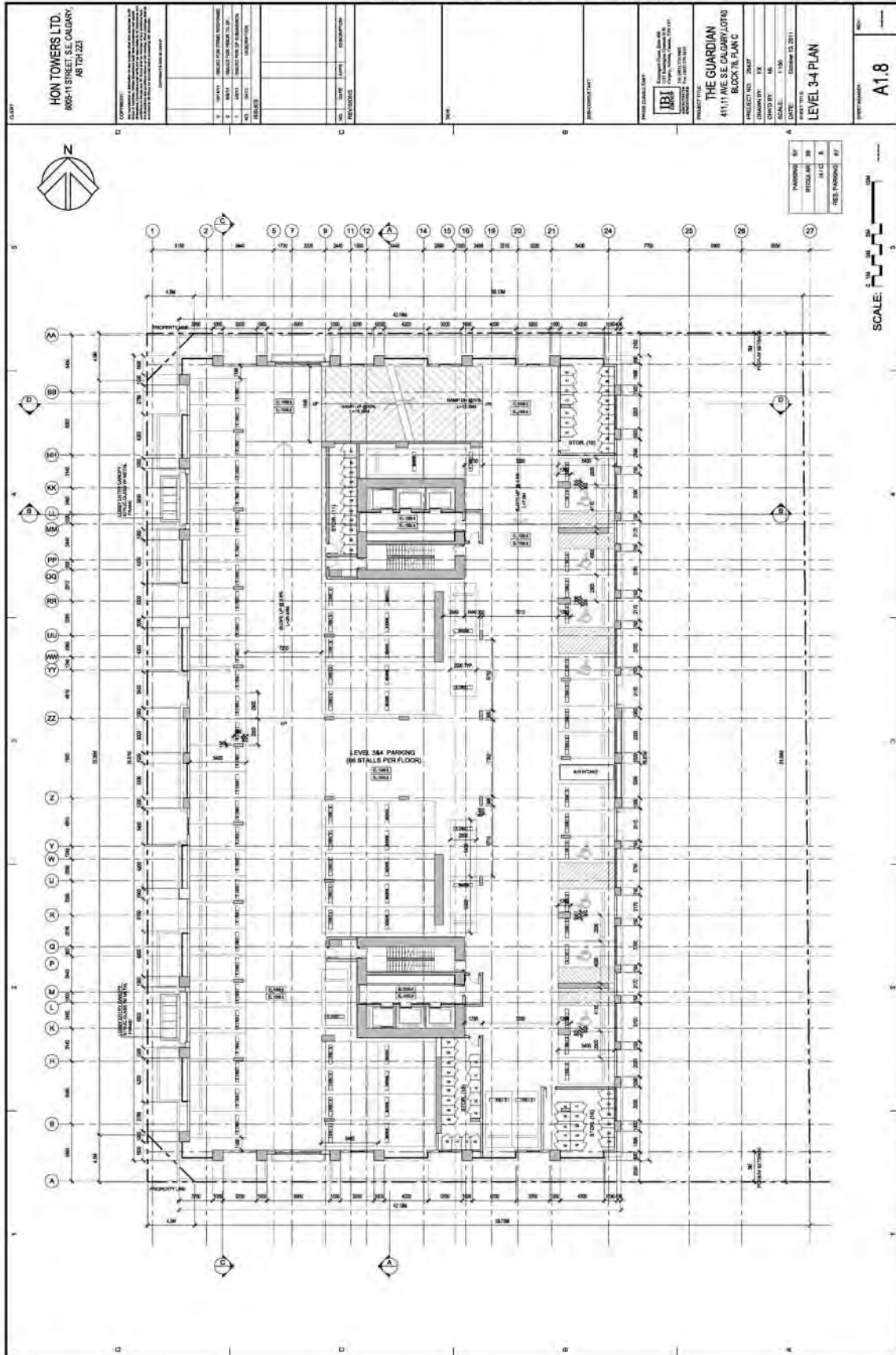


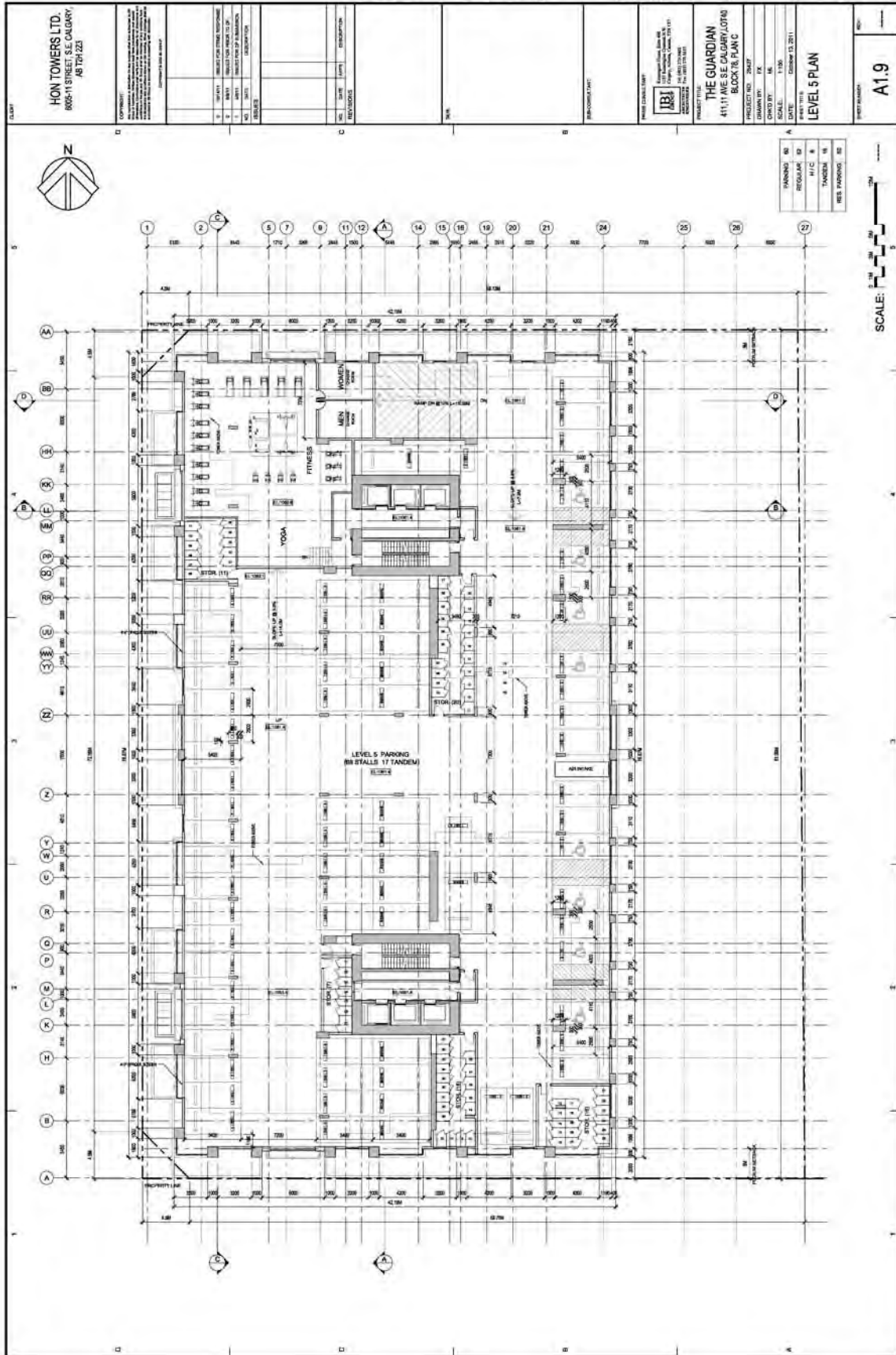


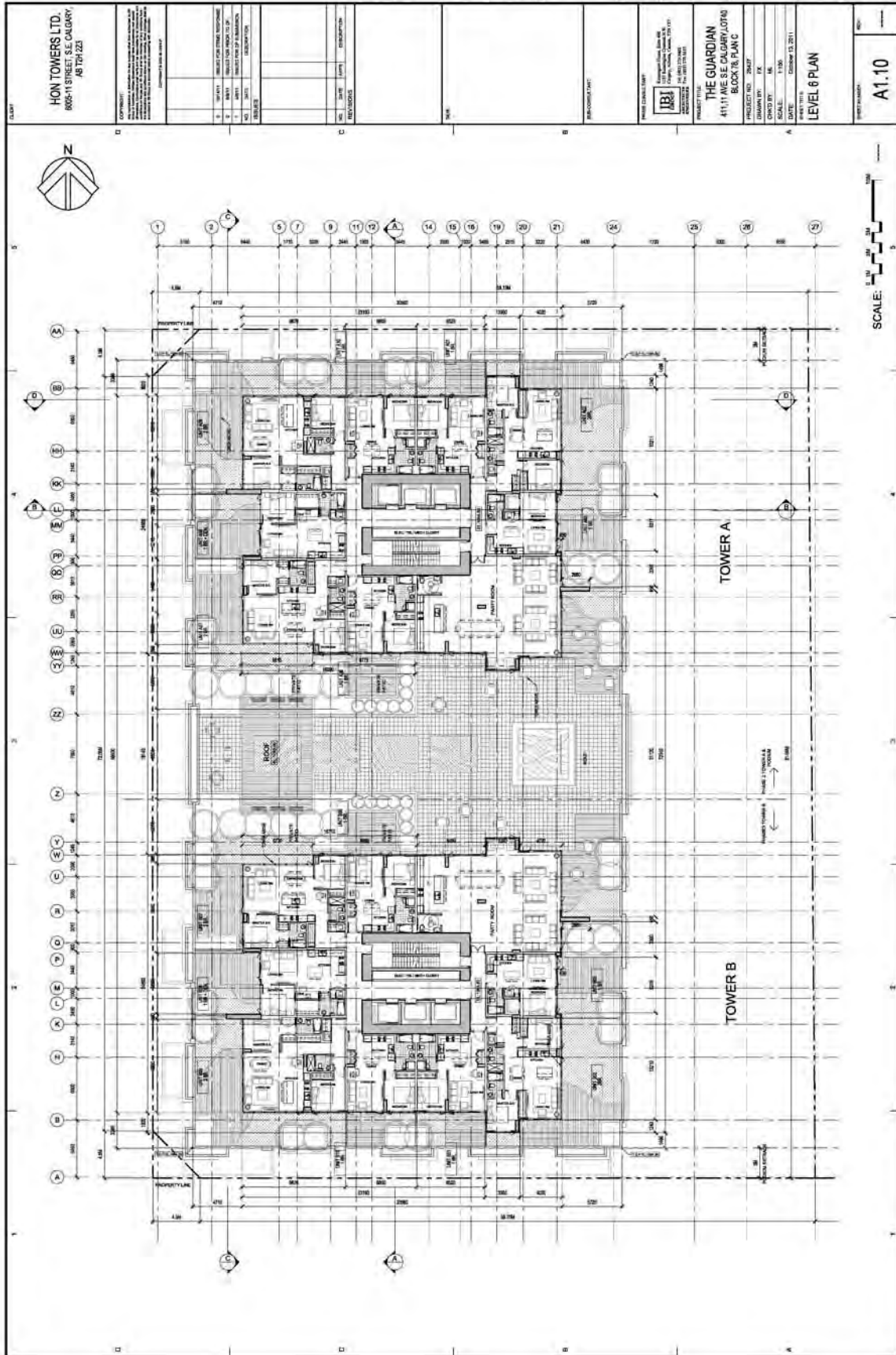












HON TOWERS LTD.
8005-11 STREET S.E. CALGARY,
AB T2H 2Z3

CONTRACT NO.
PROJECT NO.
DATE

REVISIONS
NO. DATE DESCRIPTION

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PROJECT TITLE
THE GUARDIAN
41111 AVE S.E. CALGARY, LOT 40
BLOCK 78, PLAN C

PROJECT NO.
41111

DESIGNED BY
M. K.

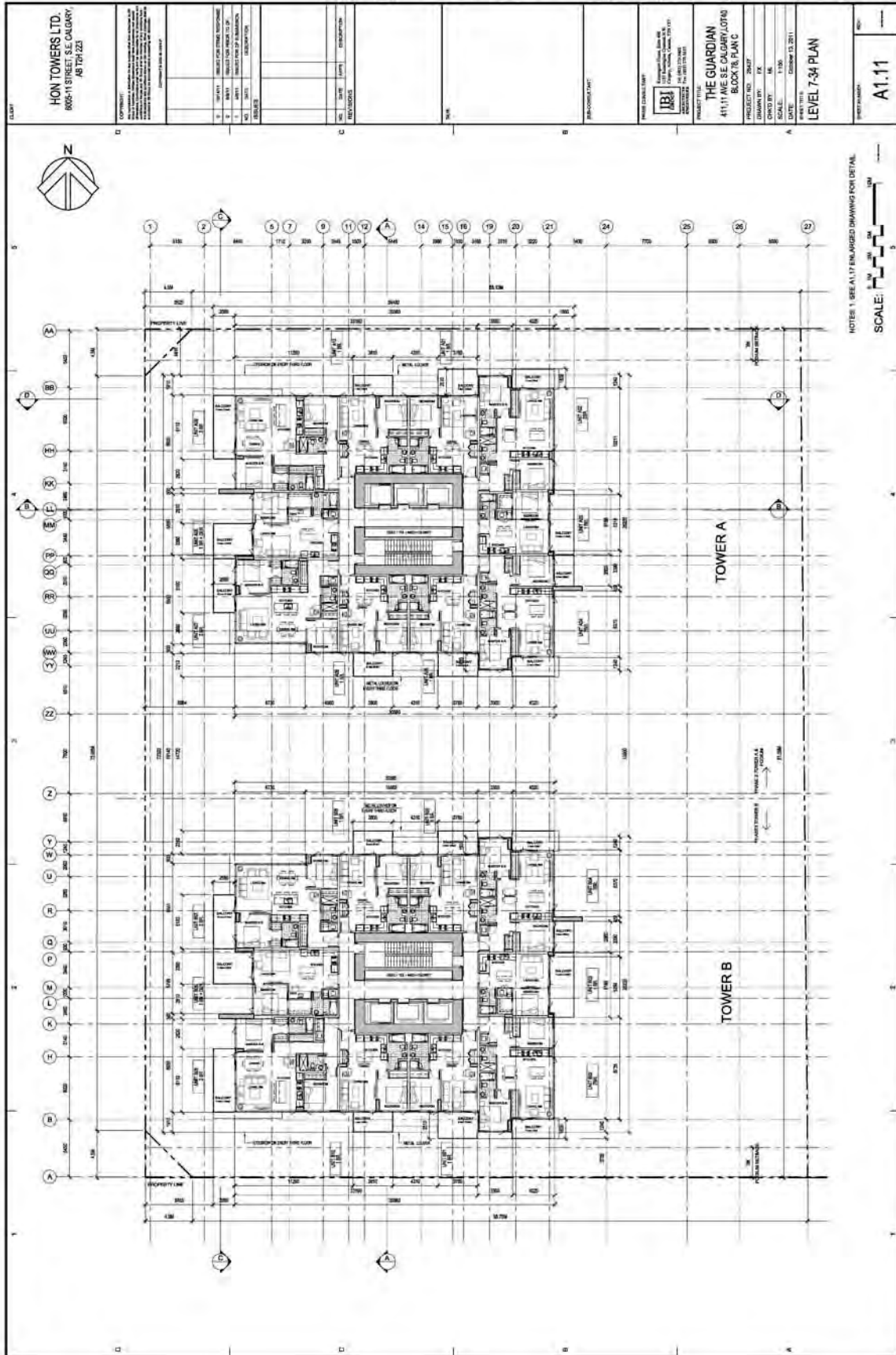
CHECKED BY
M. K.

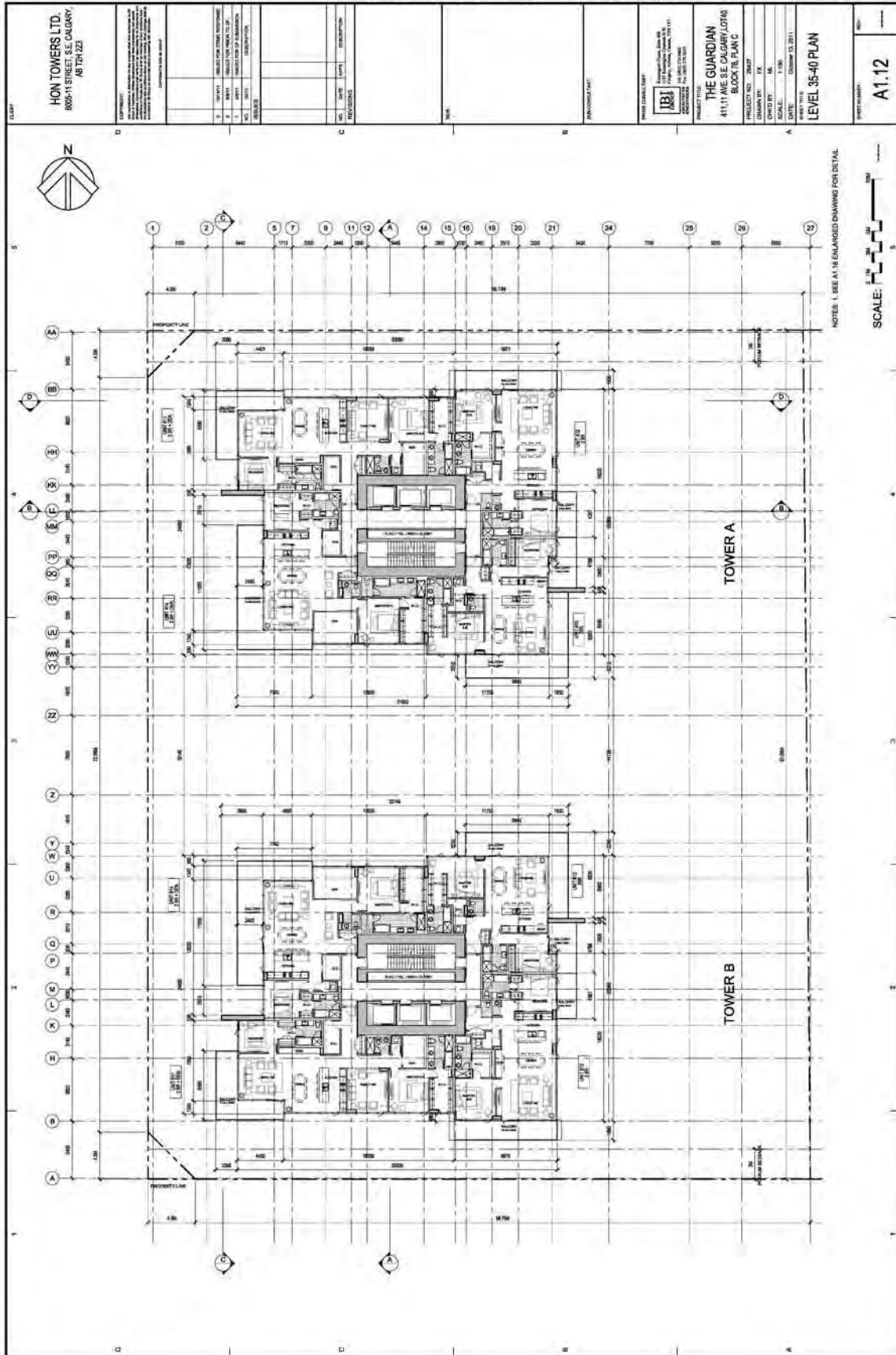
DATE
OCTOBER 13, 2011

LEVEL 6 PLAN

SCALE: 1:10

A1.10





HON TOWERS LTD.
8005-11 STREET S.E. CALGARY,
AB T2H 2Z3

CONTRACT NO.
PROJECT NO.
DRAWING NO.
DATE

REVISIONS
NO. DATE DESCRIPTION

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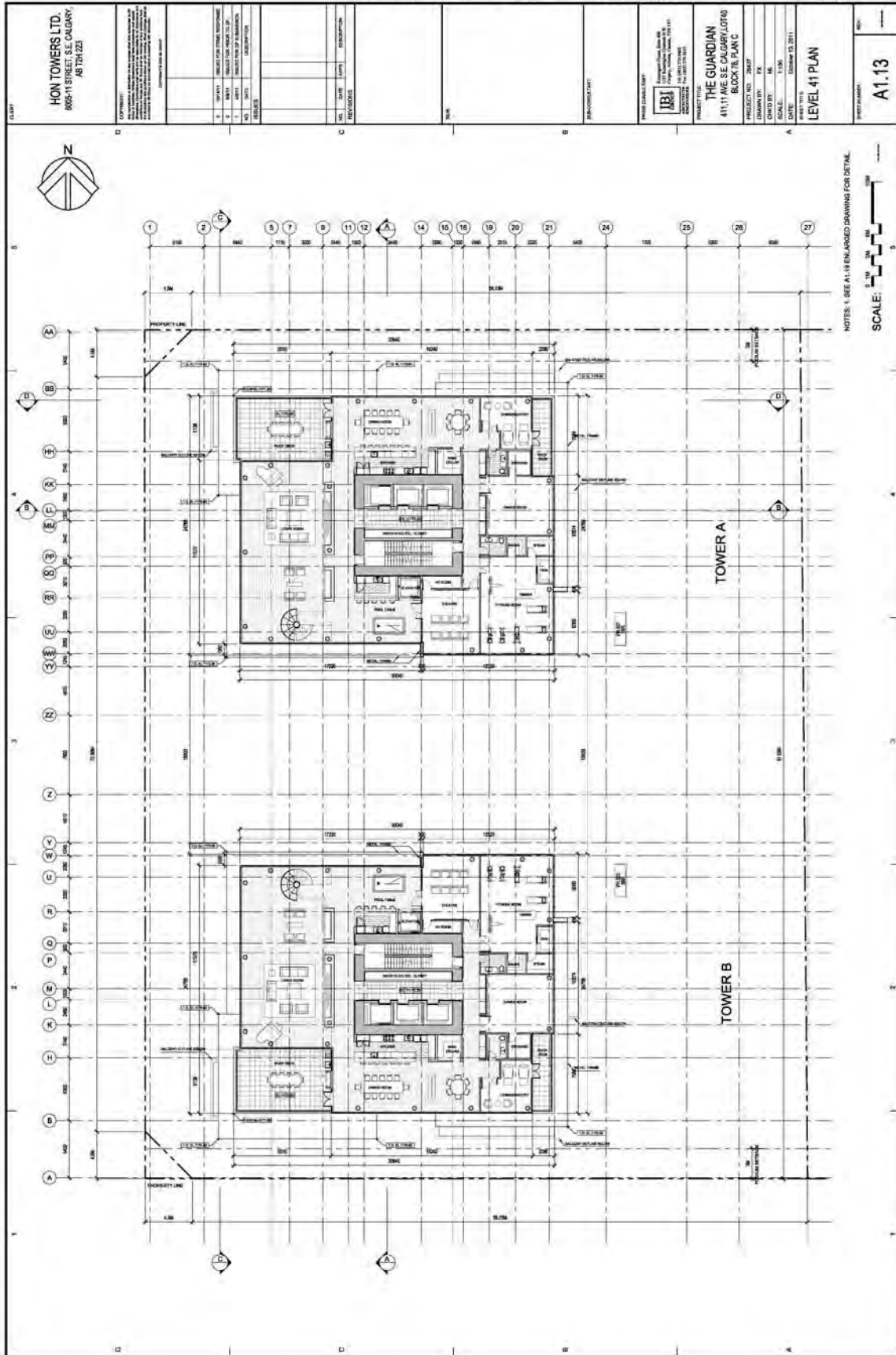
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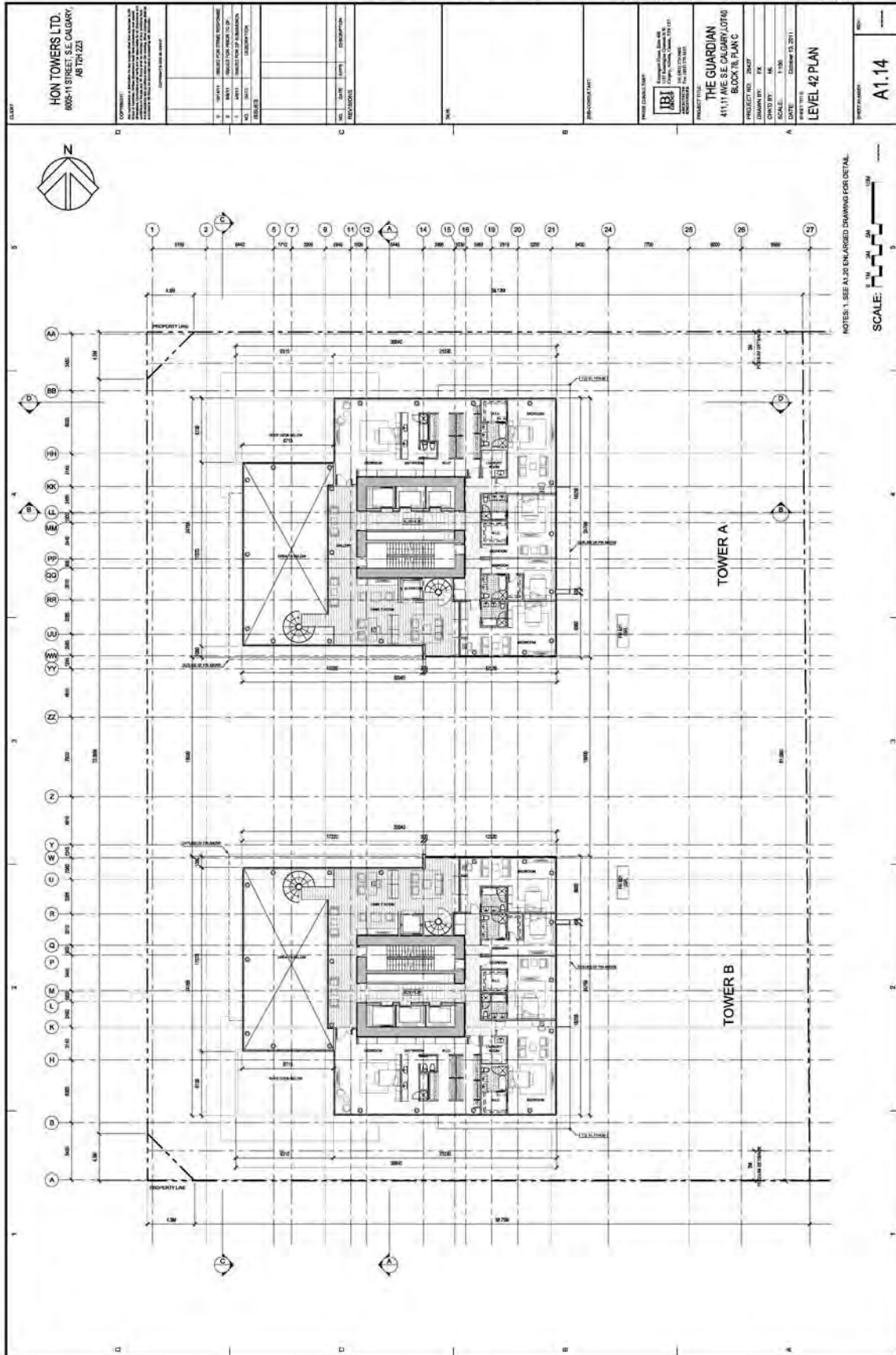
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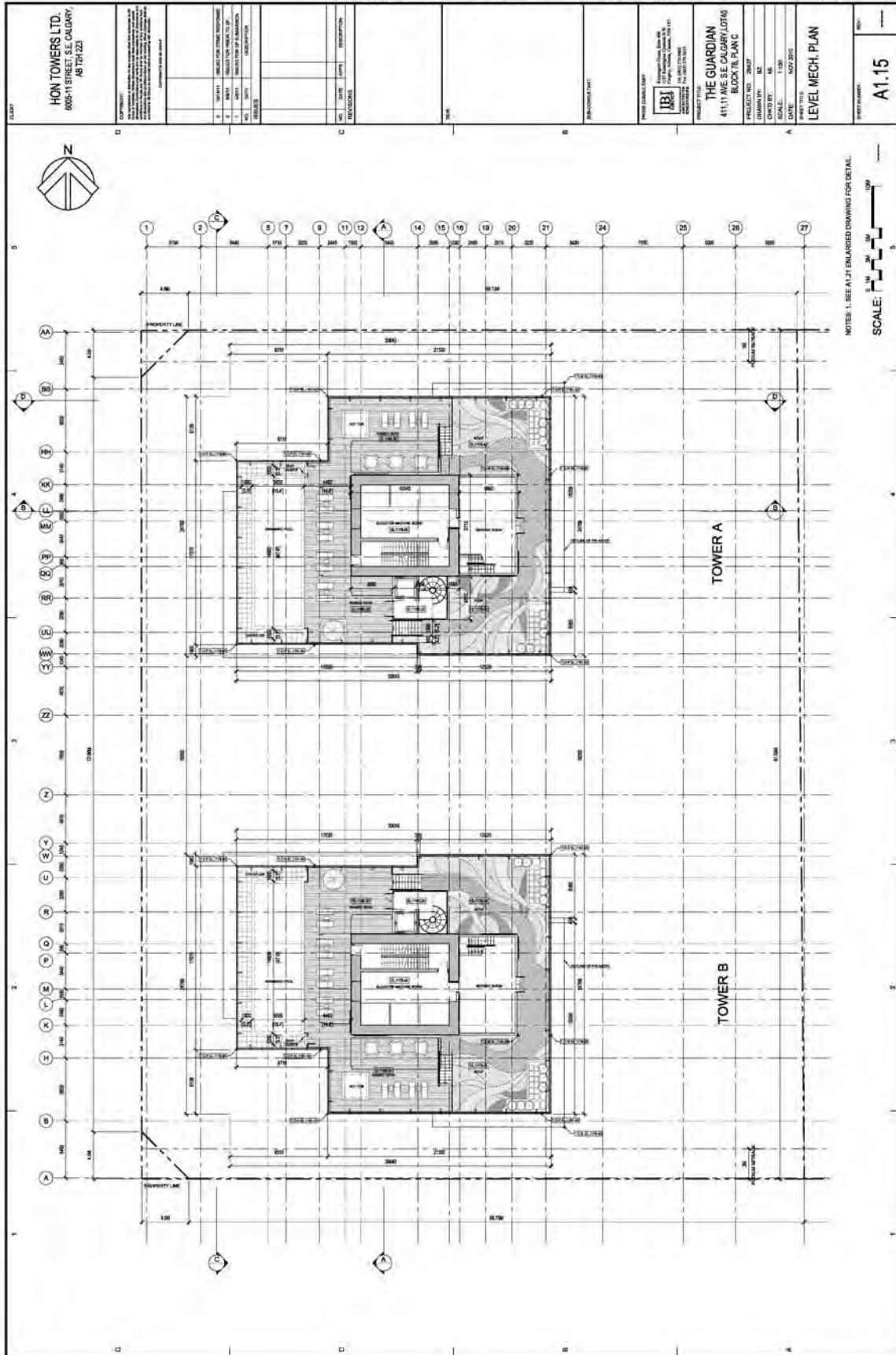
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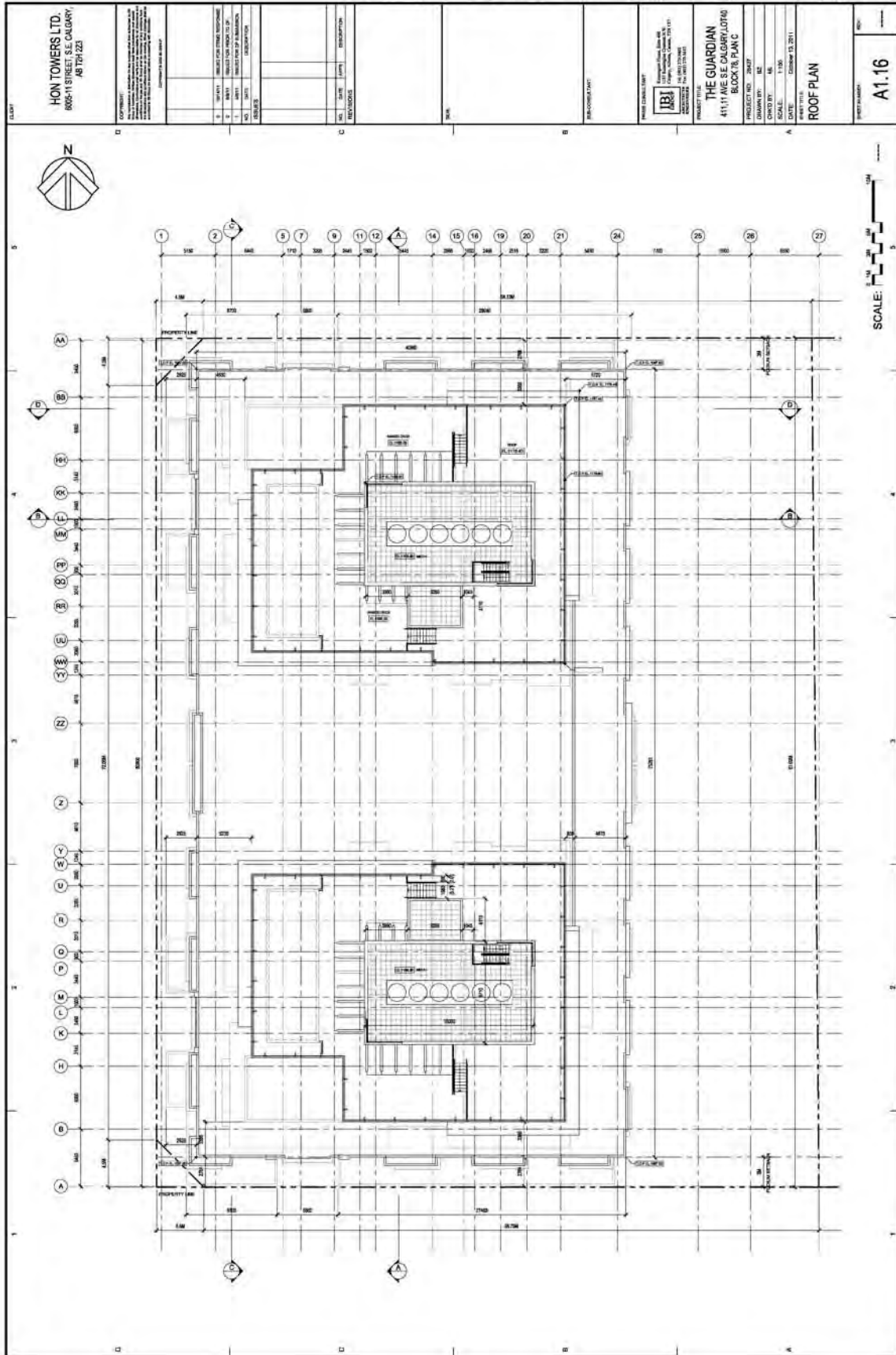
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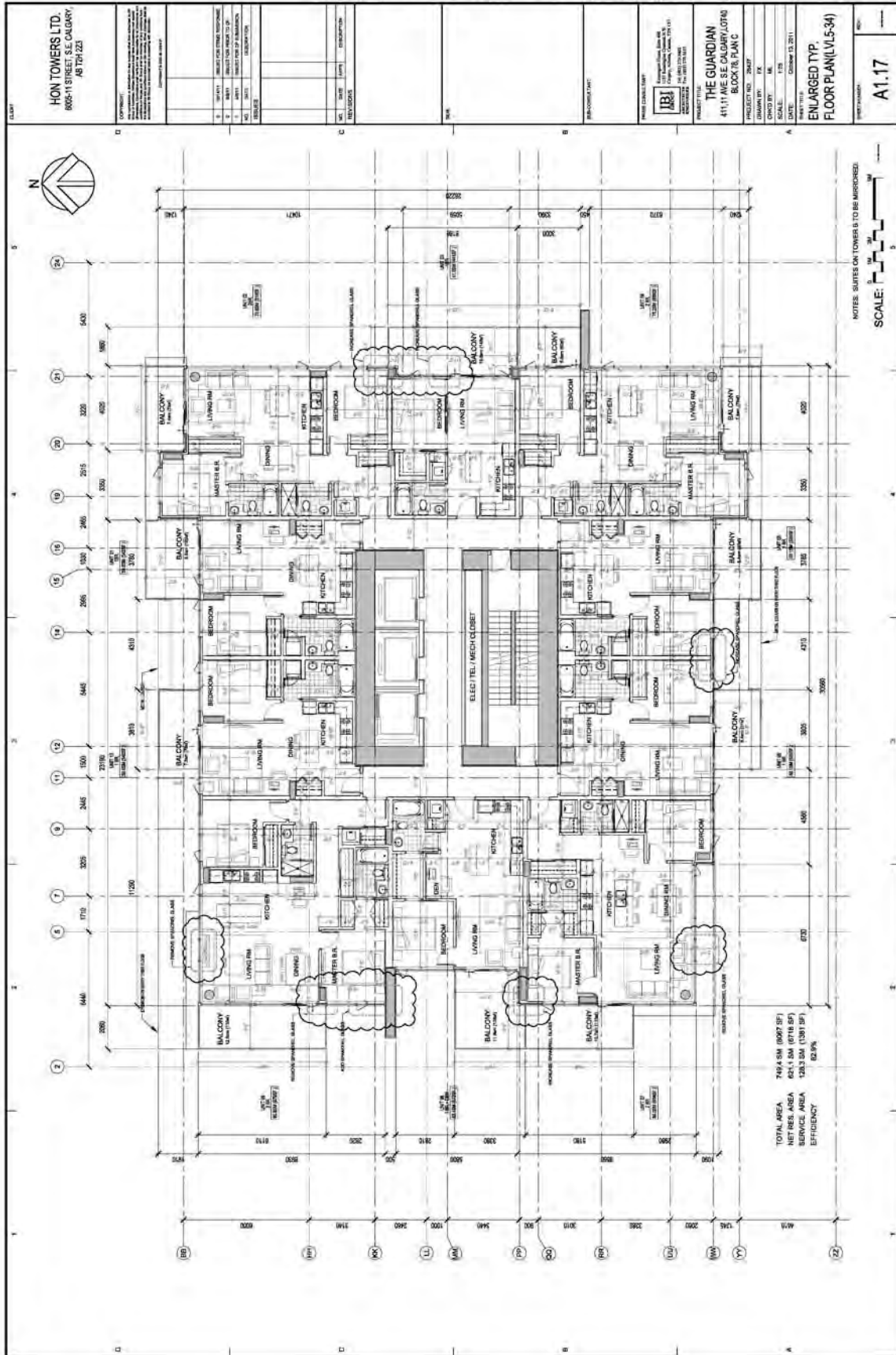
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PROJECT NO.
DRAWING BY
CHECKED BY
SCALE
DATE

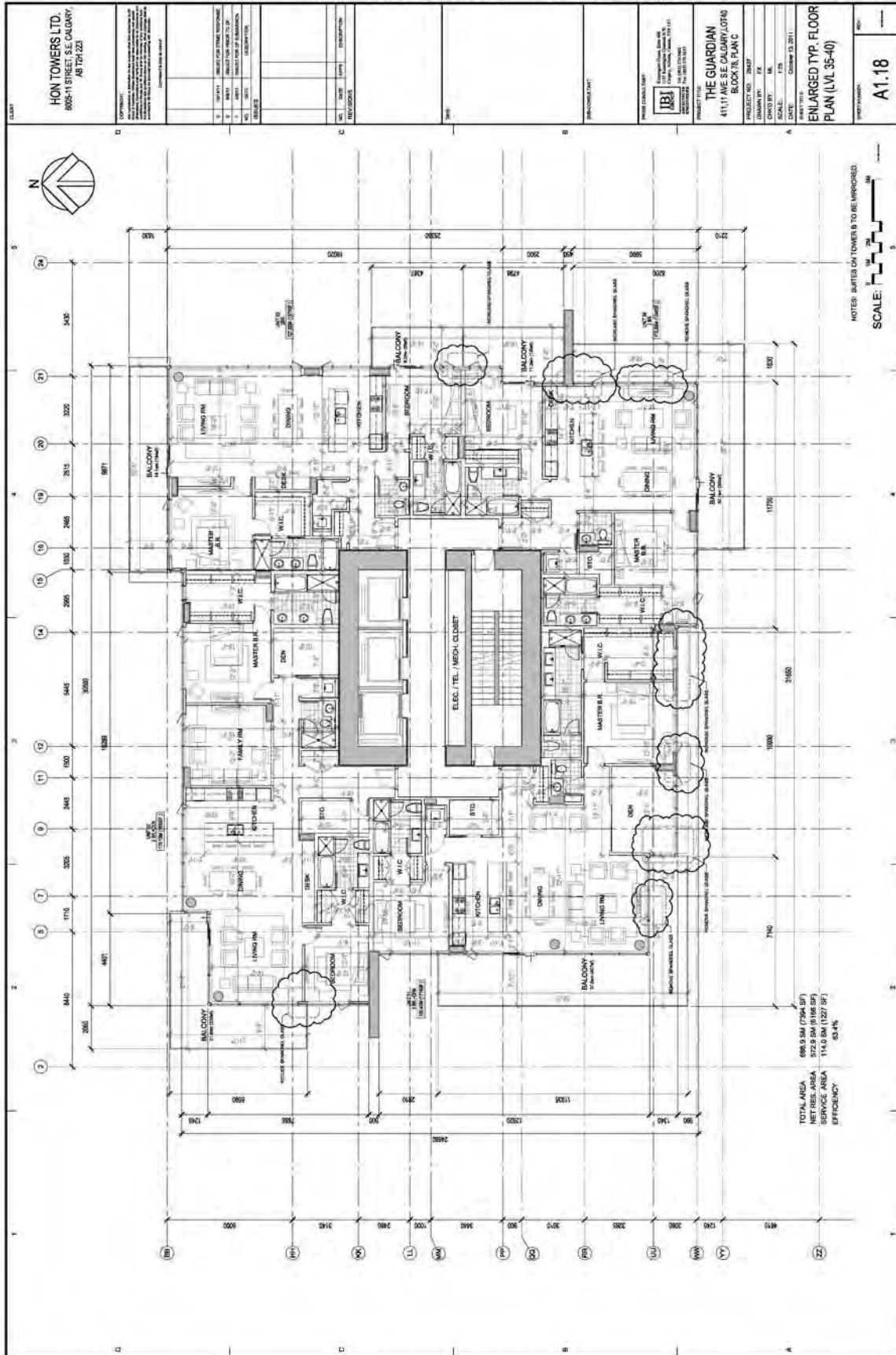


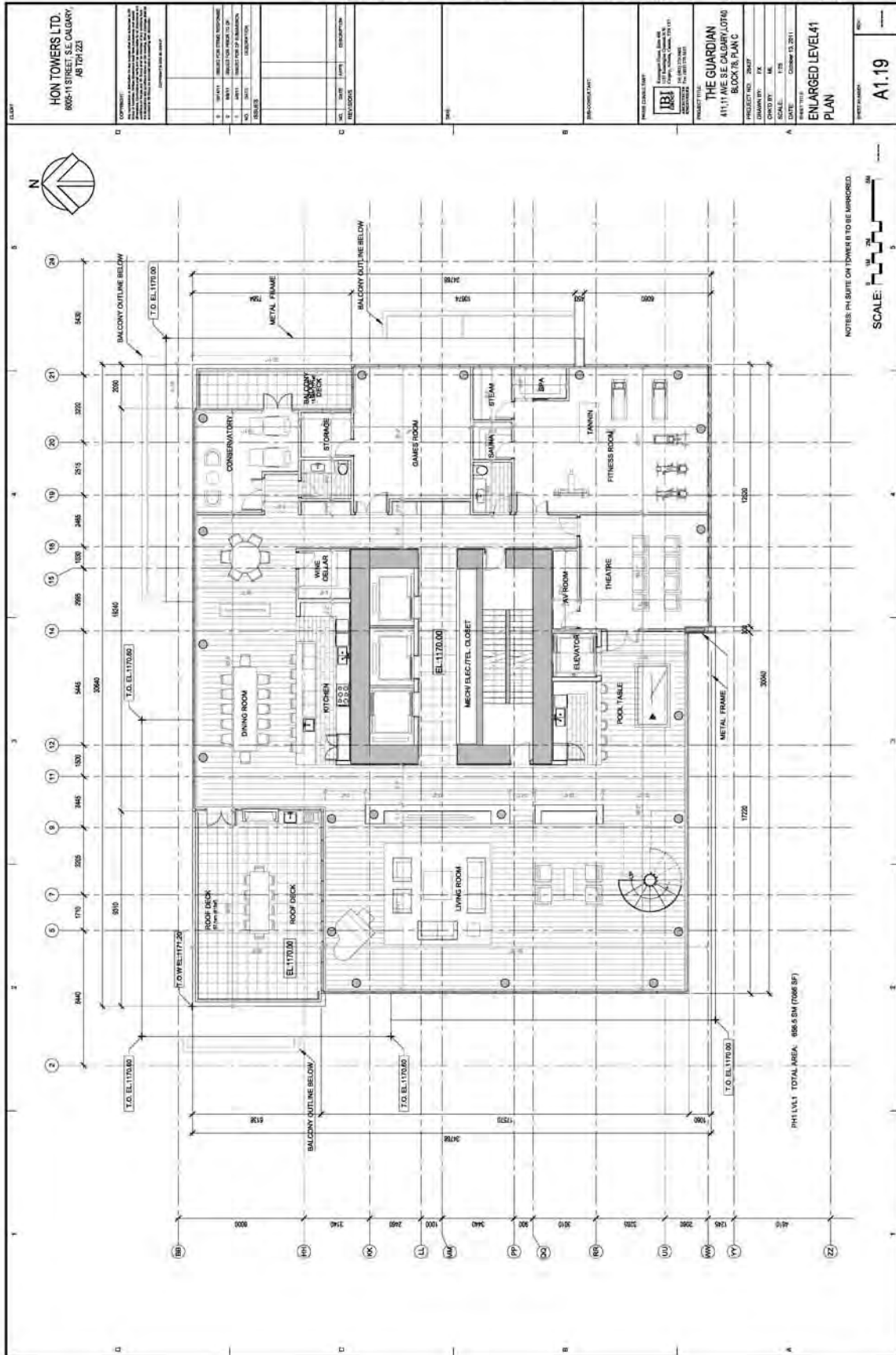


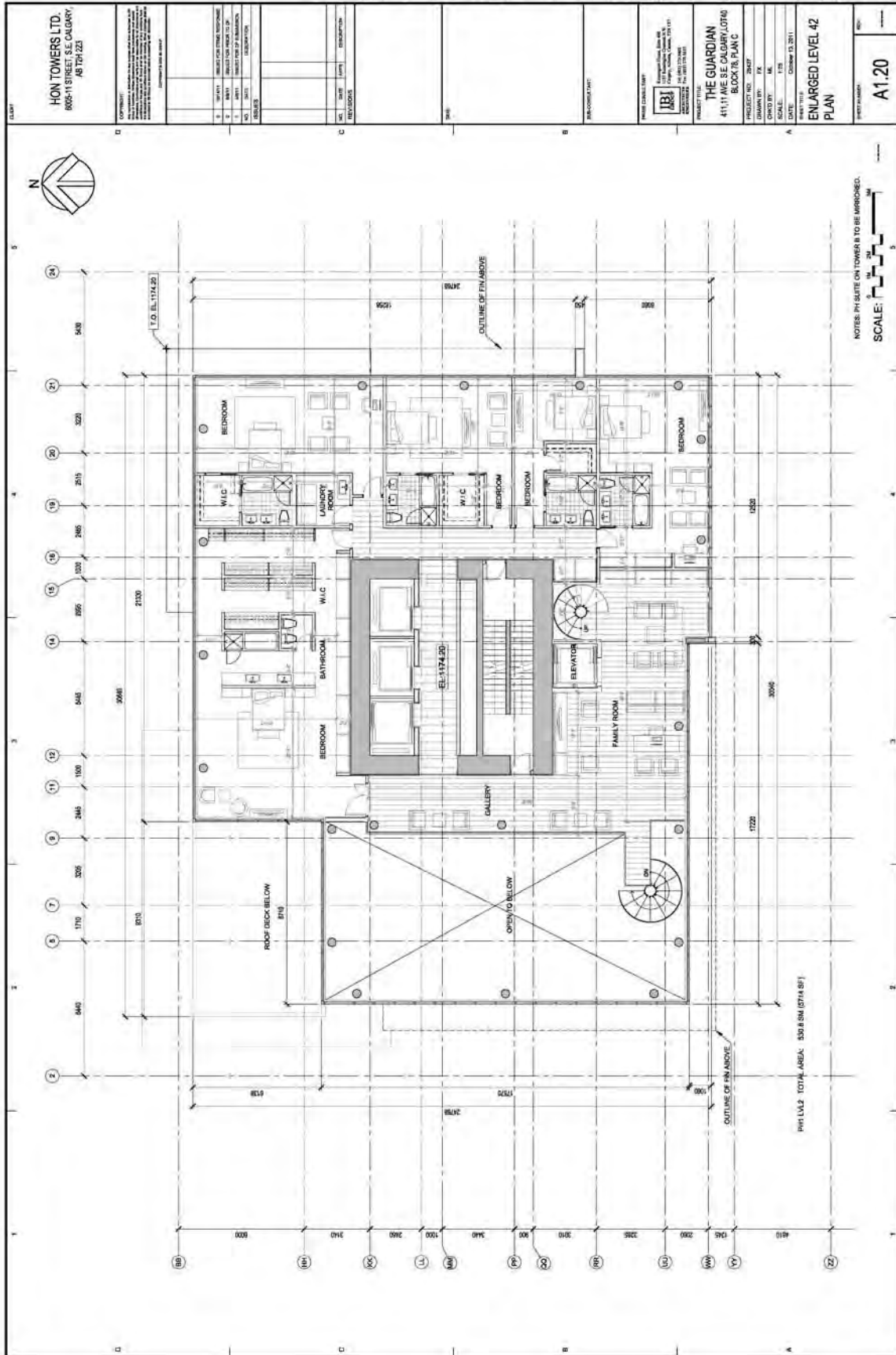


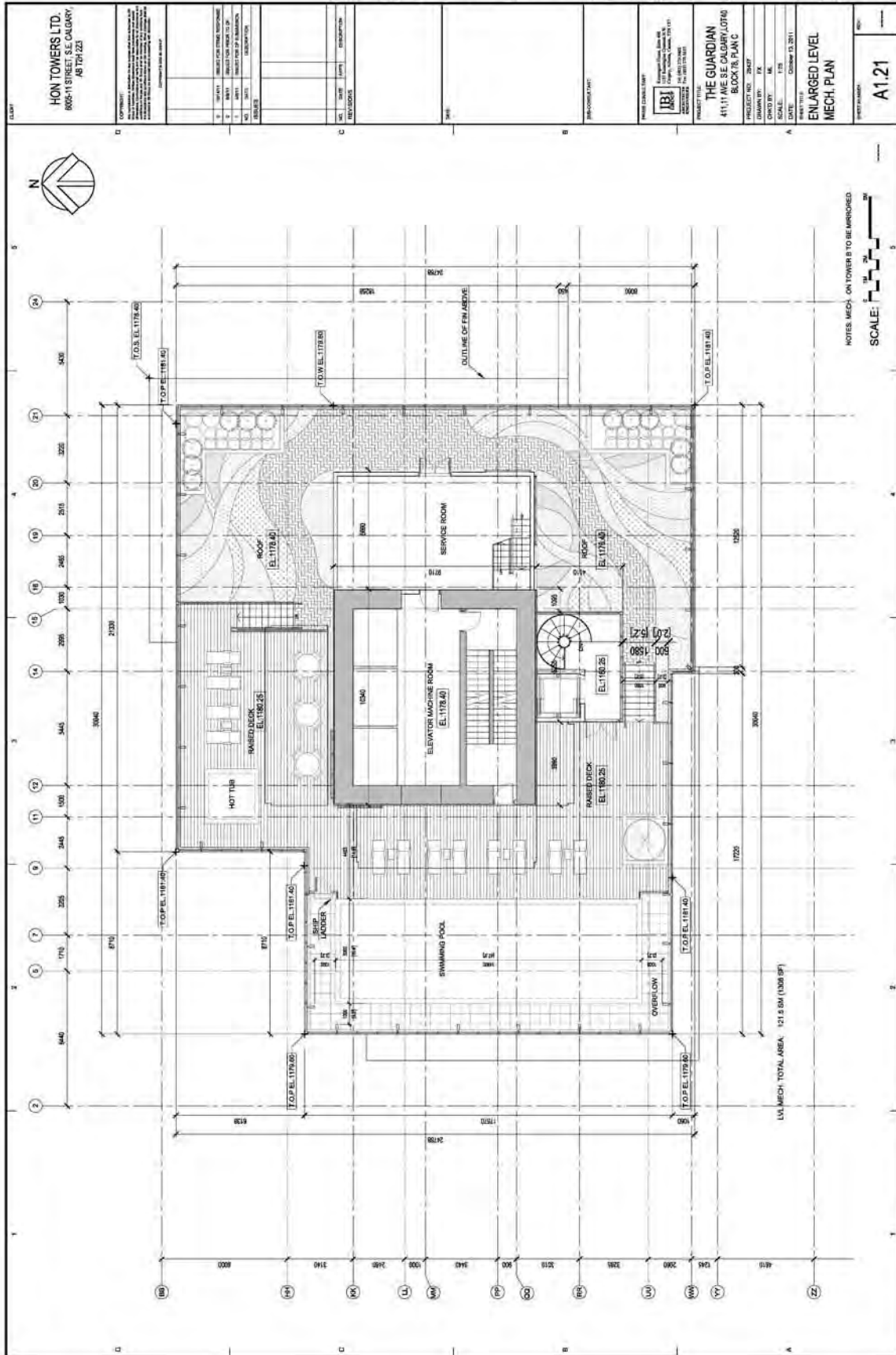


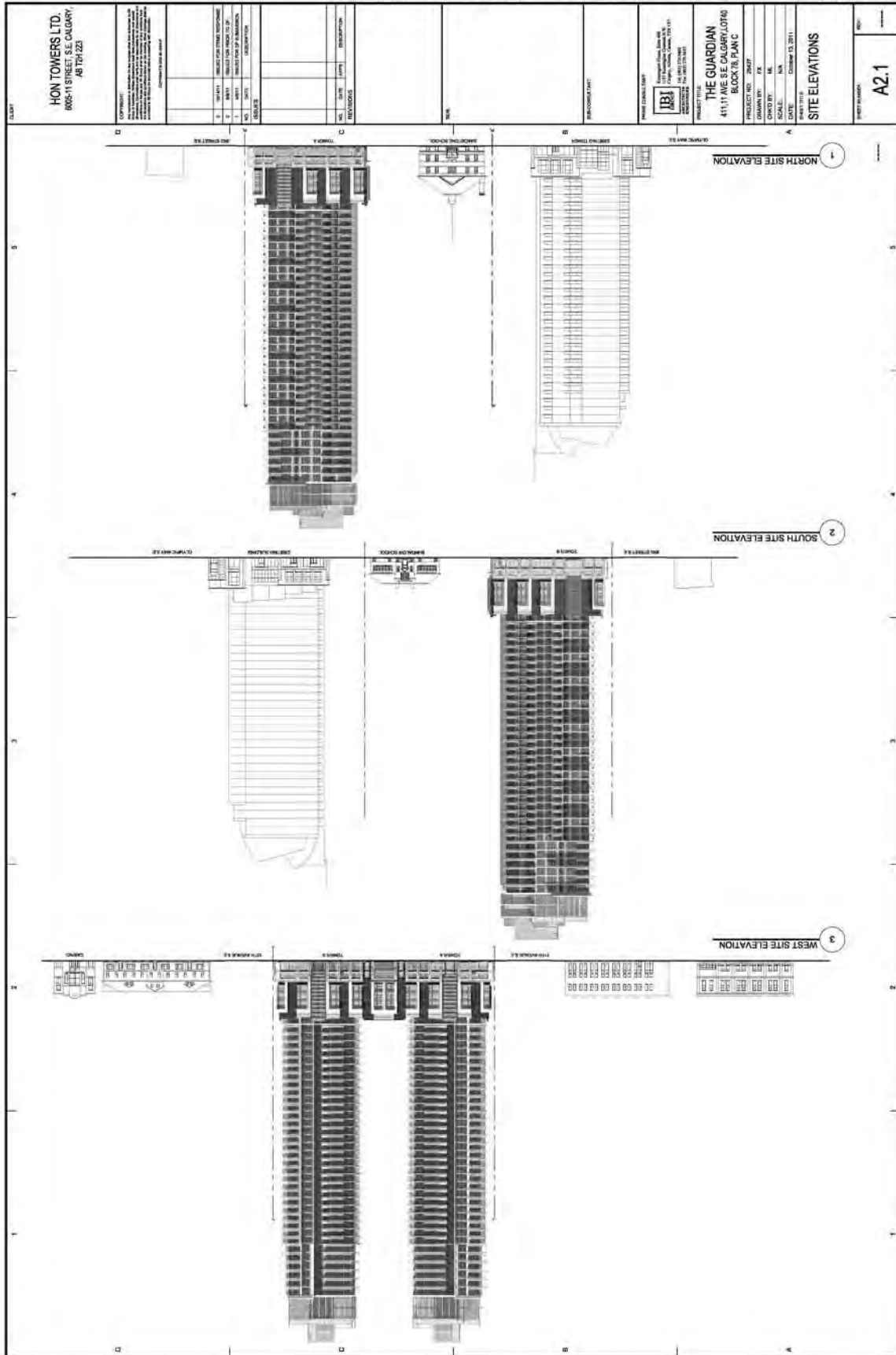


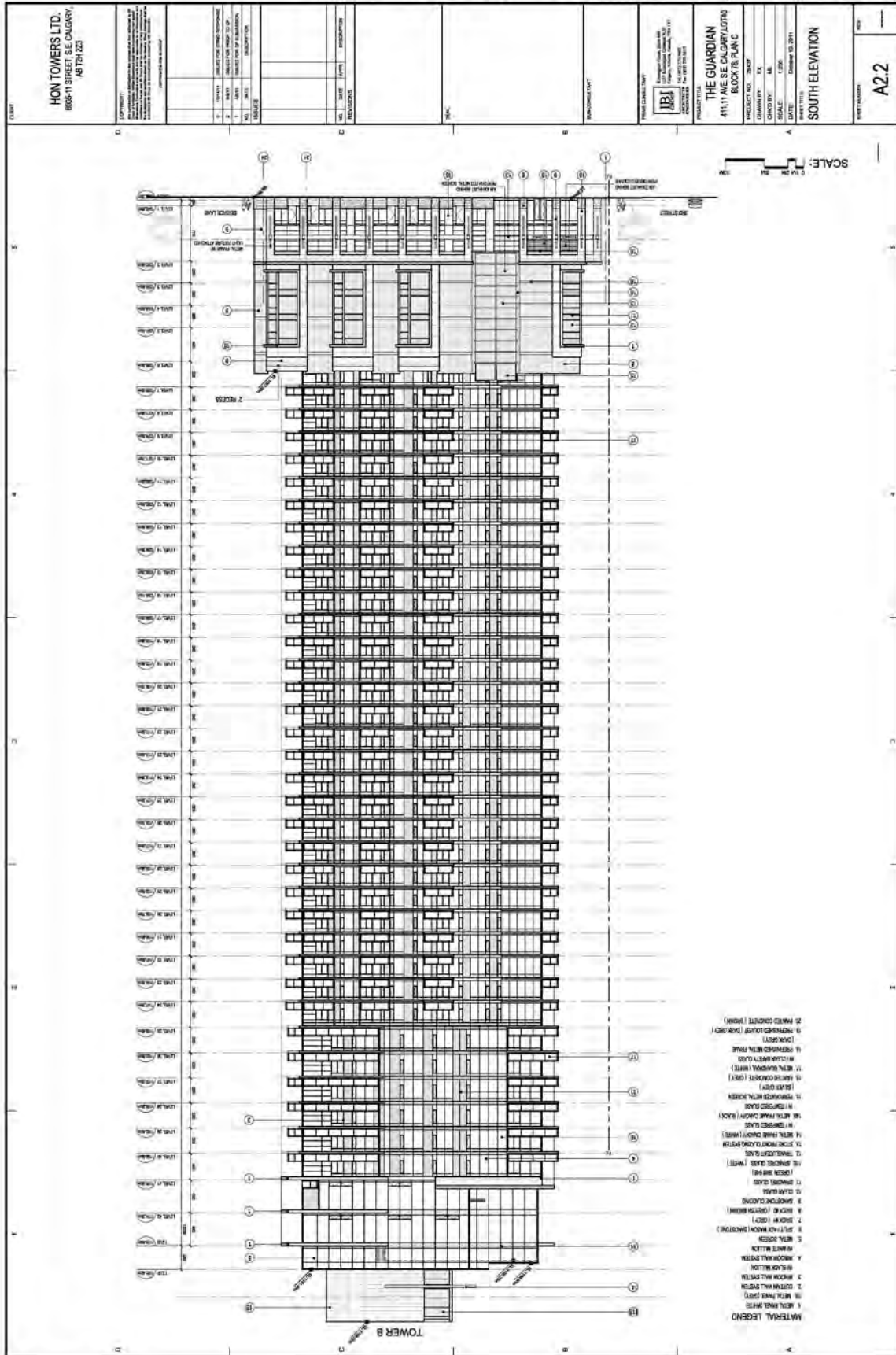


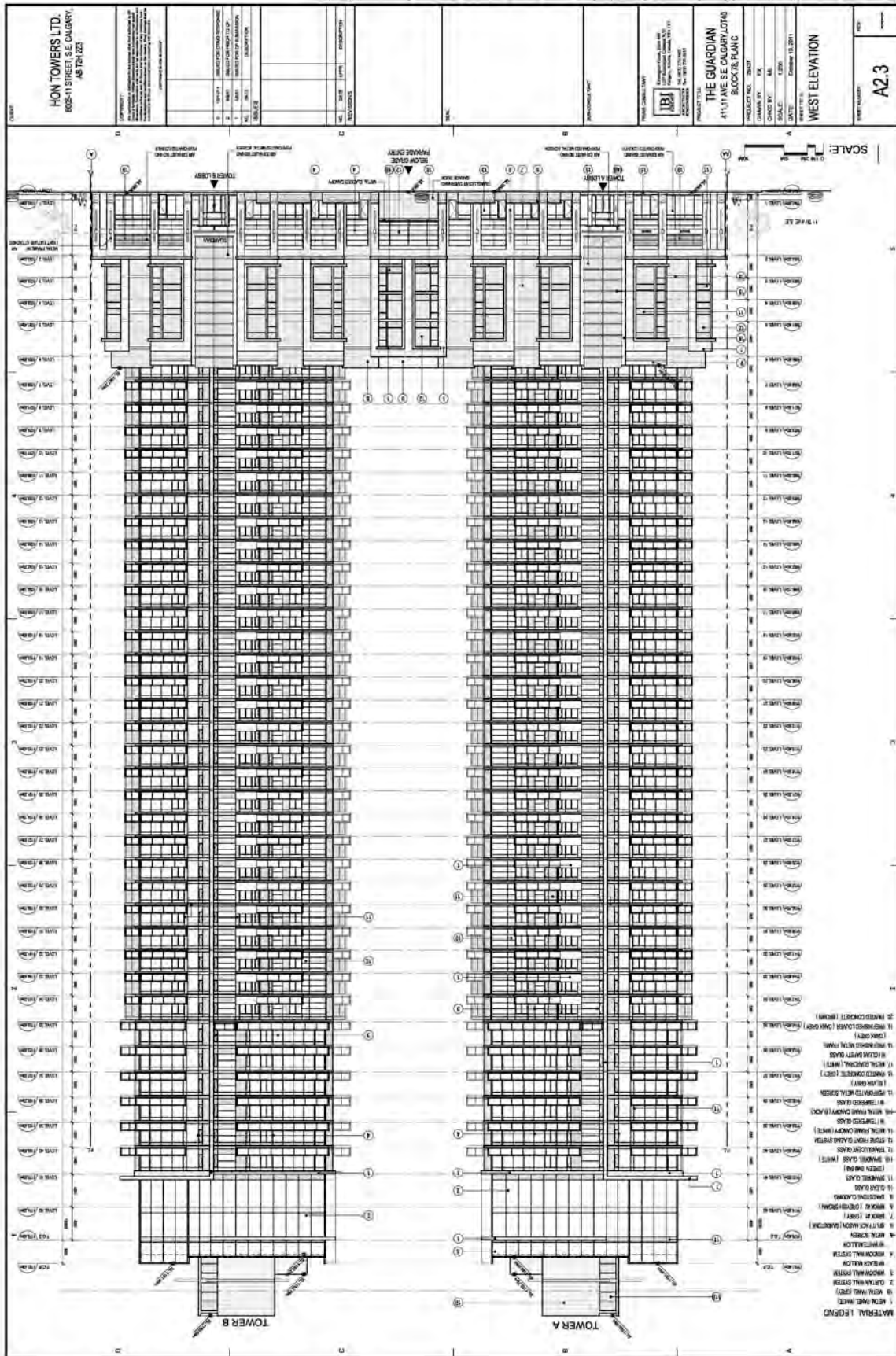


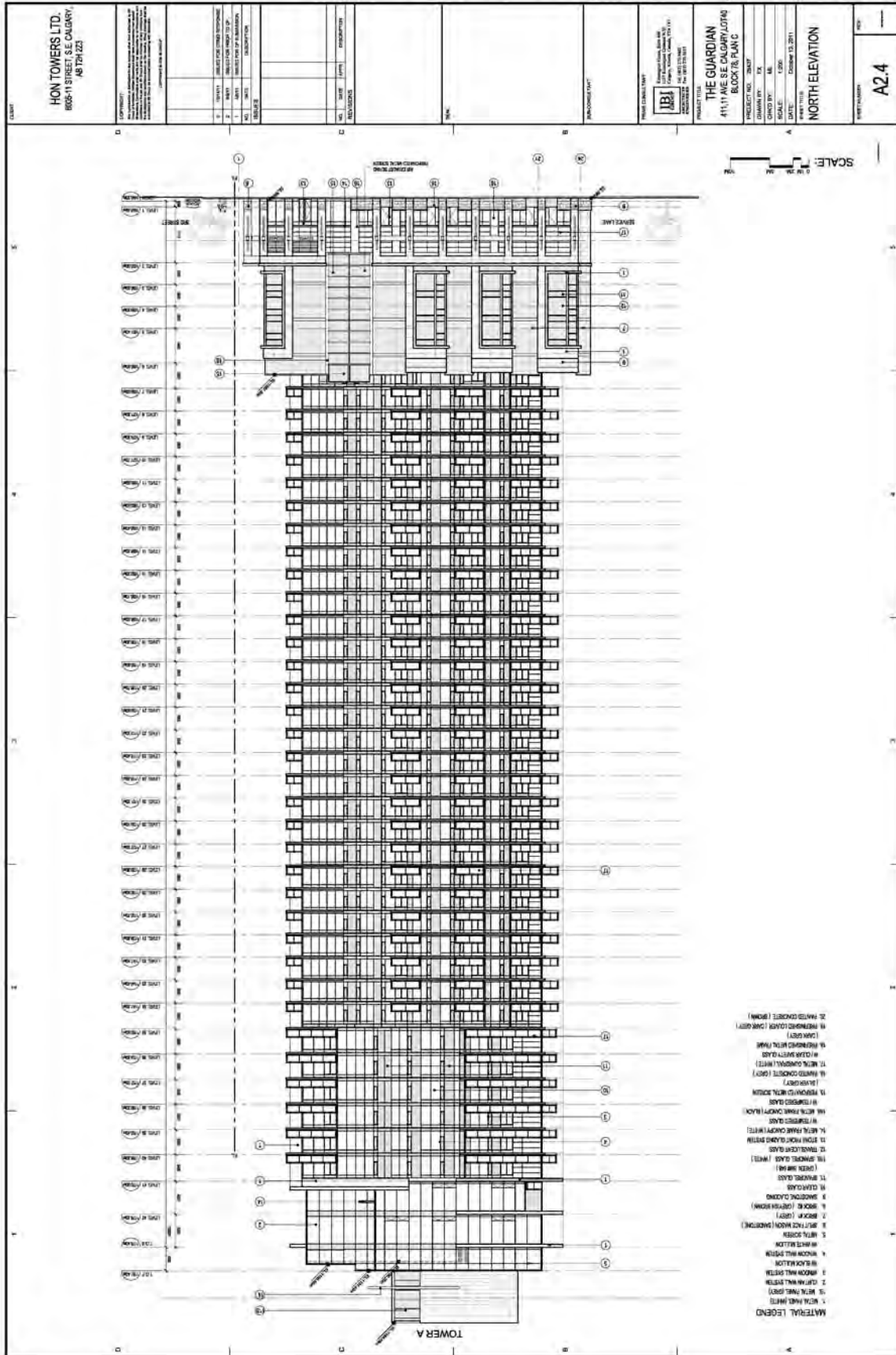


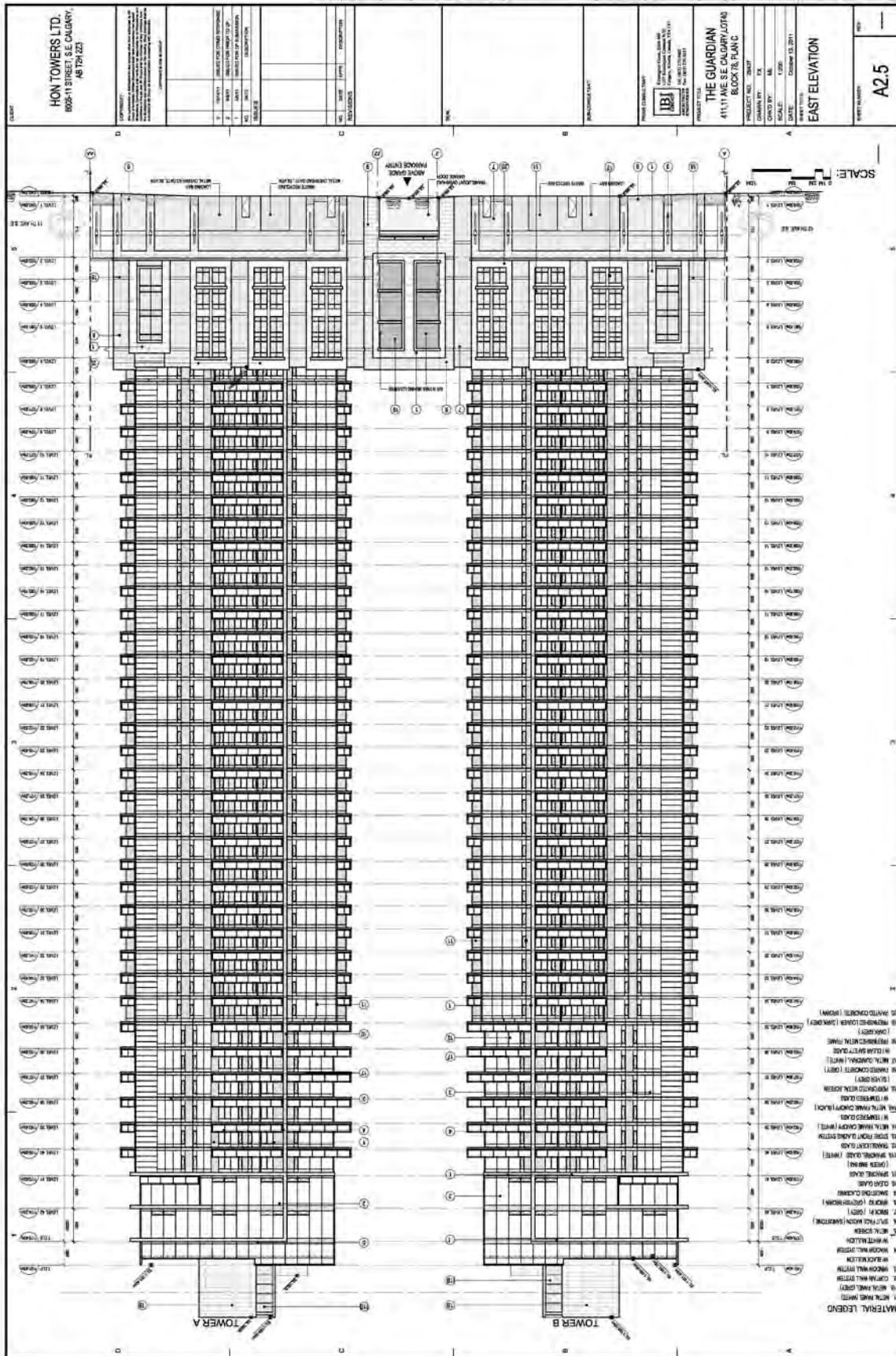


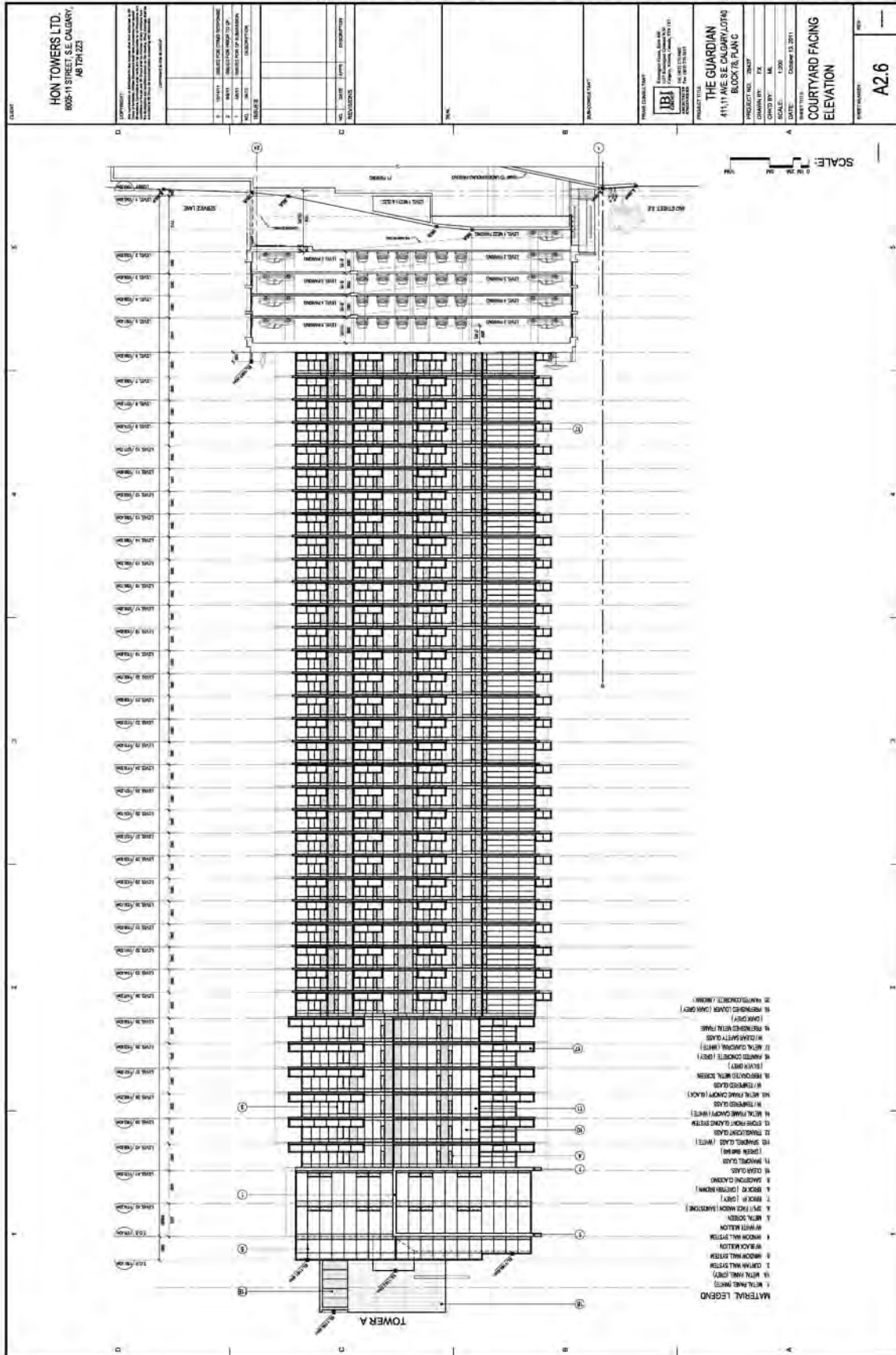


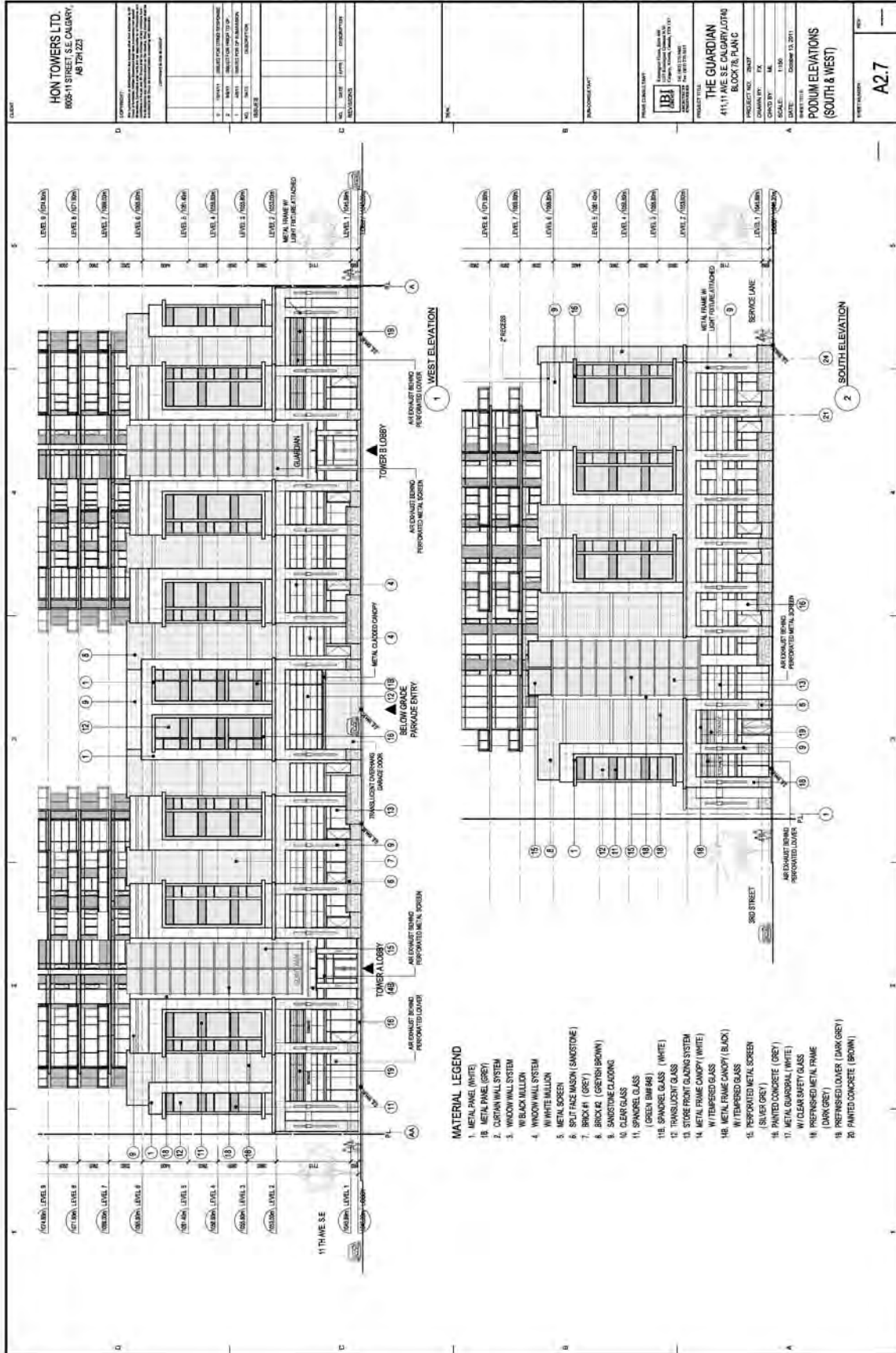


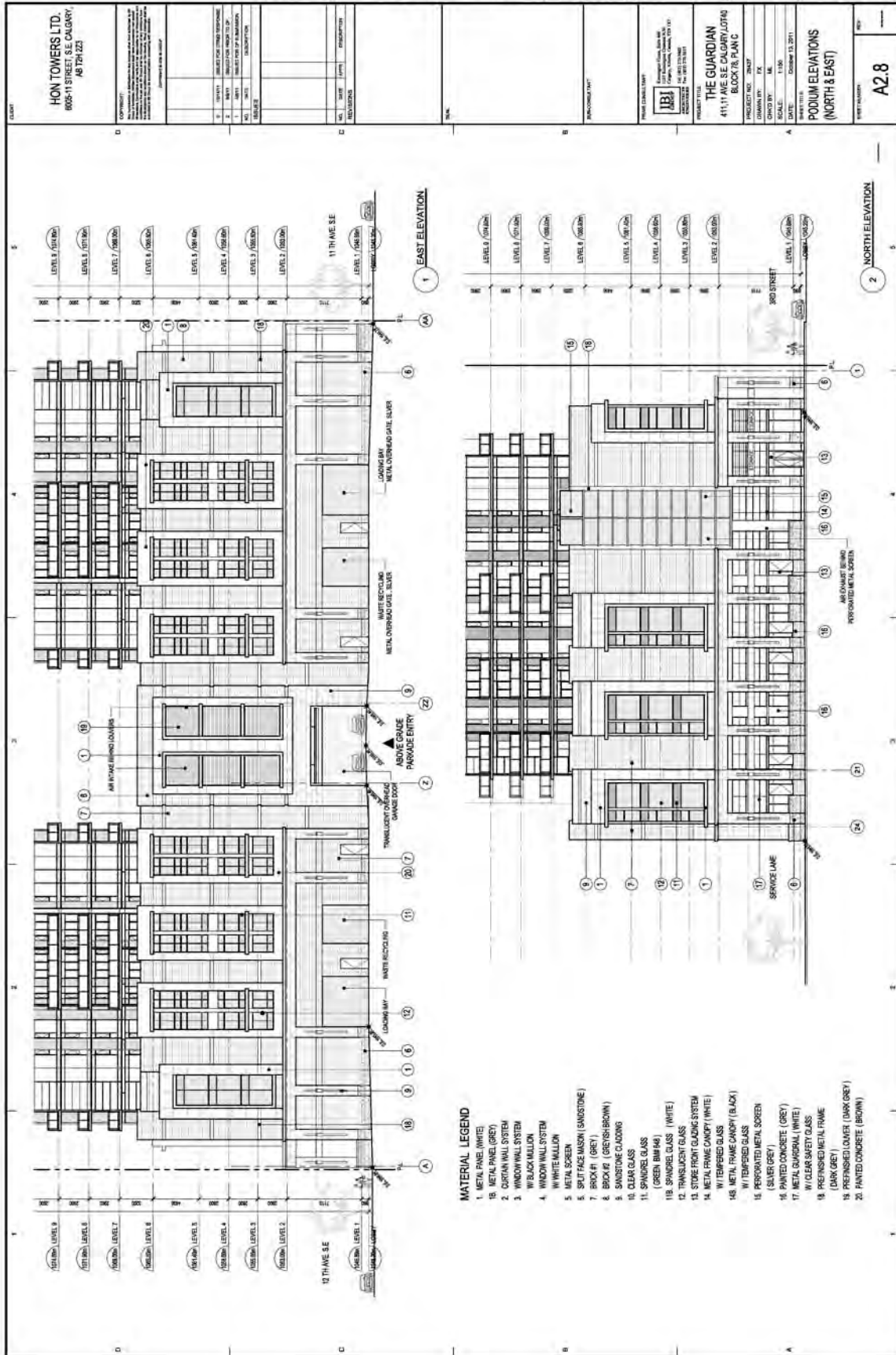


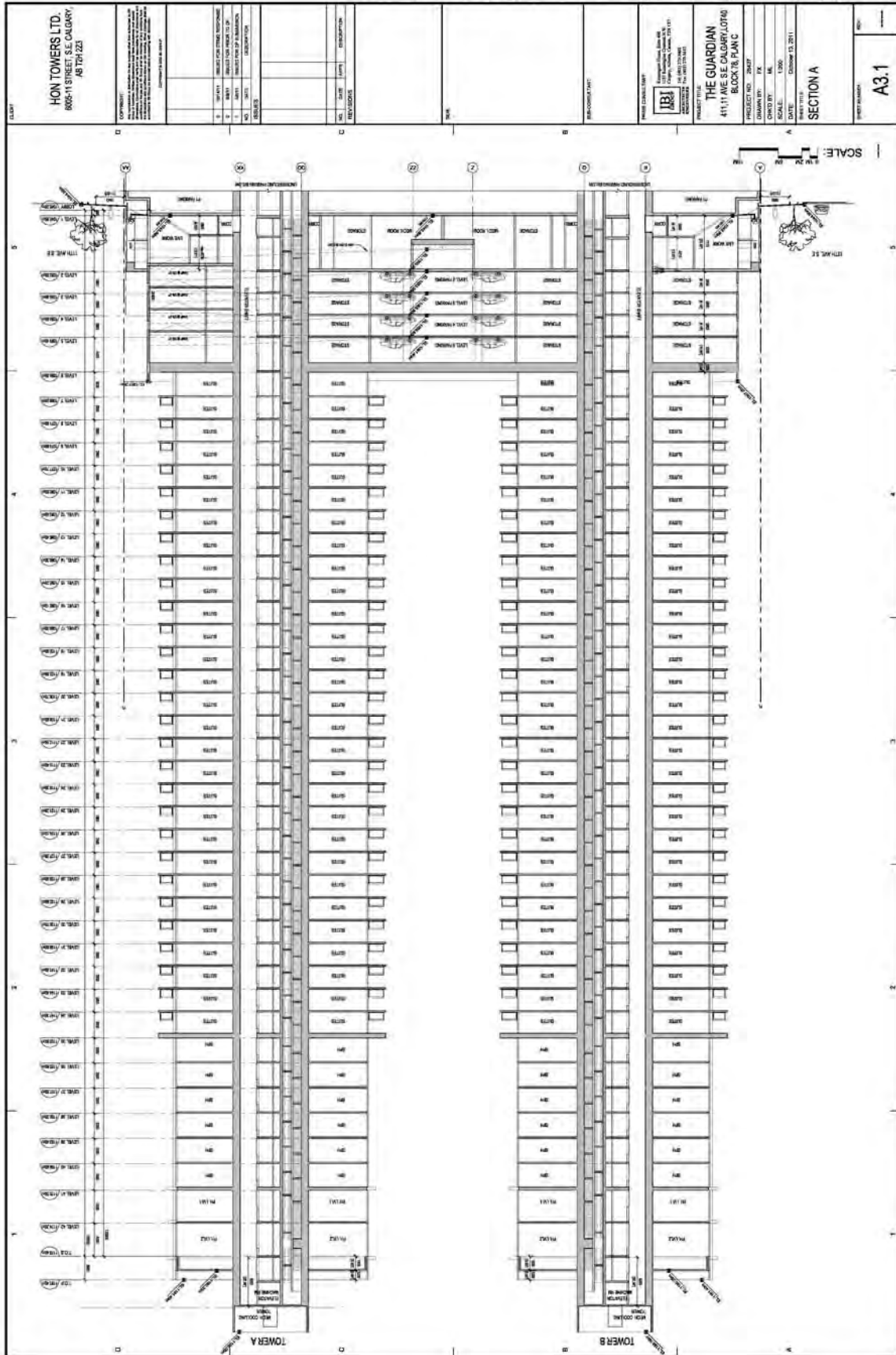


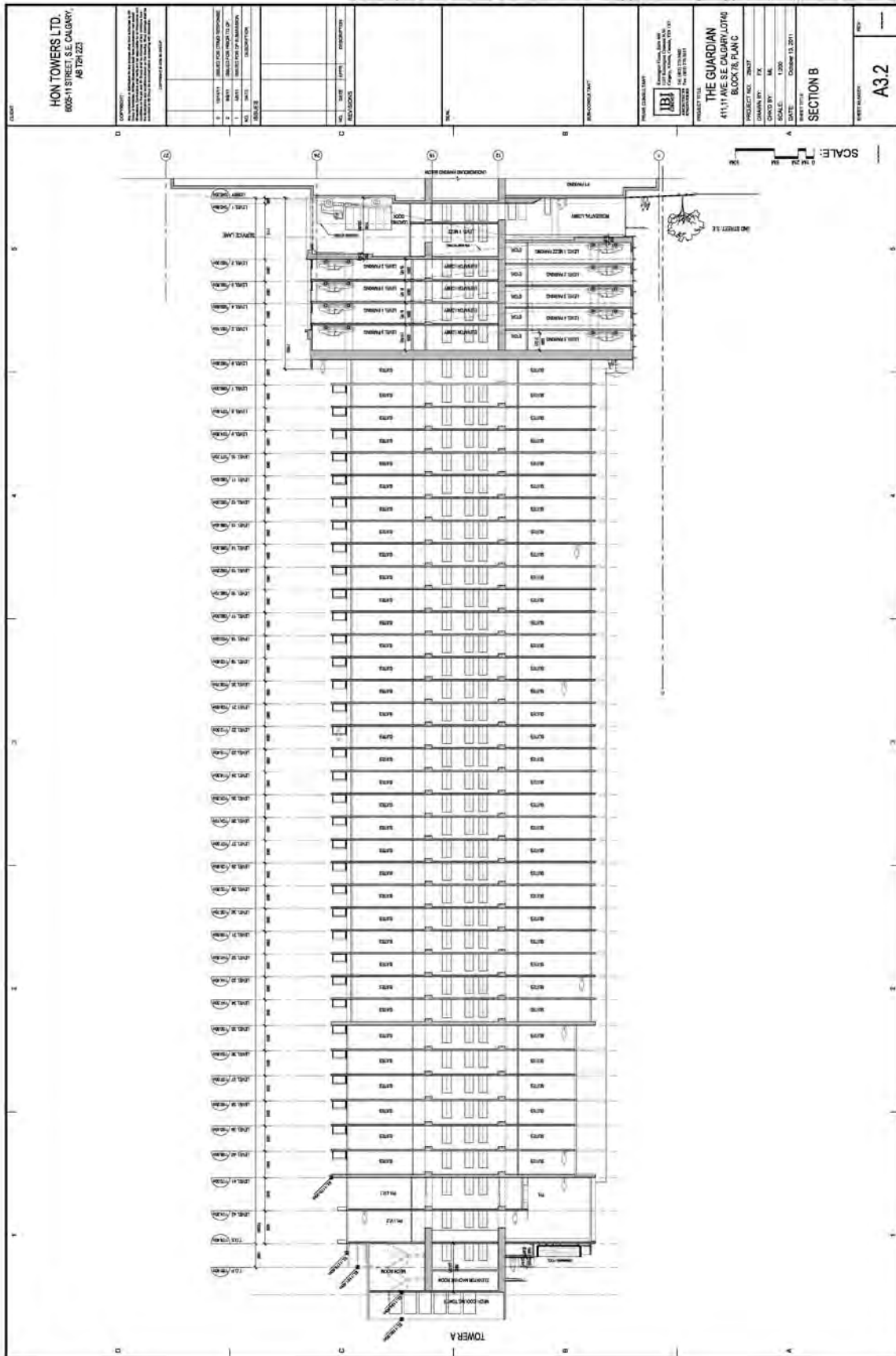


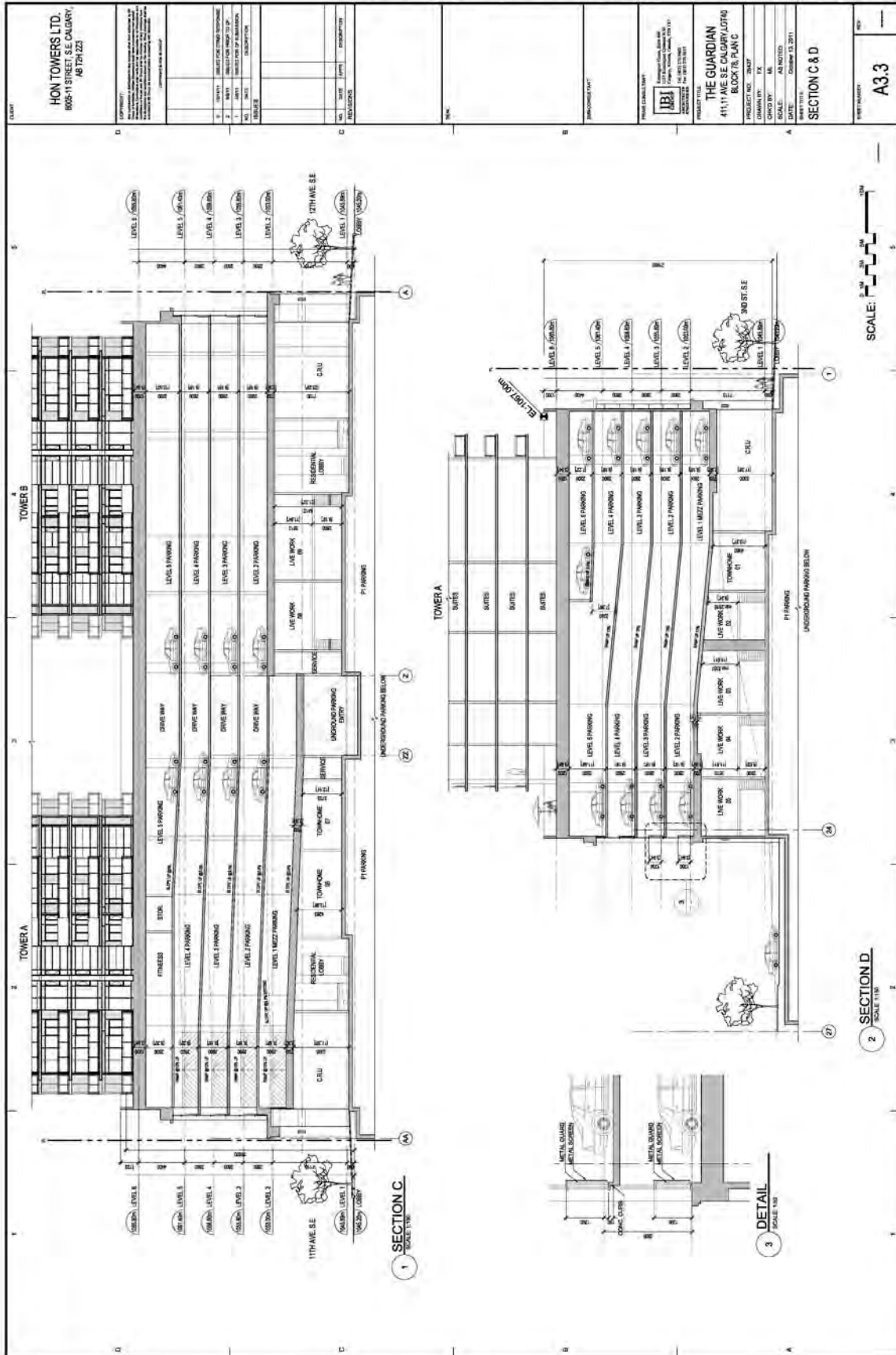


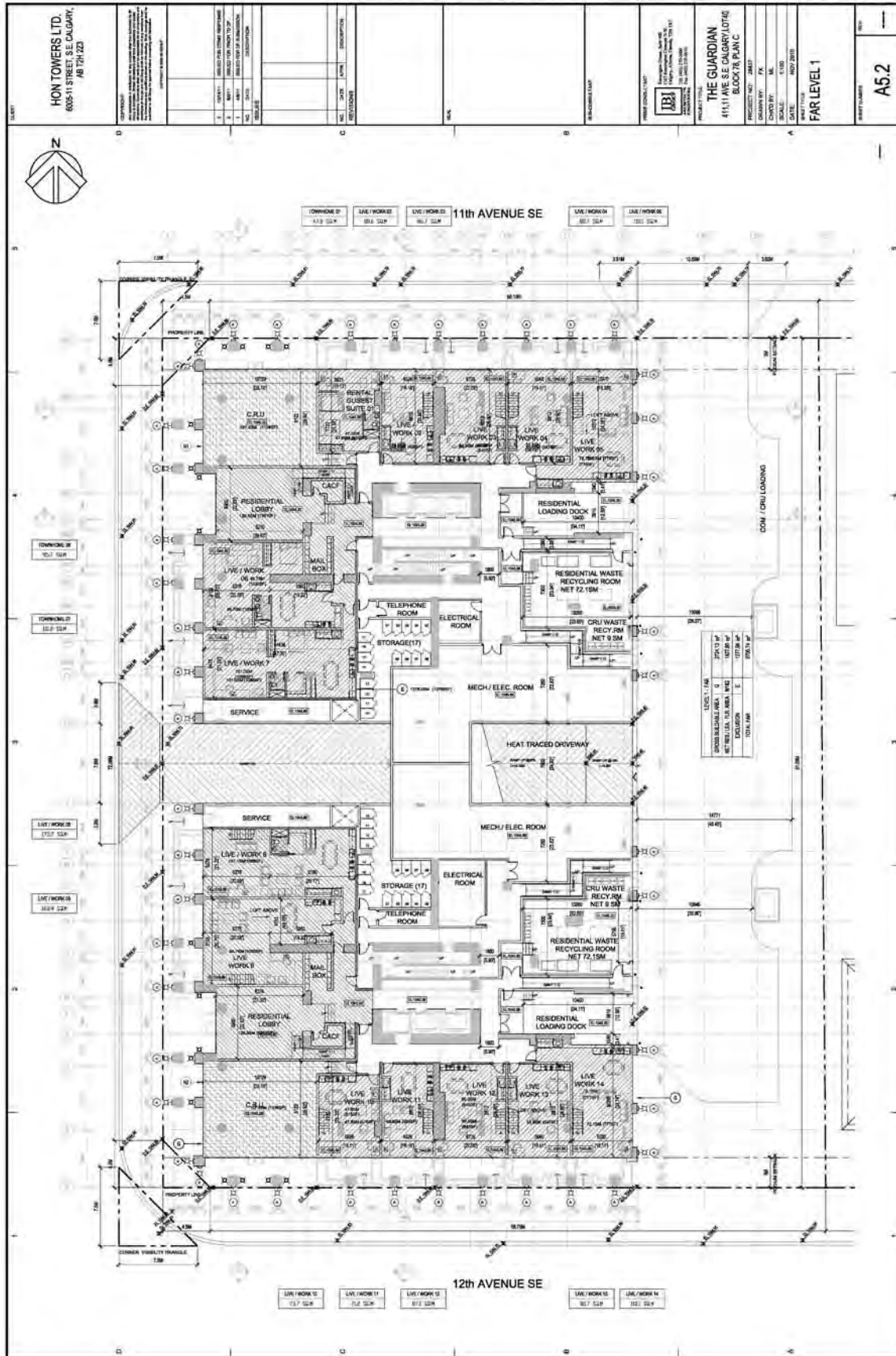


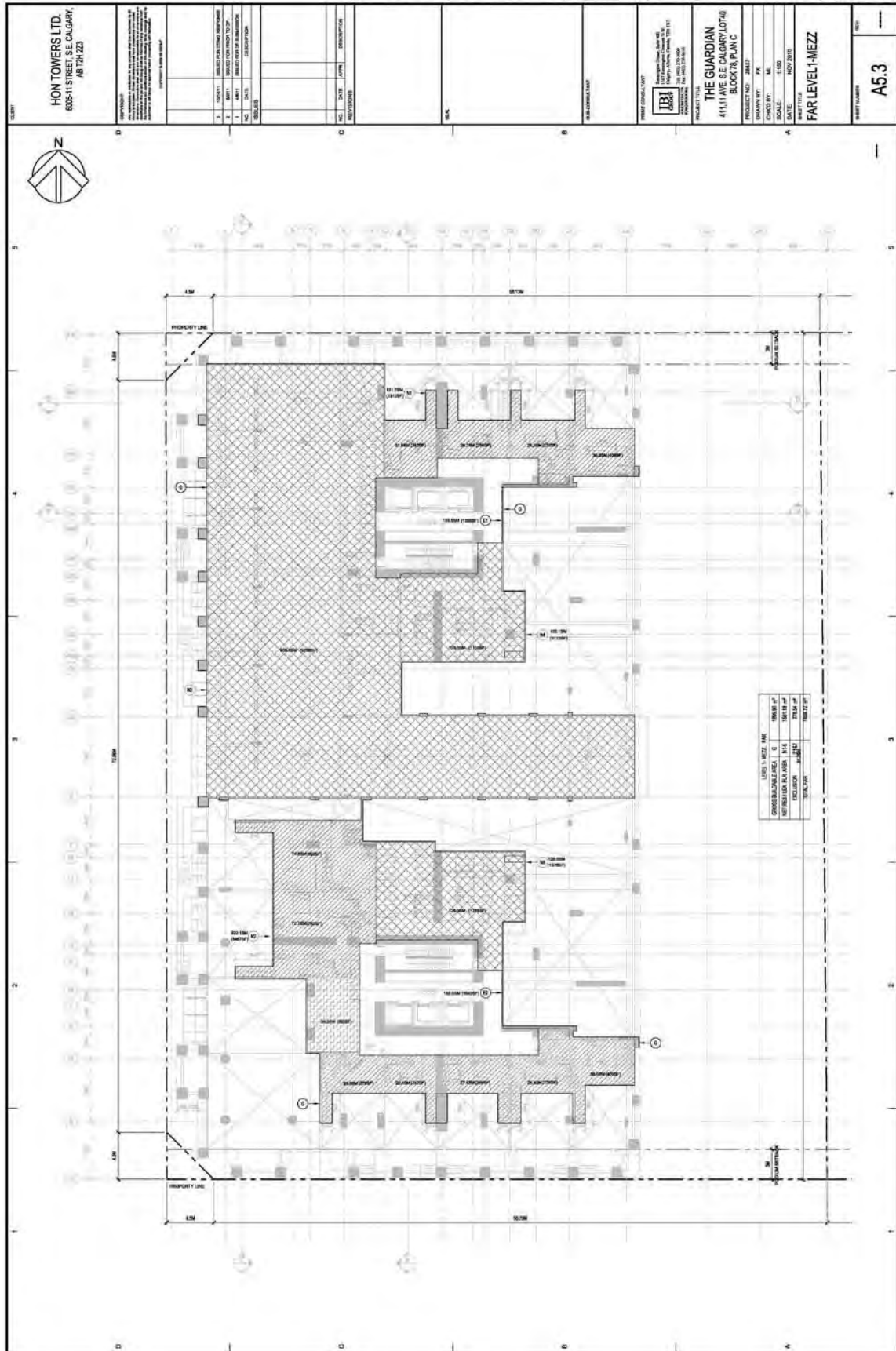


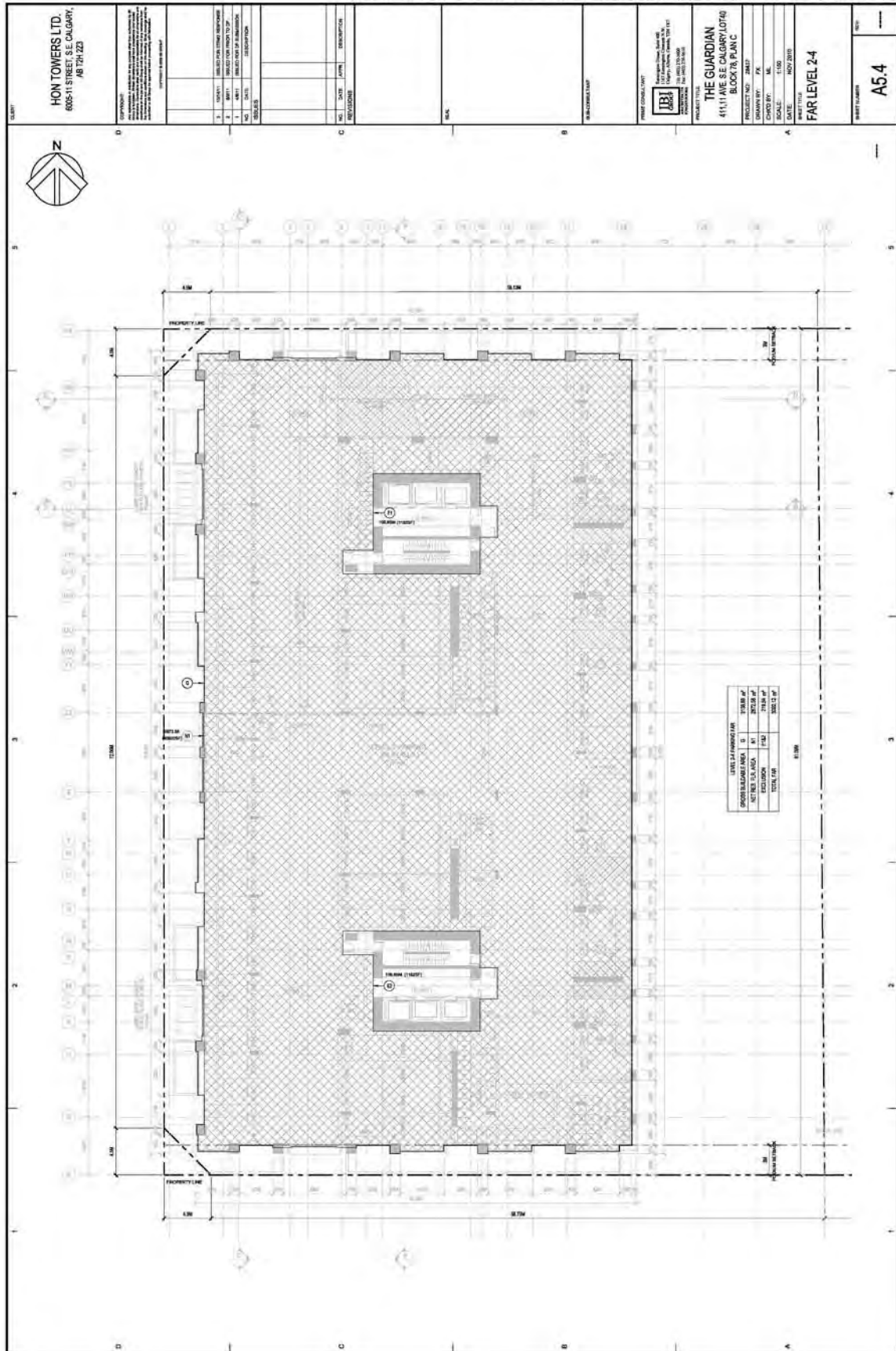


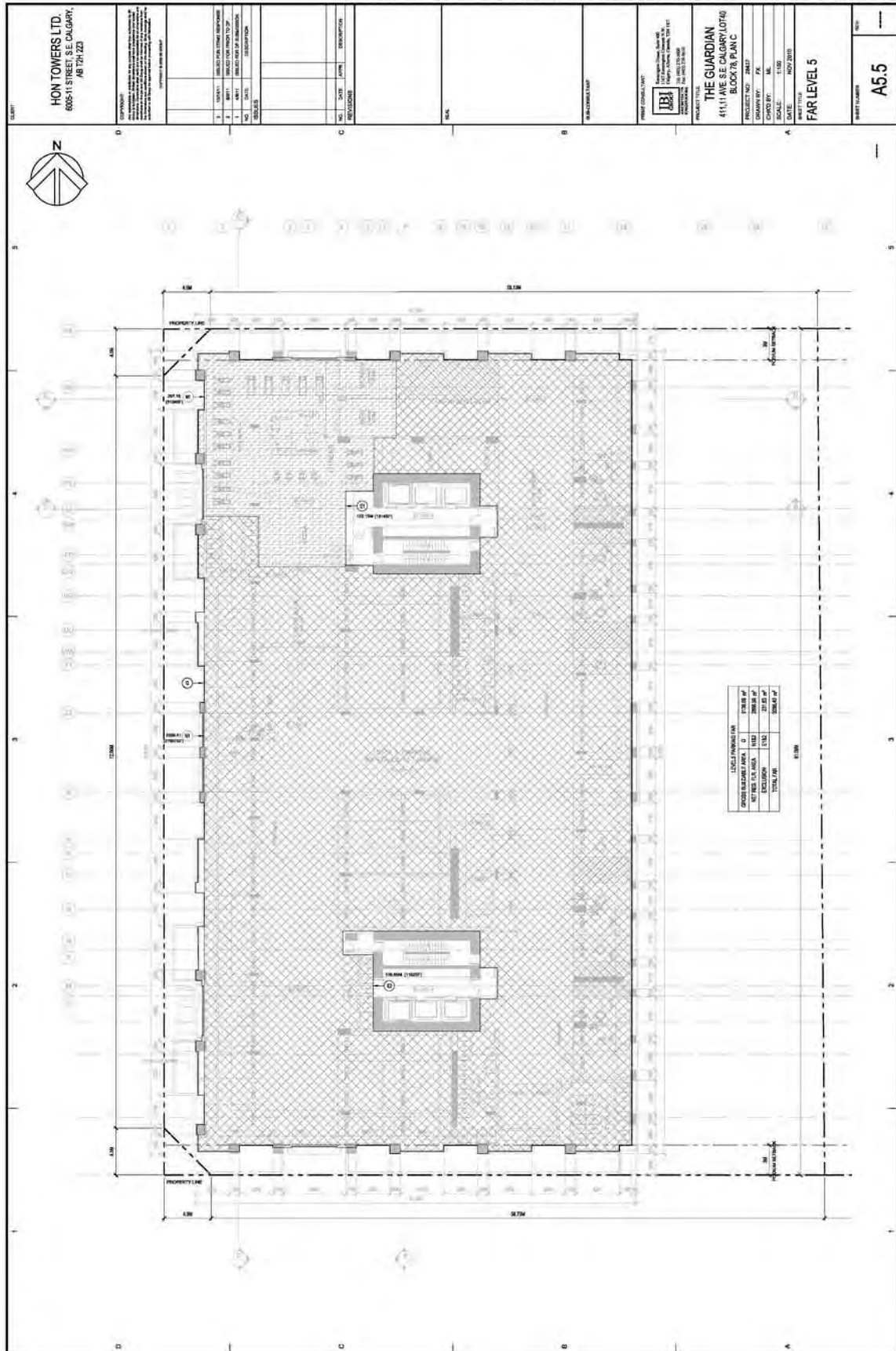


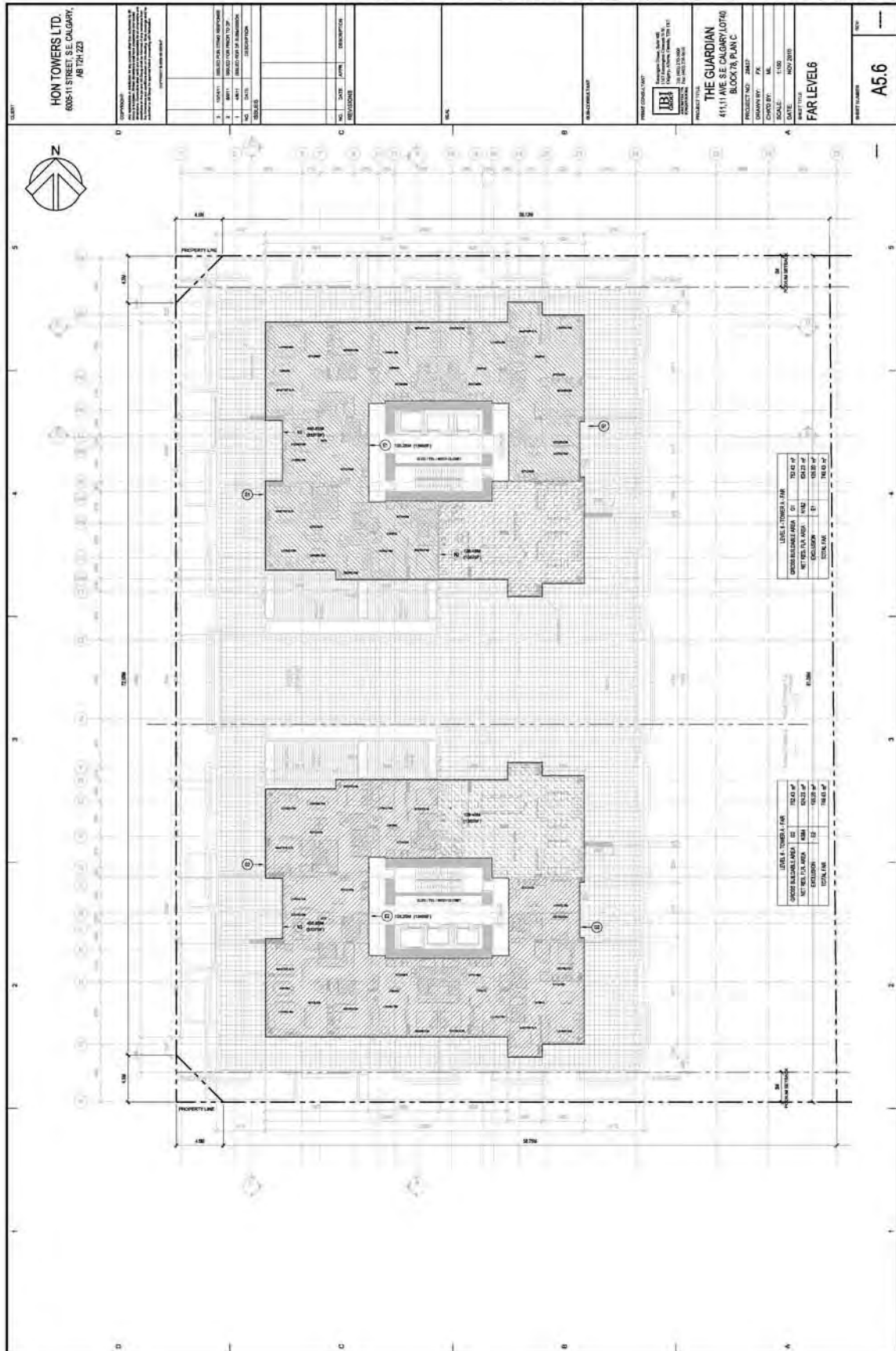


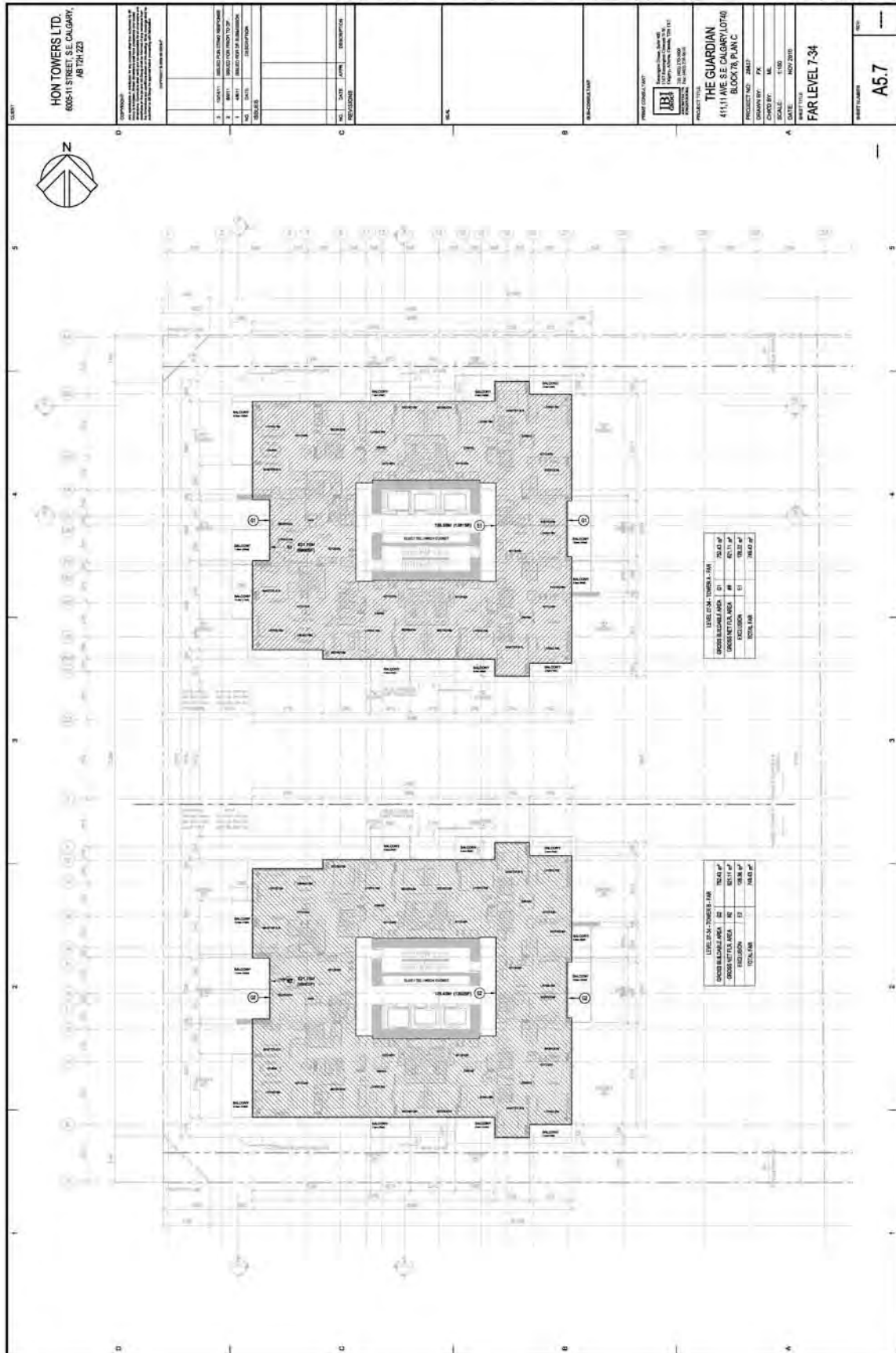


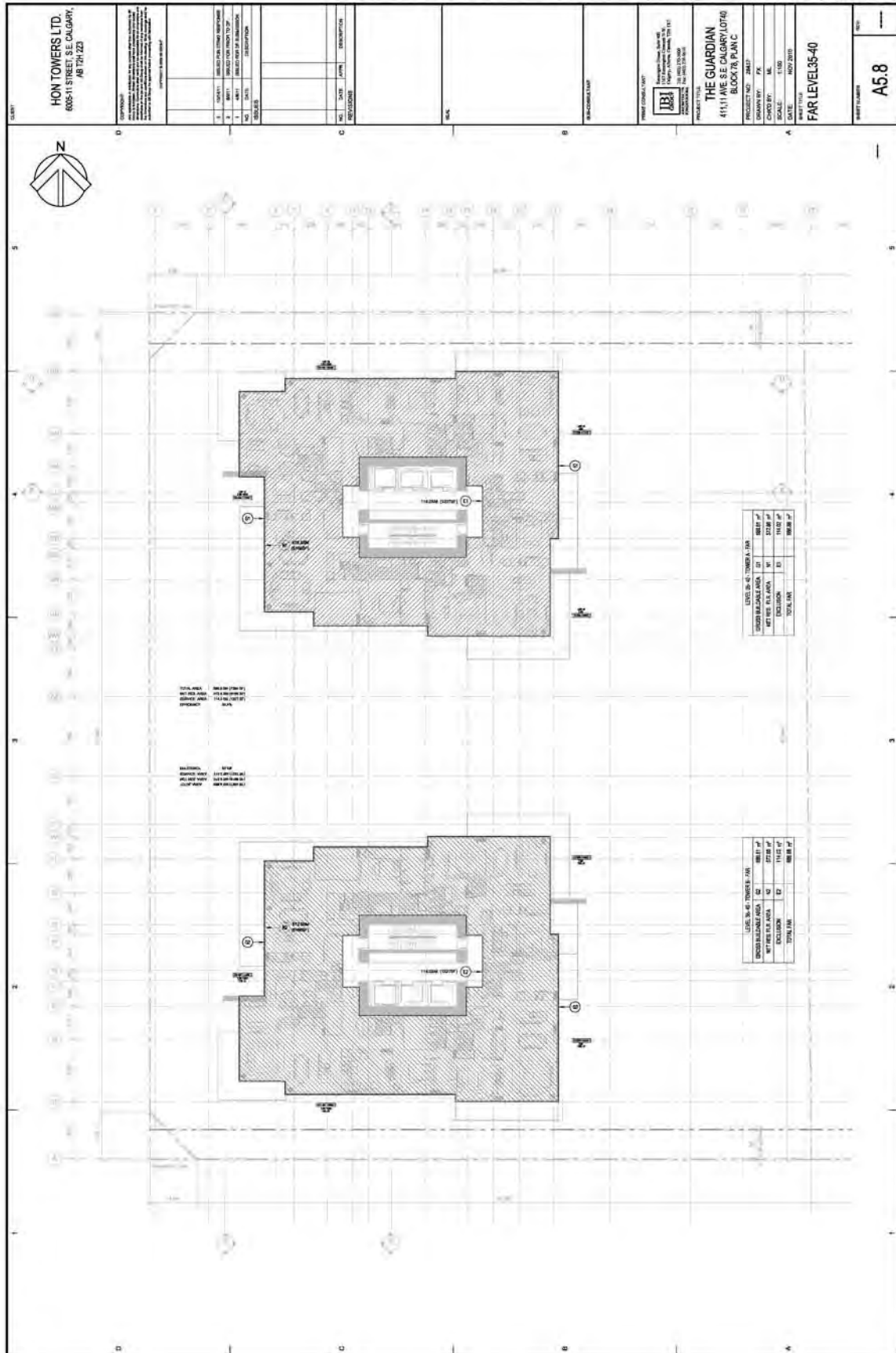


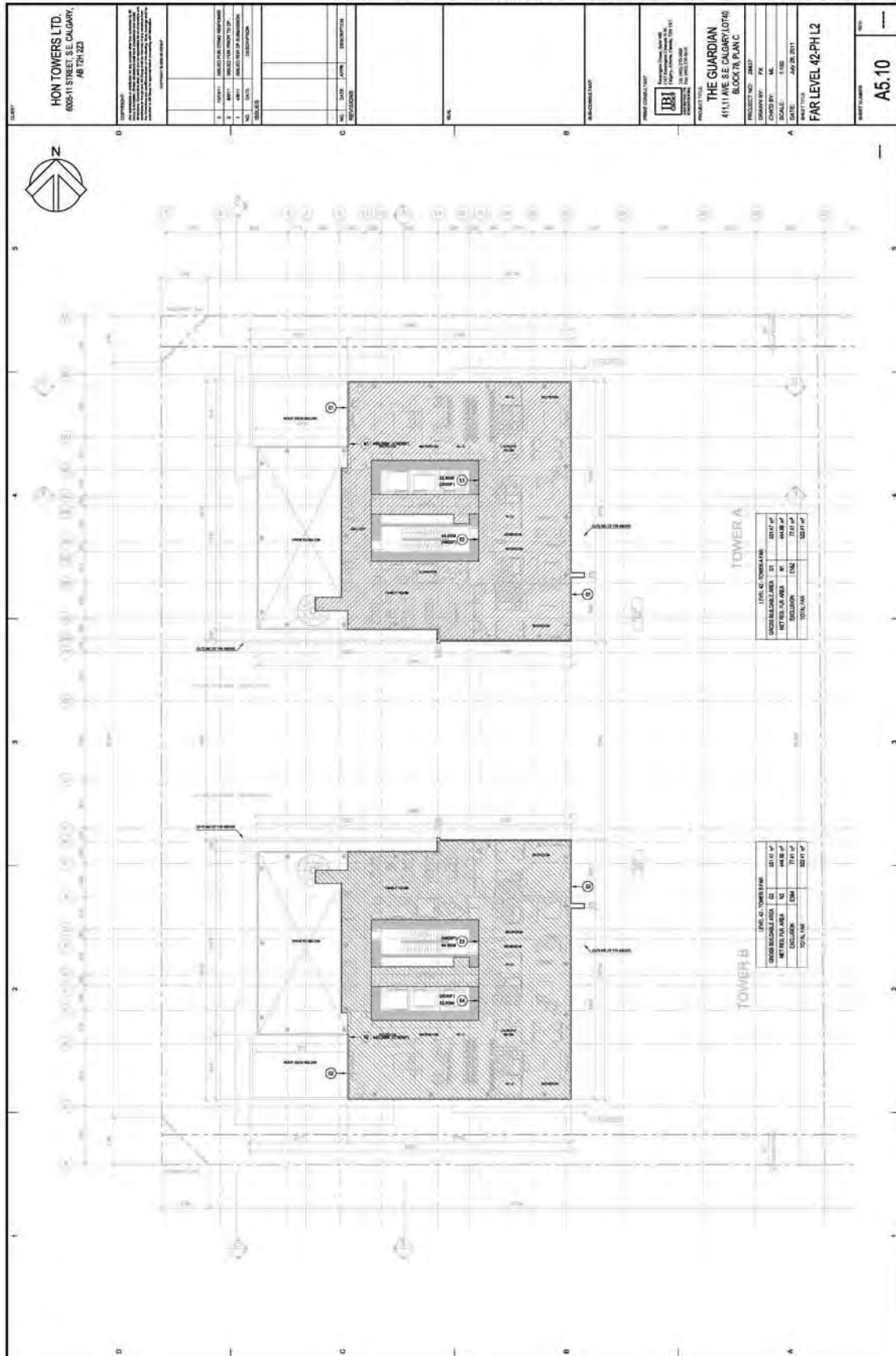












HON TOWERS LTD.
8005-11 STREET, S.E. CALGARY,
AB T2H 2Z2

PROJECT NO: 2042
DATE: JUL 26, 2011
DRAWN BY: PK
CHECKED BY: JKS
SCALE: AS SHOWN

PROJECT TITLE:
THE GUARDIAN
4111 AVE S.E. CALGARY, ALTA
BLOCK/R PLAN C

PROJECT NO: 2042
DATE: JUL 26, 2011
DRAWN BY: PK
CHECKED BY: JKS
SCALE: AS SHOWN

PROJECT TITLE:
THE GUARDIAN
4111 AVE S.E. CALGARY, ALTA
BLOCK/R PLAN C

PROJECT NO: 2042
DATE: JUL 26, 2011
DRAWN BY: PK
CHECKED BY: JKS
SCALE: AS SHOWN

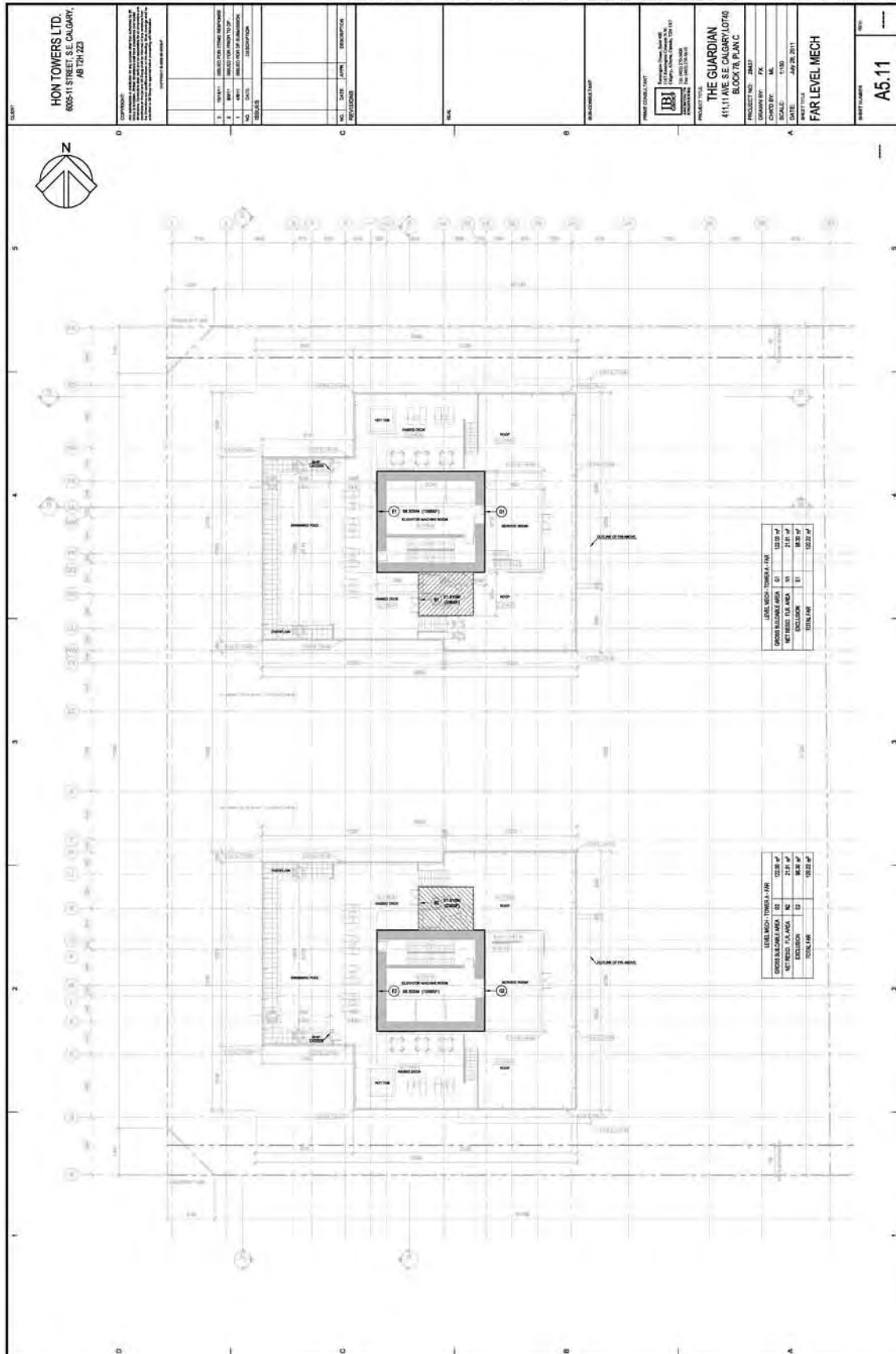
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THE GUARDIAN
4111 AVE S.E. CALGARY, ALTA
BLOCK/R PLAN C

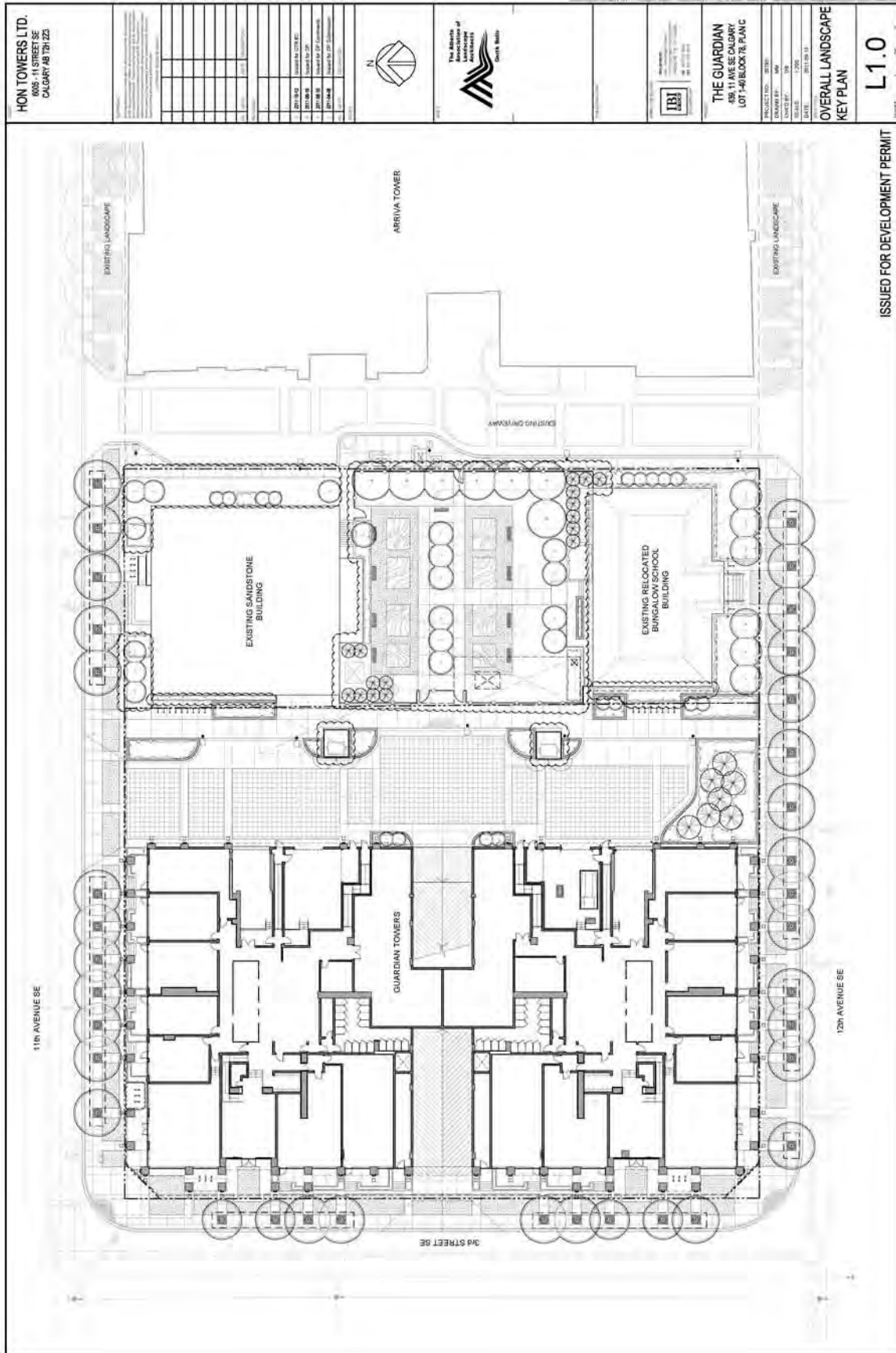
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THE GUARDIAN
4111 AVE S.E. CALGARY, ALTA
BLOCK/R PLAN C

PROJECT NO: 2042
DATE: JUL 26, 2011
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SCALE: AS SHOWN

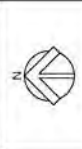
PROJECT TITLE:
THE GUARDIAN
4111 AVE S.E. CALGARY, ALTA
BLOCK/R PLAN C





HON TOWERS LTD.
 605 - 11 STREET SE
 CALGARY AB T2H 2Z3

| | |
|-------------|------------|
| PROJECT NO. | 2011-1307 |
| DATE | 2011.10.13 |
| SCALE | AS SHOWN |
| DRAWN BY | AM |
| CHECKED BY | AM |
| DATE | 2011.10.13 |



THE GUARDIAN
 885-11 WEST CALGARY
 LOT 140 BLOCK 16 TUNG



**OVERALL LANDSCAPE
 KEY PLAN**

L1.0

ISSUED FOR DEVELOPMENT PERMIT

HON TOWERS LTD.
 854-11 STREET SE
 CALGARY AB T2H 2Z5

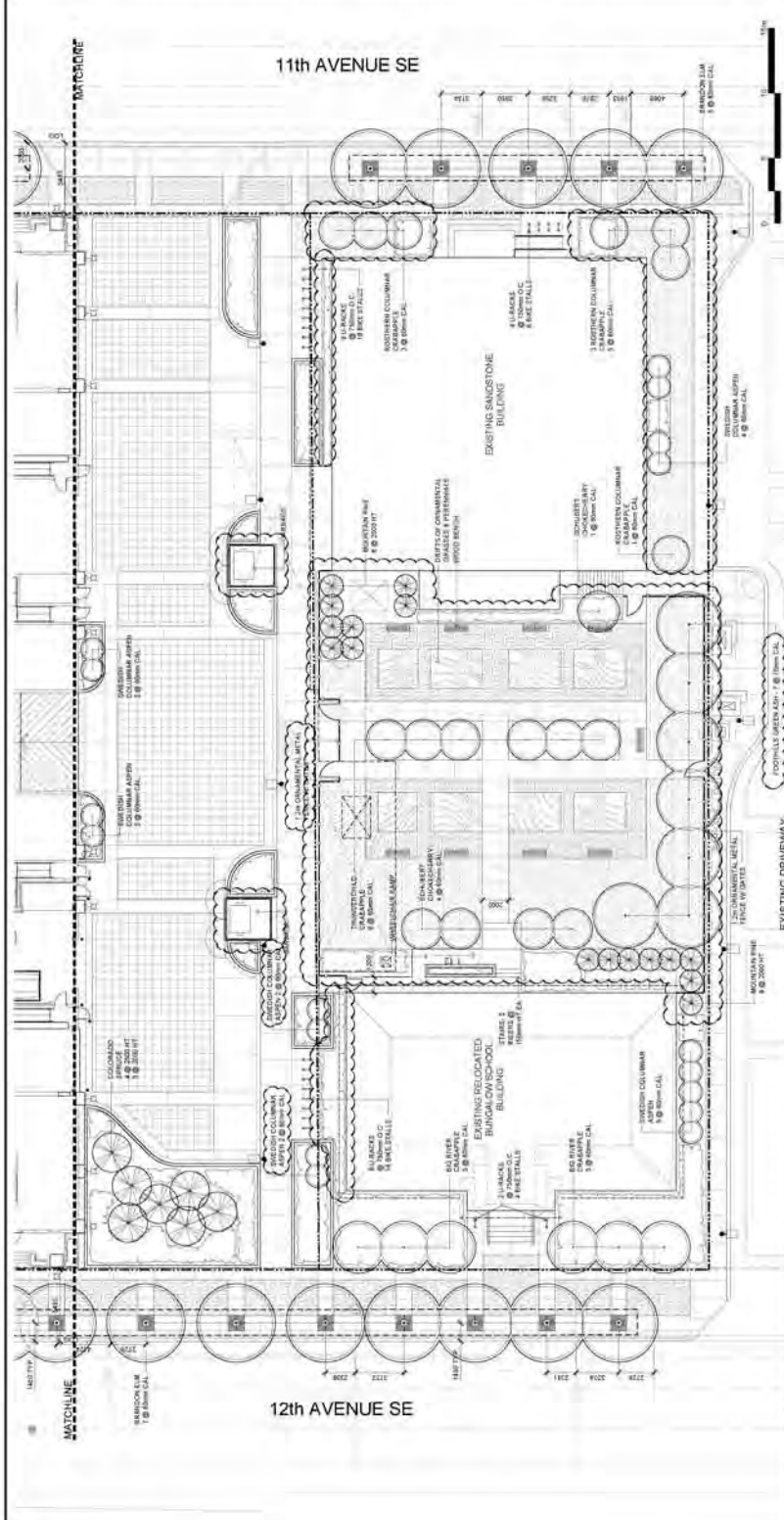
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| PROJECT NO. | 2011-1307 |
| DATE | 2011-05-15 |
| SCALE | 1:50 |
| DRWN BY | SK |
| CHECK BY | SK |
| DATE | 2011-05-15 |

The Alberta
 Association of
 Architects
 225 BAYVIEW
 S.W. CALGARY
 ALBERTA
 T2P 0K2

THE GUARDIAN
 439-11 AVE SE CALGARY
 LOT 1-BLOCK 7A PLAN C

**GROUND LEVEL
 LANDSCAPE EAST**

L1.2



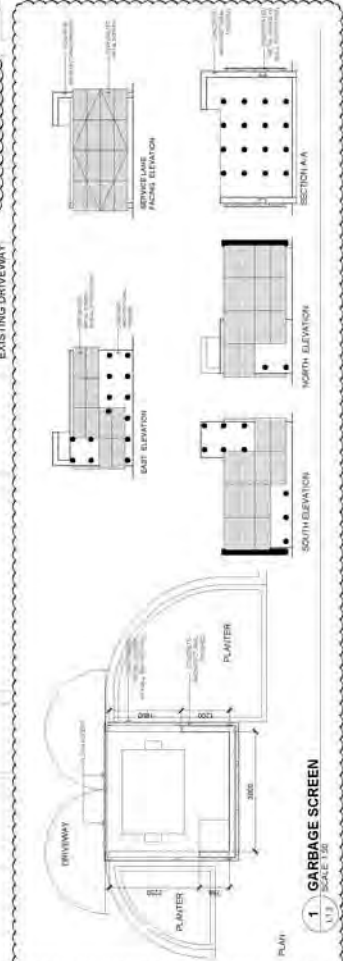
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LEGEND

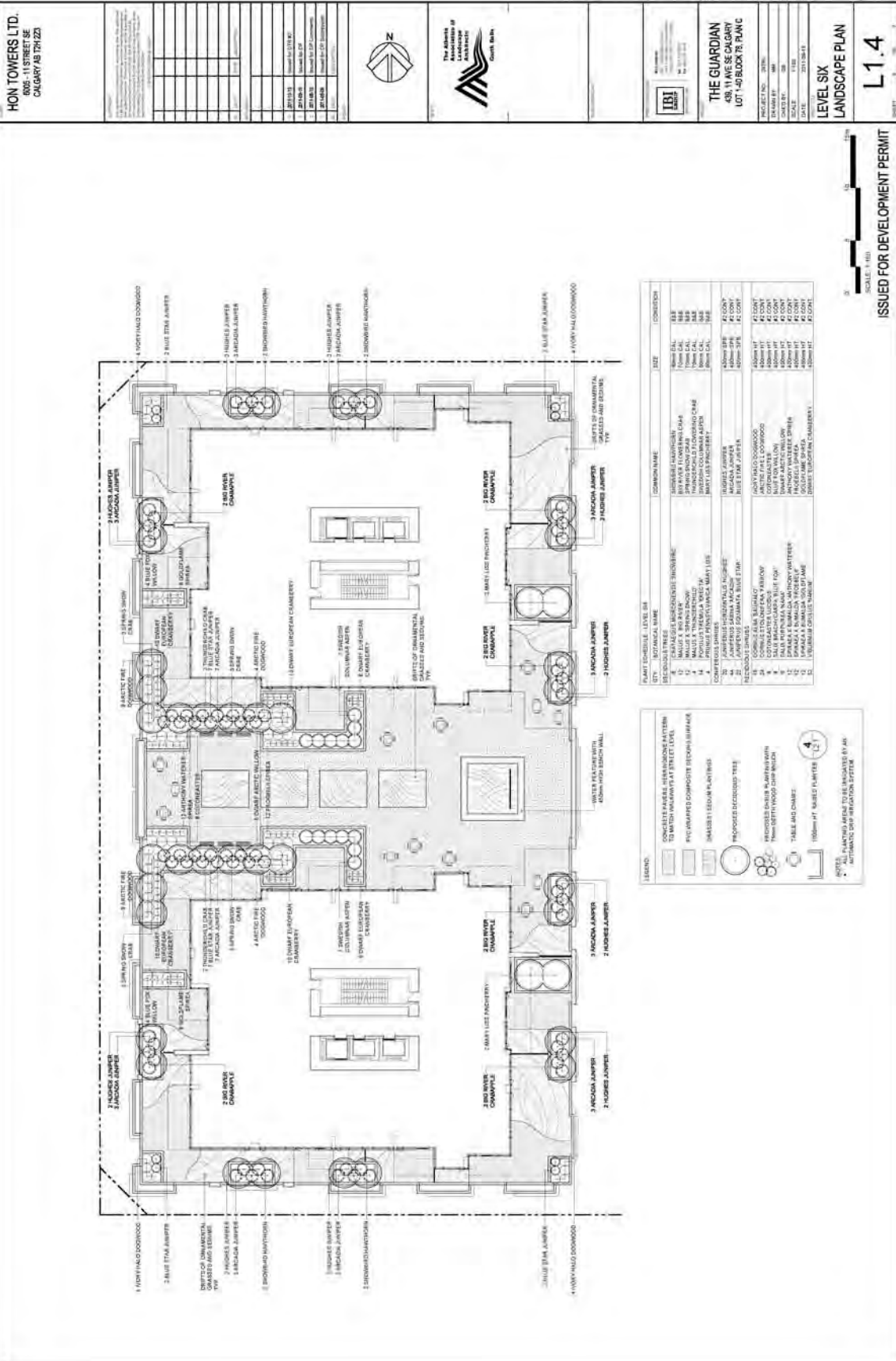
- KEEP PLANTING MATERIALS COLOR/COUNT/FASH TO MATCH CITY OF CALGARY
- CONCRETE PATHERS/TERAZZO/STONE PATTERNS AND COLORS TO MATCH HON TOWERS. TO COLOR/STONE PATHERS TO MATCH CITY OF CALGARY
- PROPOSED GROUNDLINE TYPE
- PROPOSED CONCRETE TYPE
- PROPOSED TREES WITH 80% DEVELOPMENT
- PROPOSED SHRUBS WITH 80% DEVELOPMENT
- PROPOSED LIGHT FIXTURES
- PROPOSED BENCH
- PROPOSED LIGHT STANDARDS
- PROPOSED LIGHT FIXTURES
- PROPOSED BENCH
- PROPOSED LIGHT STANDARDS

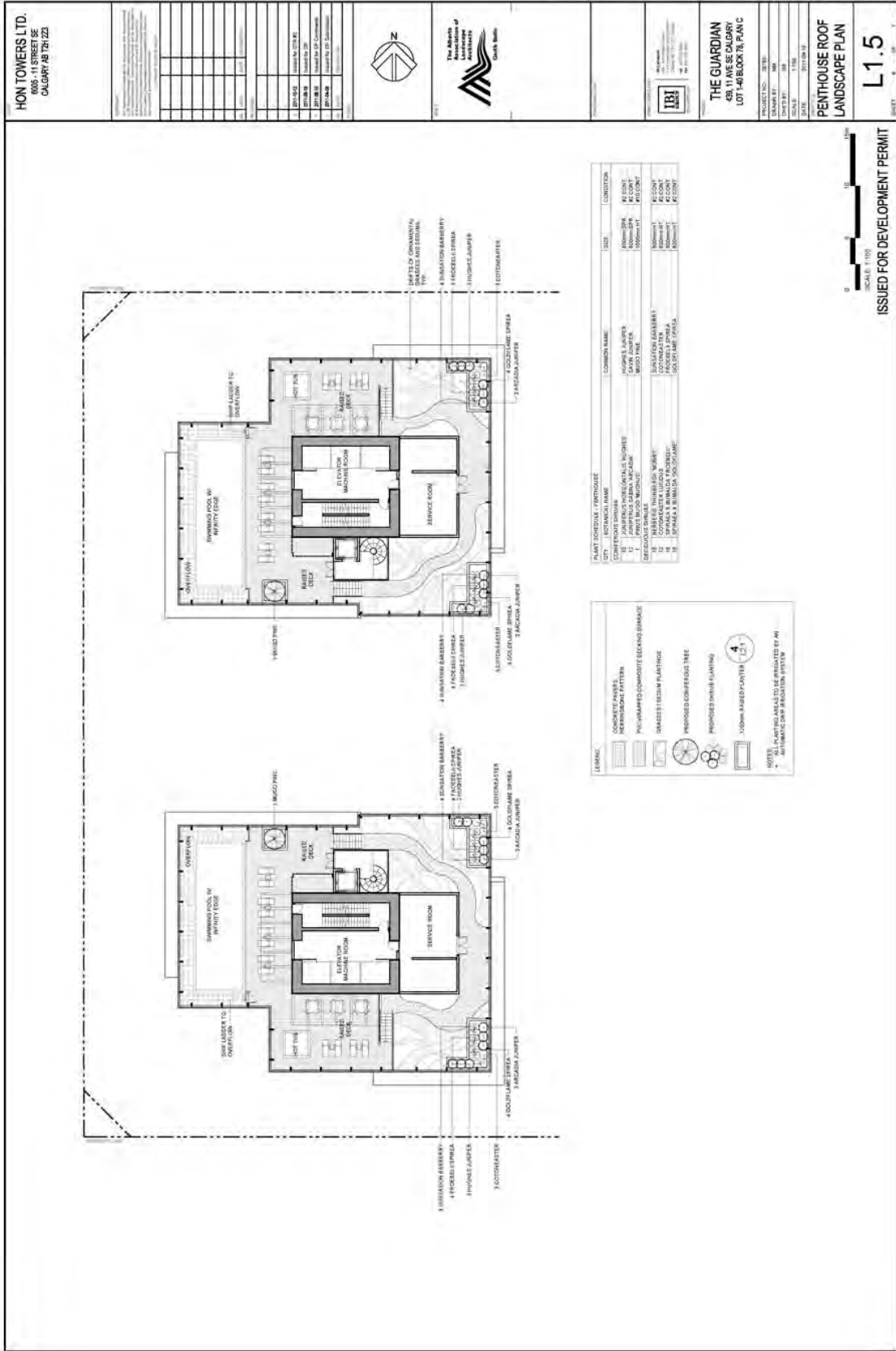
NOTES

- SEE TREE PLANTING SCHEDULE ON SHEET L1.1 FOR GRADING INFORMATION SEE SITE GRADING PLAN (G2)
- FOR GRADING INFORMATION SEE SITE GRADING PLAN (G2)
- ALL PLANTING CONTRACTORS TO COMPLY WITH CITY OF CALGARY LANDSCAPE REGULATIONS
- SUBMIT AND OBTAIN PRE-OPERATIONAL PERMIT FROM CITY OF CALGARY



ISSUED FOR DEVELOPMENT PERMIT





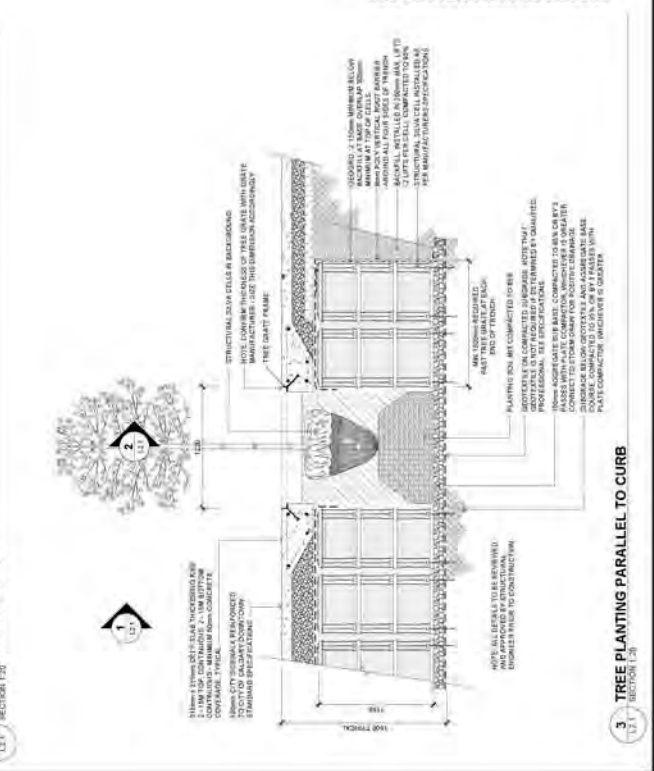
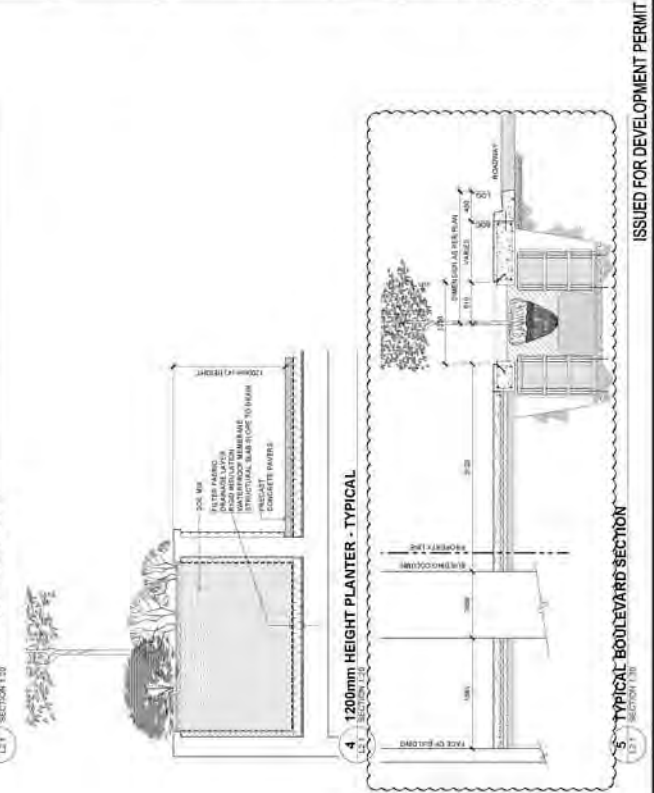
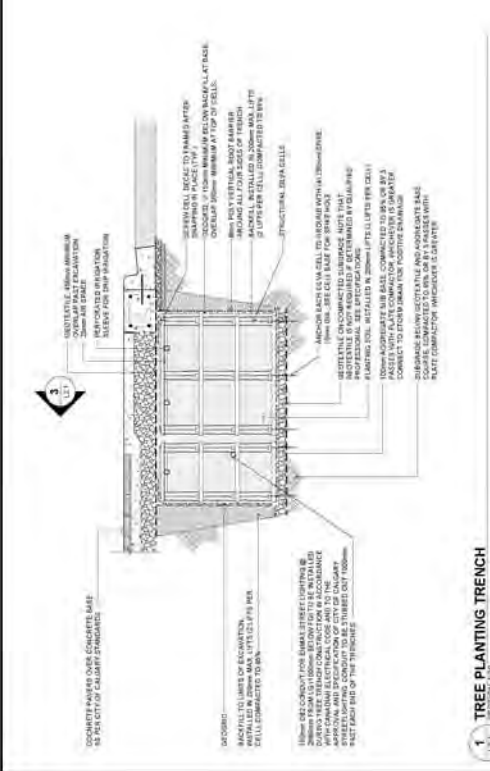
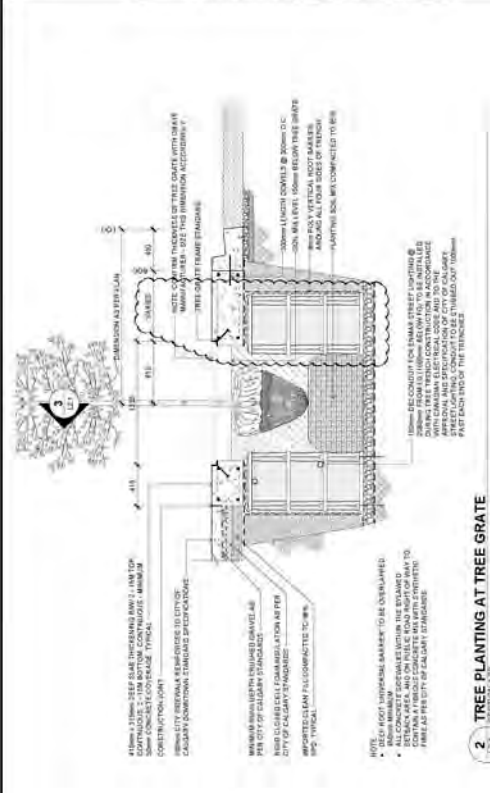
HON TOWERS LTD.
6005-11 STREET SE
CALGARY AB T2H 2Z3

| | |
|-----------------|---|
| PROJECT NO. | 2011-083 |
| DATE | 2011-12-13 |
| DESIGNED BY | 304 |
| CHECKED BY | 304 |
| PROJECT NAME | THE GUARDIAN |
| PROJECT ADDRESS | 88-11 WESE CALGARY LOT 148 BLOCK 18 PLING |

LANDSCAPE DETAILS

L2.1

ISSUED FOR DEVELOPMENT PERMIT



THE ASSOCIATION of ARCHITECTS

181

THE GUARDIAN
88-11 WESE CALGARY LOT 148 BLOCK 18 PLING

PROJECT NO.: 2011-083
DATE: 2011-12-13
DESIGNED BY: 304
CHECKED BY: 304

LANDSCAPE DETAILS

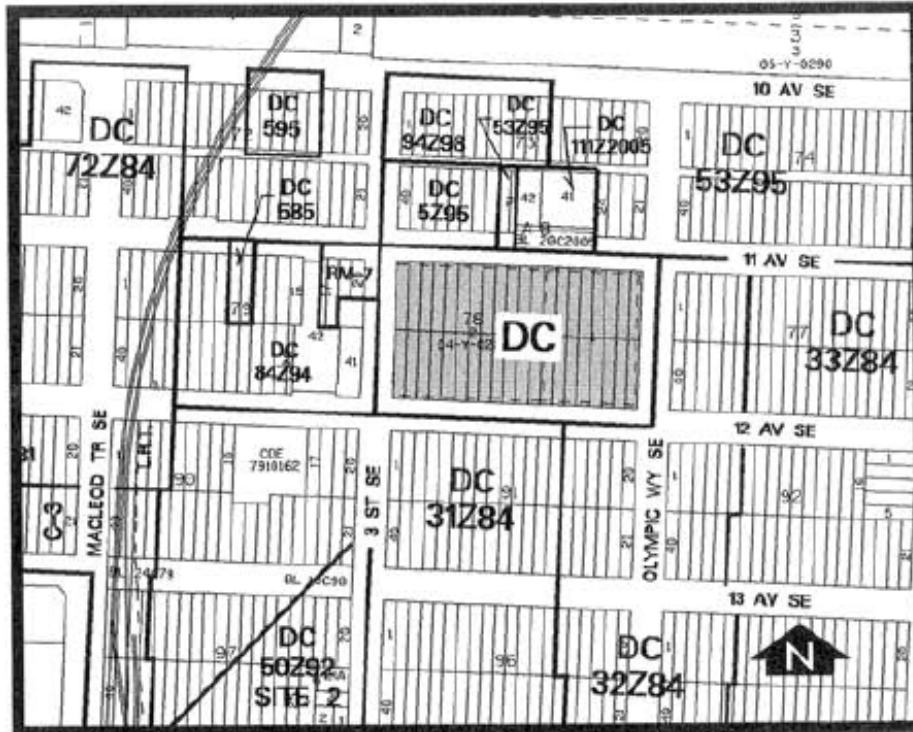
L2.1

ISSUED FOR DEVELOPMENT PERMIT

Amendment LOC2005-0130 Bylaw 18Z2006

Council Approval: 2006 March 31

SCHEDULE B



DC DIRECT CONTROL DISTRICT

1. Land Use

The Permitted and Discretionary Uses of the RM-7 Residential High Density Multi-Dwelling District of Bylaw 2P80 shall be the Permitted and Discretionary Uses respectively, with the additional Discretionary Uses of:

- Athletic and recreational facilities
- Commercial Schools
- Community association buildings
- Drinking establishments
- Financial institutions
- Liquor stores
- Live-work units (N.P.)
- Medical clinics

Amendment LOC2005-0130 Bylaw 18Z2006

SCHEDULE B

CONTINUED

Outdoor cafes (N.P.)
Private clubs and organizations
Private schools
Public and separate schools
Restaurants-licensed
Restaurants-food service only
Retail food stores
Take-out food services.

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 Residential Districts contained in Section 20 of Bylaw 2P80 shall apply to all uses and the Permitted Use Rules of the RM-7 Residential High Density Multi-Dwelling District shall apply to Permitted Uses and the Discretionary Use Rules of the RM-7 Residential High Density Multi-Dwelling District shall apply to Discretionary Uses, unless otherwise noted below:

(a) Density

A maximum of 850 dwelling units and 5000 square metres gross floor area of commercial space, up to a maximum of 9 F.A.R., comprised of:

- (i) a base of 5 F.A.R.;
- (ii) an additional 3 F.A.R. where municipal heritage designation for the existing sandstone and cottage school buildings on site is provided, to the satisfaction of the Heritage Planner; and

Amendment LOC2005-0130 Bylaw 18Z2006

SCHEDULE B

CONTINUED

- (iii) an additional 1 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.
- (b) Design, Character and Appearance
 - (i) The development form shall incorporate grade level commercial, townhouse, stacked townhouse or common amenity space in a podium development of a minimum of 3 storeys and a maximum of 5 storeys;
 - (ii) 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 750 square metres gross floor area;
 - (iii) Site development at the podium level shall provide high quality of design and exterior materials which are compatible with the character of the "Warehouse District", to the satisfaction of the Approving Authority;
 - (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) The building form and design should allow sunlight to fall on the east curb of Olympic Way SE between the hours of 10:00 a.m. and 2:00 p.m. (M.S.T.) from April 08 to September 07.
- (c) Building Setbacks
 - (i) A minimum of 3 metres along Olympic Way SE;
 - (ii) None may be required at grade for commercial, retail and office development fronting 11 and 12 Avenue SE;
 - (iii) A maximum of 3 metres for residential development at grade facing a street or avenue; and

Amendment LOC2005-0130 Bylaw 18Z2006

SCHEDULE B

CONTINUED

- (iv) A minimum of 6 metres for development above the podium.
- (d) Building Height
 - A maximum of 42 storeys.
- (e) 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) Dwelling units shall have an entrance separate from the entrance to any commercial component of the building.
- (f) Commercial
 - (i) Commercial uses may only be allowed fronting 11 Avenue SE, 12 Avenue SE or Olympic Way SE;
 - (ii) Commercial uses shall be limited to the podium development and the heritage buildings;
 - (iii) Commercial uses shall have separate entry from that of the residential component of the building;
 - (iv) Commercial uses on a third storey shall be allowed in Phase 1b only; and

Amendment LOC2005-0130 Bylaw 18Z2006

SCHEDULE B

CONTINUED

(v) Drinking Establishments are prohibited on the third storey of Phase 1b.

(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 overlooked by residential units and not required for parking or access; and
- (iii) all adjoining City boulevards.

(h) Sidewalk Reconstruction

Sidewalks within the public right-of-way and setback areas adjacent to the site shall be reconstructed conforming with Council's policy for public improvements in the Downtown.

(i) Garbage Storage

Garbage and waste material shall be stored inside the building in a completely enclosed, lockable space. Neither garbage, nor any installations for its collection, storage, compaction or disposal, shall be visible from outside the building. The space for storage and collection of garbage shall be readily accessible for pick-up.

(j) Right of Way Setbacks

See Section 17 of Bylaw 2P80.

(k) Parking and Loading Regulations

Section 18 of Bylaw 2P80 shall apply except a minimum of 1.00 parking stalls per dwelling unit shall be provided on the site.

Amendment LOC2005-0130 Bylaw 18Z2006

SCHEDULE B

CONTINUED

- (l) Floodway Floodplain Special Regulations
See Section 19.1 of Bylaw 2P80.
- (m) 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;
 - (ii) Dwelling units shall not have an at-grade entrance separate from the entrance to any work component of the unit;
 - (iii) The working area shall not exceed 50 percent of the total floor area;
 - (iv) A maximum of one non-resident employee or business partner may work within the live-work unit;
 - (v) Each live-work unit may have one non-illuminated identification sign with a maximum area of 0.1 square metres;
 - (vi) Each live-work unit shall have separate direct access at grade;
 - (vii) The resident shall be the operator of the live-work unit;
 - (viii) No aspect of the operation shall be visible from outside the building; and
 - (ix) There shall be no outside storage of material, goods or equipment on or immediately adjacent to the site
- (n) Development Plans
- Approval of this application does not constitute approval of a development permit. Comprehensive plans shall be submitted to the Development Authority as part of a development permit application. In considering such an application, the

Amendment LOC2005-0130 Bylaw 18Z2006

SCHEDULE B

CONTINUED

Development Authority shall ensure that the site layout and principles of building design generally conform with the concept site plan and renderings available to City Council during its consideration of this Bylaw.



Box 97, 1500 14 ST SW
Calgary, AB
T3C 1C9
(403) 670-5499 ext. 3

June 7, 2011

Mr. Carl Purvis
File Manager, Centre City Planning & Design
City of Calgary Municipal Building
800 MacLeod Trail SE
Calgary, Alberta

RE : DP2011-1307: 439 11th Avenue SE

Dear Carl,

Beltline Planning Group (BPG) received the development permit application for Epic with great pleasure. BPG is pleased to see further significant development in Beltline's East Victoria neighbourhood.

BPG strongly supports the development permit as submitted with the following comments:

- BPG supports the additional access directly from 12th Avenue. Access across the adjacent property would not be an appropriate alternative.
- BPG would encourage the applicant to provide an at-grade green space amenity between the two 12th Avenue accesses (between the two historic school buildings).
- Surface parking on the site should be minimized. The parking stalls that are currently indicated between the two historic school buildings would be better utilized as green space.
- BPG supports the 6th floor amenity space as shown in the DP submission. Reducing its area would have a negative impact on the project and no impact on the streetscape.

BPG hosted a meeting with the project's architects and invited residents of the adjacent Arriva tower. Two concerns were raised:

- The podium should not attempt to replicate the materials and features of nearby historic warehouses. The architectural aesthetic should be relevant to the current time.
- At the same time, the material palette of the towers should complement the finishes on the Arriva tower, for example the colour of the glass.

Beltline Planning Group will continue to maintain contact with adjacent East Victoria residents, and may submit further comments if required.

Thank you for your consideration.

Sincerely,

Owen Craig, Chair
Beltline Planning Group
planning@beltline.ca
403 670 5499 ext 3

Cc: Development Circulations Controller (DP.Circ@calgary.ca)
Rob Taylor, President Beltline Communities (president@beltline.ca)
Marco Simonelli, President, Arriva Condominium (marco12666@me.com)



LEED Canada-NC 1.0 Project Checklist

Project Name

City, Province

Yes ? No

8 Sustainable Sites 14 Points

| | | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|------------|---|----------|
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Prereq 1 | Erosion & Sedimentation Control | Required |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 1 | Site Selection | 1 |
| 1 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 2 | Development Density | 1 |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 3 | Redevelopment of Contaminated Site | 1 |
| 2 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 4.1 | Alternative Transportation, Public Transportation Access | 1 |
| 3 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 4.2 | Alternative Transportation, Bicycle Storage & Changing Rooms | 1 |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 4.3 | Alternative Transportation, Alternative Fuel Vehicles | 1 |
| 7 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 4.4 | Alternative Transportation, Parking Capacity | 1 |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 5.1 | Reduced Site Disturbance, Protect or Restore Open Space | 1 |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 5.2 | Reduced Site Disturbance, Development Footprint | 1 |
| 5 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 6.1 | Stormwater Management, Rate and Quantity | 1 |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 6.2 | Stormwater Management, Treatment | 1 |
| 6 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 7.1 | Heat Island Effect, Non-Roof | 1 |
| 7 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 7.2 | Heat Island Effect, Roof | 1 |
| 8 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 8 | Light Pollution Reduction | 1 |

Yes ? No

2 Water Efficiency 5 Points

| | | | | | | |
|----|-------------------------------------|--------------------------|--------------------------|------------|---|---|
| 9 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 1.1 | Water Efficient Landscaping, Reduce by 50% | 1 |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 1.2 | Water Efficient Landscaping, No Potable Use or No Irrigation | 1 |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 2 | Innovative Wastewater Technologies | 1 |
| 10 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 3.1 | Water Use Reduction, 20% Reduction | 1 |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 3.2 | Water Use Reduction, 30% Reduction | 1 |

Yes ? No

2 Energy & Atmosphere 17 Points

| | | | | | | |
|----|-------------------------------------|--------------------------|--------------------------|------------|---|----------|
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Prereq 1 | Fundamental Building Systems Commissioning | Required |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Prereq 2 | Minimum Energy Performance | Required |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Prereq 3 | CFC Reduction in HVAC&R Equipment | Required |
| 11 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 1 | Optimize Energy Performance | 1 to 10 |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 2.1 | Renewable Energy, 5% | 1 |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 2.2 | Renewable Energy, 10% | 1 |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 2.3 | Renewable Energy, 20% | 1 |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 3 | Best Practice Commissioning | 1 |
| 12 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 4 | Ozone Protection | 1 |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 5 | Measurement & Verification | 1 |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Credit 6 | Green Power | 1 |

4 Materials & Resources 14 Points

| | Y | | | | | | | | |
|----|---|--|--|--|--|--|--|--|--|
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| 13 | ✓ | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| 8 | ✓ | | | | | | | | |
| | | | | | | | | | |
| 15 | ✓ | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| 16 | ✓ | | | | | | | | |

Yes ? No

11 Indoor Environmental Quality 13 Points

| | Y | | | | | | | | |
|----|---|--|--|--|--|--|--|--|--|
| | | | | | | | | | |
| | | | | | | | | | |
| 17 | ✓ | | | | | | | | |
| 18 | ✓ | | | | | | | | |
| 19 | ✓ | | | | | | | | |
| 20 | ✓ | | | | | | | | |
| 21 | ✓ | | | | | | | | |
| 22 | ✓ | | | | | | | | |
| 23 | ✓ | | | | | | | | |
| 24 | ✓ | | | | | | | | |
| 25 | ✓ | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| 26 | ✓ | | | | | | | | |
| | | | | | | | | | |
| 27 | ✓ | | | | | | | | |

Yes ? No

1 Innovation & Design Process 6 Points

| 28 | ✓ | | | | | | | | |
|----|---|--|--|--|--|--|--|--|--|

Yes ? No

28 Project Totals (pre-certification estimates) 70 Points

Certified 26-32 points Silver 33-38 points Gold 39-51 points Platinum 52-70 points

APPENDIX A -LEED POINTS

Sustainable Sites

#1 SS- Credit 2 -Development Density

The proposed project is located in a well established, walkable community in downtown area and it's density (775,251 SF) exceeds the min. required density of LEED (60,000 sf / acre). It has pedestrian access to convenience stores, restaurant, hair care, commercial retails and other facilities.

#2 SS- Credit 4.1,

#3 4.2 – Alternative Transportation

#4 Alternative Transportation – Parking Capacity

#5 SS- Credit 6.1 – Stormwater Management

#6&7 SS- Credit 7.1,7.2 Heat Island Effect

All the parking stalls are either covered by a structure or have been placed underground. Surface storm water runoff could be recollected and reused via open grid pavement/pervious paving system. The proposed project has 40% of green area and 40 % of high-albedo materials on roof/deck areas. The application of high-albedo materials ie. white Portland cement concrete (or equivalent) on non-roof impervious surface and application of green roof contributes to reduce Heat Island effect.

#8 SS- Credit 8 - Light Pollution Reduction

Exterior lighting (minimal upward illumination from direct or reflected light) is limited to the minimum amount on the building and support facilities such as sidewalks, roof garden, balconies and etc. to reduce the environment light pollution. Proposed strategies such as proposed luminaries with more than 3500 lumen lamps meet the full cutoff IESNA classification and luminaries with more than 1000 lumen lamps are appropriately shielded.

Water Efficiency

#9 WE- Credit 1.1 – Water Efficient Landscaping

#10 WE- Credit 1.1 – Water Use Reduction

Will not be achieved unless the Developer decides to install low flow plumbing fixtures. If standard plumbing fixtures are proposed the credit will not be met.

Energy & Atmosphere

#11 EA- Credit 1 – Optimize Energy Performance

Credit will be achieved if owner wishes to design building to achieve LEED Certification. If LEED Certification is not going to be considered the Credit will not be met.

#12 EA- Credit 4 – Ozone Protections

Will be incorporated

Materials & Resources

13 MR-Credit 2.1 Construction Waste management

All construction waste materials to be sorted off site. Material such as concrete, rebar, drywall, etc. to be recycled. Hauler to forward reports of recycled percentages.

#14 MR-Credit 4.1 Recycled content 7.5%

#15 Potential materials with recycled content: Drywall, Insulation, Concrete, Metal Doors & etc.
MR-Credit 5.1 Recycled content 10%

#16 MR-Credit 8 Durable Building

Indoor Environmental Quality

#17 IE-Credit 1 Carbon dioxide (CO₂) Monitoring

#18 IE-Credit 2 Ventilation effectiveness

#19 IE-Credit 3.1 Construction IAQ Management Plan-During Construction
Prohibit use of concrete grinders without hepa vacuum system. Prohibit access to any areas where grinding or spraying is occurring unless wearing full respirator. Ensure areas subject to potentially noxious chemicals are well ventilated with fans and fresh air intake (wherever possible). Protect ventilation system and absorptive construction materials from contamination. Enforce no smoking by-law on site. Clean interiors, ventilation systems and filters prior to occupancy

20 IE-Credit 3.2 Construction IAQ Management Plan -Testing Before Occupancy
All installed ventilation equipment can be run for 2 weeks following construction (flush out). Delays occupancy by 2 weeks.

21 IE-Credit 4.1 Low-Emitting Materials-Adhesives & Sealants
Specify and ensure only low VOC materials. Check all product data for compliance e.g. Bostik Low VOC Products, Tremor Acoustical Sealant

#22 IE-Credit 4.2 Low-Emitting Materials-Paints and Coating
Specify low VOC paint & minimal cost difference.

#23 IE-Credit 4.3 Low-Emitting Materials- Carpet
Specified wool carpet has low VOC levels and meets required criteria for green buildings

#24 IE-Credit 4.4 Low-Emitting Materials- Composite Wood & Laminate Adhesives
Specify and ensure only low VOC materials are installed. Check all product data for compliance. Inform advises that Armory cabinets meet low VOC criteria. Haro laminate flooring uses no glue and has received a "Blue Angel" German eco-friendly recognition.

#25 IE-Credit 5 Low-Indoor Chemical & Pollutant Source Control
Avoid outdoor air intakes being located near vehicle emissions and any other noxious fumes. Ensure any contaminated indoor air is exhausted locally and not allowed to mix.

#26 IE-Credit 7.1 Thermal Comfort: Compliance
The credit will be met with standard design

#27 IE-Credit 8.1 Daylight & View: Daylight 75% of Space
Proposed project's habited rooms are fully accessed to Daylight and Views.

Innovation & Design Process

#28 IE-Credit 1 Innovative in Design
Proposed project attempted to maintain an average ratio of 50:50 of transparency and opaque glazing on its envelope to optimize the cooling and heating load.

#29 IE-Credit 2 LEED AP