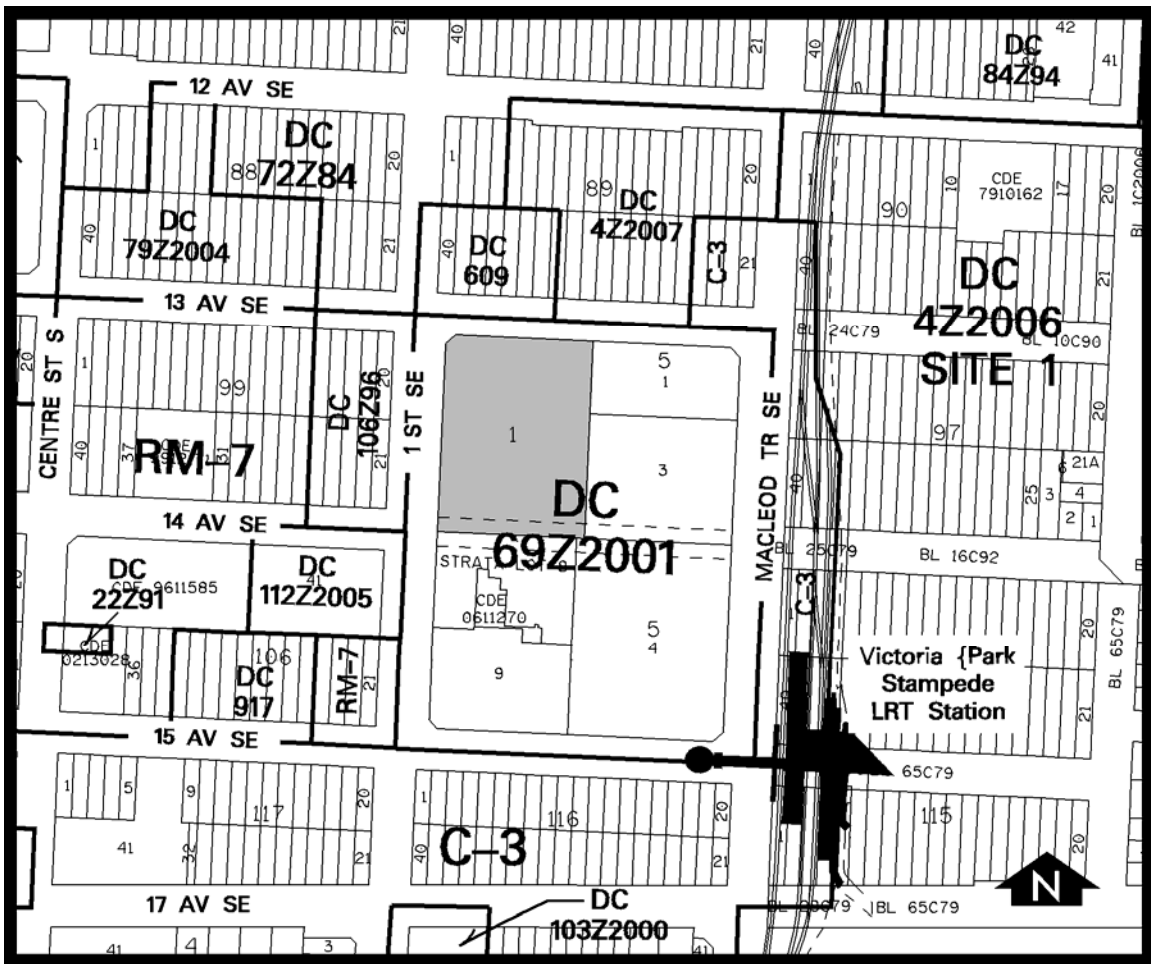


**REPORT TO THE CALGARY PLANNING COMMISSION**

<b>DEVELOPMENT PERMIT</b>	<b>ITEM NO: 3</b>	
	CPC DATE:	2007 April 05
	DP NO:	DP2006-3265

BELTLINE  
(Ward 8 - Alderman King)



**PROPOSAL:**  
Two Apartment Buildings (totalling 462 units) with a two storey commercial podium.

<b>APPLICANT:</b> S2 Architecture Ltd.	<b>OWNER:</b> The City of Calgary
<b>MUNICIPAL ADDRESS:</b> 211 – 13 Avenue SE	<b>LEGAL DESCRIPTION:</b> Plan 8410003, Block 1 (Map 15C)
<b>EXISTING LAND USE DISTRICT(S):</b> DC Direct Control District (69Z2001)	
<b>AREA OF SITE:</b> 0.727 ha ± (1.8 ac ±)	
<b>CURRENT DEVELOPMENT:</b> Vacant Land	

**ADJACENT DEVELOPMENT:**

**NORTH:** Two storey commercial Development, Surface Parking Lot

**SOUTH:** High Density Apartment Buildings (Sasso/Vetro)

**EAST:** Stampede Station Office Development, Macleod Trail

**WEST:** Single and Three Storey Commercial Development

<b>DEVELOPMENT SUMMARY</b>			
<b>RULE</b>	<b>BYLAW STANDARD</b>	<b>PROPOSED</b>	<b>RELAXATION</b>
<b>DIRECT CONTROL GUIDELINE(S)</b>	DC 69Z2001		
<b>DENSITY</b>	6 FAR (entire DC boundary)	1.70 FAR (entire DC boundary), 6.8 FAR (site specific)	N/A
<b>HEIGHT</b>	36 storeys (excluding mechanical)	34 storeys (excluding mechanical)	N/A
<b>YARDS (BUILDING SETBACK)</b>	6 metre residential setback	5 metres	1 metre

<b>DEVELOPMENT SUMMARY</b>			
<b>RULE</b>	<b>BYLAW STANDARD</b>	<b>PROPOSED</b>	<b>RELAXATION</b>
<b>PARKING</b>	Visitor parking: 70 stalls	29 stalls	41 stalls
<b>EXTERIOR FINISH MATERIALS</b>			
<b>Walls:</b> masonry, metal canopies and paneling, curtain wall system, EIFS, and spandrel			
<b>Windows:</b> clear glazing at grade, grey and light grey on tower component			

## **PLANNING EVALUATION**

### **Introduction**

Development Permit 2006-3265 is for a high density residential and commercial development in the Beltline. The project is a two tower development comprised of a continuous 2 storey commercial podium, two 32 storey residential components and four levels of underground parking. The area is a mix of existing office, residential and commercial development.

### **Site Context**

The site is located at the southeast corner of 13 Avenue and 1 Street SE. This development is part of the area known as “Stampede Station”, which is approved as a mix of residential and commercial development. The subject parcel fronts two public roads, 1 Street SE and 13 Avenue SE, and a private access road which aligns with 14 Avenue SE. The site is located within 600 metres of the Stampede LRT platform and is subject to the Council approved transit orient design guidelines.

### **Legislation & Policy**

The proposal is generally consistent with the policies of the Beltline Area Redevelopment Plan (2006). Within the ARP the subject properties are located within the Urban Mixed Use District. The intent of the Urban Mixed Use District is to allow for a wide range of uses to promote active, pedestrian scaled, permeable and visually interesting streetscapes. In that regard the development has provided street level uses that are of a retail, personal services and restaurant nature; street front elevations that are transparent to allow for pedestrian views; and multiple retail and commercial entrances to animate the street and create activity and animation.

Section 6 of the ARP requires a minimum horizontal separation between any two buildings above 36 metres in height to be 24 metres in order to ensure that at least one window of any habitable room (excluding a kitchen or bathroom) provides a minimum unimpeded horizontal view plane with an angle of 50°, or two angles that sum to 70°, for a distance of 18 metres. The proposed towers have a separation distance of 19.3 metre and as such CPAG required the applicant to provide a drawing demonstrating the intent of the policy can be satisfied. The applicant has demonstrated that the unimpeded view plane requirements are satisfied due to the configuration of the units and tower placement and as such CPAG supports the 4.7 metre deficiency from the ARP policy. The 24 metre separation distance is achieved with all adjacent developments and as such the proposed development will not negatively impede any existing view planes.

## Land Use District

The Land Use District for this project, DC 69Z2001, was approved in 2001 and is located in APPENDIX VI. Bylaw 69Z2001 contemplated a maximum 6 FAR, or 174,360m<sup>2</sup> of development for the entire DC boundary. Based on a total DC area of 29,060m<sup>2</sup>, the subject development has a 1.70 FAR. When calculated on the project specific area of 7,270m<sup>2</sup> that density increases to 6.8 FAR. As both the subject development permit and the Sasso Vetro project to the south have site specific densities in excess of 6 FAR they are consuming a disproportionate share of the development potential. As result and as seen on the table below the remaining FAR for the SE parcel of land (232-15 Avenue SE) owned by Corporate Properties is approximately 4.2 FAR or 31,966m<sup>2</sup>.

Site	Gross Site Area (m2)	Gross Floor Area (m2)	FAR (site specific)	FAR (entire DC boundary)
211-13 Avenue SE (Subject site )	7,270	49,405	6.80	1.70
210-15 Avenue SE, 1410-1 Street SE, 200 1410-1 Street SE (Sasso Vetro Condos)	6,900	49,406	7.16	1.70
1331 Macleod Trail SE (Stampede Station Office development)	7,260	43,489	5.99	1.50
232-15 Avenue SE (Undeveloped land)	7,630	31,966	4.2	1.10
DC boundary (69Z2001)	29,060	174,360		6.00

Corporate Properties has been made aware of the remaining density and LUPP is currently reviewing DC 69Z2001 as it is anticipated that it will be replaced through a City initiated land use amendment implementing the policies of the Beltline ARP. The ARP supports a significantly higher density range on site with a base density of 5.0 FAR for commercial development and 8.0 FAR for residential/mixed use development. Those densities can increase through various bonus provisions to 8.0 and 12.0 FAR respectively.

## Site Layout & Building Design

The development contains 462 residential units and 25,000 square feet of net retail space in a built form totaling 6.8 FAR. The project consists of two 32 storey towers set on a two storey retail podium. The podium level of the development is primarily finished with clear glazing, several masonry types and metal canopies and accents. In order to add vertical articulation and break up the podium massing, design elements have been added to the north, south and west facades which suggests a varied two to four storey podium height. The podium is set back 1.5 to 3 metres on 1 Street SE which provides for 9 to 11 metres of public realm and is consistent with development to the south. The set back is increased along 13 Avenue SW to 3 metres in order to respect the pedestrian greenway designation of the ARP, allow for generous landscaping opportunities and provide 6 metres of pedestrian space. The applicant has proposed a 9 metre rhythm of retail entrances which creates the opportunity for shops along the three street edges. Both the 13 Avenue and 1 Street SE frontages contain residential entrances which are proportionate and appropriately sized.

Flood plain requirements necessitate a raised main floor elevation and stairs to the retail entrances along 13 Avenue and 1 Street. In a response to the raised main floor elevation, the applicant has proposed a retail terrace along 13 Avenue and 1 Street. In order to minimize the number of risers along 13 Avenue and 1 Street the applicant has set the main floor elevation to the lowest possible geodetic elevation. Along 1 Street SE the retail terrace increases in height

northward and the number of risers increases from two to three. Along 13 Avenue the terrace height is consistent at five risers. Based on the podium elevations provided, the façade of the terrace will be finished with a sandstone masonry consistent with the podium. A prior to release condition has been added to confirm that the masonry is clearly indicated on the plans. Due to the raised main floor elevation, accessibility ramps are required and have been provided at the corner of 1 Street and 13 Avenue, adjacent to 13 Avenue residential entrance and in front of the 1 Street SE retail units.

The tower components of the project begin on the third floor and are 32 storeys in height (excluding the two storey mechanical penthouse). They have 750m<sup>2</sup> floor plates and are separated by 19.3 metres. The project has been designed to provide in excess of 24 metres of tower separation from the Sasso Vetro project to the south and the office development to the east. The north tower is setback 5 metres from the 13 Avenue property line which is a 1 metre relaxation from the DC guidelines. Materially, the towers are clad in a glazed curtain wall system, EIFS stucco, metal spandrel and paneling, and punched windows. The towers are articulated into vertical strips of curtain wall and punched window elements. At the four corners of each tower the curtain wall glazing is a grey glass. Spandrel panels are used at the subfloor of each level and rotate between a back painted panel to match the glazing and a metal finished spandrel panel to emphasize a two storey horizontal element. The balconies for each unit are inset with a clear glass and metal guard railing finish. The punched windows behind the balconies are a light grey tint and framed in sandstone colored EIFS. There is a two storey punched window and sandstone coloured EIFS vertical element on two of the facades for each tower. The glazing for the punched windows is clear and the spandrel panels at the subfloors are a grey tint. At the penthouse and mechanical levels the glazing system used is a light grey glass with spandrel paneling to match.

### **Landscaping**

As per the landscape plan the applicant is proposing a row of trenched elm street trees along 1 Street planted at 6 metre intervals; raised planter ash trees along 14 Avenue due to a major utility right of way; and the retention of existing mature green ash along 13 Avenue planted at approximately a 13 metre interval. Along the 1 Street and 13 Avenue retail terrace the applicant is proposing a series of potted rosybloom crabapple trees spaced between the retail bays while small raised planting beds are proposed adjacent to the residential entrance off 13 Avenue and at the corner of 13 Avenue and 1 Street. The public sidewalks, the retail terrace and the private sidewalk will be finished in colored and patterned concrete as per the stampede station design agreement and is consistent with the finish approved for Sasso Vetro and the Stampede station office development to the east. Along 1 Street SE the sidewalks between the curb and property line is 7.5 metres in width which is reduced to 6 metres along the private 14 Avenue and 2.5 metres on 13 Avenue due to the retention of an existing landscaped boulevard.

There is a large third floor outdoor amenity space on top of the podium level for the use of the residences. The space is finished in a combination of pavers and planting beds and trees. There is an outdoor fireplace proposed as well as breezeway connection between the towers. The breezeway will connect the gym facilities with the common lounge activity room. All residential units on the third floor will have a raised private amenity space separated by planters from the common amenity area in order to ensure a level of privacy.

### **Urban Design Review Panel**

The application was circulated to the Urban Design Review Panel (see complete comments in APPENDIX V). 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 developer to attract small scale retail development in the spirit of the Beltline ARP;	Noted.
The Panel requests conditions be put in place to create transparency from the street into the retail components (shelving be disallowed against the exterior of the glass);	A condition was not added as enforcement of the condition would be impractical. However, transparent glazing is provided for all retail units.
The Panel requests that the applicant explore the possibilities to revise the residential entrance to the south tower from 1 Street SE to 14 Avenue to better relate to the layby and to pull another residential entrance off the busy/noisy street. This would create continuous retail along 1 Street SE;	Reviewed however it was felt that 1 Street entrance created the most efficient floor plate.
The Panel is concerned with the shortage of soft landscaping along the 13 Avenue SE side and be consistent with the requirements to the west of the site;	Lay-by removed and existing mature boulevard trees retained.
The Panel encourages the applicant introduce continuous stairs along the property lines to eliminate the solid barriers between the street and the development. The Panel encourages the retention of the columnar Poplars as illustrated;	Achieved, stairs along 13 Avenue and 1 Street are now largely continuous. The columnar poplars have been replaced by flowering crab apple trees.
If the commercial access remains on 13 Avenue the Panel encourages the applicant to use a glass garage door in addition to additional glass being added to the north wall;	Vehicular access from 13 Avenue has been removed as per the ARP requirements for the green street.
The Panel requests the south garage door be a glass door also;	PTR condition added.
The Panel is apprehensive with the 3 phase development which may cause the development to remain as only one storey retail and encourages The City to take necessary steps to discourage this possibility;	Phasing plan revised to include a tower in phase one. See Planning PTR condition 3 as phasing clarification is required for surface improvements.
The Panel encourages the applicant to clad the north-west and south-east emergency stairwells in glass in the extent possible to encourage safety and transparency;	Achieved.
The Panel is concerned with the use of stucco with the extent of it being used on the towers due to the long term visual impact that over the years will start to deteriorate and look	Noted, however the applicant wishes to proceed with EIFS as they feel that when applied properly it is a durable and appropriate material for Calgary's climate and residential

unattractive; and	tower application. See Planning PTR condition 6.
The Panel feels that the black glazing will appear unfriendly and reflect the use to which the building is being ascribed and is more reflective of a commercial application rather than a residential.	Glass has been lightened and the amount of reflectivity reduced.

It is the opinion of CPAG that the applicant has adequately addressed the concerns of the Urban Design Review Panel.

### **Sustainable Design Features**

While the applicant has not indicated a commitment to achieve LEED accreditation, the project will incorporate a number of “green principles” including but not limited to water efficiency (low flow fixtures, recycled irrigation), the use of low emitting (low VOC) materials and finishes, and energy efficient glazings. APPENDIX III contains a list of sustainable design initiatives undertaken with this project.

### **Site Access & Traffic**

There is one vehicular access point for this project from the closed 14 Avenue SE which leads to a at-grade loading area and commercial parking area and the entrance ramp to 4 levels of underground residential parking. A traffic impact assessment was submitted as part of this application and has been reviewed to the satisfaction of the Director, Transportation Planning.

### **Parking**

A parking study was not required for this application. As per 69Z2001, 576 stalls are required and the development is providing 590 stalls. The 14 stalls provided in excess of the bylaw maximum are due to the logical build out of the underground parkade. The applicant is requesting a relaxation in visitor parking from the 70 stalls required as per 69Z2001 to 29 stalls. Residential parking is being provided at a rate of 1.12 stalls per unit for a total of 517 stalls. This figure is deemed appropriate by CPAG as it is consistent with bylaw 69Z2001 which requires a minimum of 1 stall per residential unit. All 44 commercial parking stalls are provided at grade while the underground parkade is for the sole use of the residents and their visitors.

Bicycle racks have been provided along 1 Street SE and along the private road. Bicycle storage facilities have been provided on the main floor of the development to the satisfaction of Transportation Planning.

### **Site Servicing for Utilities**

Services are available for the proposed development. The developer is responsible for any required upgrades to the existing services.

### **Environmental Site Assessment**

No issues or concerns arose.

### **Community Association Comments**

The Beltline Community Association supports this application as seen in APPENDIX IV.

### **Adjacent Neighbour Comments**

No comment received.

### **CONCLUSION:**

The proposal is supported for the following reasons:

1. The project meets the development goals of the Beltline Area Redevelopment Plan;
2. The high density development is compatible with adjacent development along 1 Street SE; and
3. The project is a quality development that exhibits sophisticated architectural articulation and street presence that will enhance the vitality of the Beltline.

### **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. Provide an Enmax clearance letter indicating that all of their issues have been resolved;
2. As per the Urban Design Review Panel replace the metal overhead door with a door with a glass component;
3. Provide a phasing plan which clearly indicates the scope of the work for each phase. Currently the plans only provide a vertical phasing plan and do not indicate in what phase the surface improvements, etc. will take place. Surface improvements shall be completed in Phase 1 of the development;
4. Provide more details of the signage proposed for the project. Include dimensions, method of attachment to the building, and any proposed lighting. All signage shall comply with the rules for signage contained in Bylaw 2P80;
5. The façade of retail terrace shall be finished in a masonry unit complimentary with the podium level of the building. Revise plans to indicate the same;
6. Applicant to provide a letter under corporate seal committing to the highest standard of EIFS application as per the EIFS Council of Canada and to third party inspection of the EIFS application;
7. Submit a total of seven 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;



**Urban Development:**

8. The developer shall submit a letter accepting responsibility for the transportation of containers to and from storage location(s) and staging/collection location(s) on the scheduled collection day. Applicant is to identify waste staging area for the South Tower and redesignate the loading area as loading/waste staging area for the North Tower;
9. The developer shall remit payment for the Centre City Utility Levy to Urban Development in accordance with Bylaw 9M2007. This off-site levy is for the construction, upgrading and replacement of water and sanitary sewer mains required for or impacted by the proposed development in the Centre City Area. The Utility Levy amount is determined by using \$1,823 per meter of site frontage (on the avenues only) of the proposed development;
10. The developer shall remit payment to address the requirements of the Business Units as listed below:

Calgary Roads (CERTIFIED CHEQUE)

- a. Approved driveway crossings
  - b. Sidewalks
  - c. Wheelchair ramps
  - d. Streetlight upgrading
  - e. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Calgary Roads personnel;
11. 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 \_\_\_\_\_;

12. The developer shall provide a letter of understanding to accept responsibility for providing the necessary waste and recycling service for the proposed development. The letter must be signed by the land owner;

The letter should state the following:

Company letterhead or Land Owner's Name and Address

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

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

I understand that the servicing requirements have not been provided to allow The City of Calgary to conduct the waste collection operation for this development in accordance with current Waste Bylaw 20M2001. All waste and recycling services necessary for the operation of this development is the responsibility of the owner or Condominium Corporation as the case may be, at its sole cost and expense. This will be clearly outlined in the Condominium Corporation bylaws.

Signature of land owner \_\_\_\_\_;

#### **Transportation:**

13. The property owner shall provide a letter of credit to The City of Calgary for the initial cost estimate to relocate the traffic signal infrastructure at the southeast corner of the intersection at 13 Avenue and 1 Street SE. Also, a letter from the property owner will be required, under Corporate Seal, indicating that they will be responsible for any costs of installing this signal in excess of the amount of the letter of credit. **The applicant shall contact Pat Grisak, Senior Traffic Signal Engineer at 268-2513 to obtain a cost estimate to relocate the traffic signal infrastructure at the southeast corner of the intersection at 13 Avenue and 1 Street SE;**
14. The property owner shall provide a letter of credit for \$190,000.00 to The City of Calgary for the initial cost estimate to construct the traffic signals at 13 Avenue and Macleod Trail SE. Also, a letter from the property owner will be required, under Corporate Seal, indicating that they will be responsible for any costs of installing this signal in excess of the amount of the letter of credit;
15. The property owner shall provide a letter of credit for \$190,000.00 to The City of Calgary for the initial cost estimate to construct the traffic signals at 14 Avenue and 1 Street SE. Also, a letter from the property owner will be required, under Corporate Seal, indicating that they will be responsible for any costs of installing this signal in excess of the amount of the letter of credit;
16. The applicant shall supply information on the protocol for accessing the parkade for both visitors and tenants;
17. Bicycle parking shall be provided in accordance with The City of Calgary's Bicycle Parking Handbook ([http://www.calgary.ca/DocGallery/Bu/planning/pdf/bicycle\\_parking\\_handbook\\_draft.pdf](http://www.calgary.ca/DocGallery/Bu/planning/pdf/bicycle_parking_handbook_draft.pdf)).
- a. Residential: A minimum of 0.5 Class 1 (secure) bike parking stalls shall be provided per unit for each building; 462 units \* 0.5 = 231 stalls. Revise drawings to indicate the location of the Class 1 bike parking areas. Class 1 bike parking must be provided at grade or in level 1 of the parkade;

- b. Revise location of Class 2 bicycle parking on west and north sides of the property: all spaces must be provided on the applicant's property outside the setback area;
- c. Class 2 (short-stay) bicycle parking shall be located at each building, closer to each building's main entrance than the closest car parking space;
- d. Class 2 (short-stay) bicycle parking shall be located in a well-lit and highly visible location to ensure security and personal safety; and
- e. Class 2 (short-stay) bicycle parking should be protected from the weather where possible by an overhang, an awning or a freestanding roof.

Contact Blanka Bracic, Transportation Planner, at 268-1158 or visit [http://www.calgary.ca/DocGallery/Bu/planning/pdf/bicycle\\_parking\\_handbook\\_draft.pdf](http://www.calgary.ca/DocGallery/Bu/planning/pdf/bicycle_parking_handbook_draft.pdf) for any questions regarding bike parking requirements; and

#### **Parks:**

18. All proposed plantings in the boulevard are to be planted in a continuous trench (provide detail). The trench is to be as per The City of Calgary Road specifications. The trees are to be Oak, Elm or Ash and are to be planted as per The City of Calgary Development Guidelines and Standard Specifications Landscape Construction, current edition (i.e. 1 m from the back of curb). A line assignment is required for trees planted in the boulevard.

#### **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. All areas of soft landscaping shall be provided with an underground sprinkler irrigation system;
4. All roof top equipment shall be painted and/or screened to the satisfaction of the Development Authority;
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 tenants 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 or Beltline;
7. Any fascia or canopy signage shall be designed in a manner that is visually compatible with the architecture of the building;
8. 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;

9. Fascia signage shall be placed only in the designated sign area as indicated on the approved plans and shall not require a development permit;
10. 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;
11. If this development is to be condominiumized visitor parking stalls indicated on the approved plans shall remain as common property;
12. 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:**

13. 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.

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.

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.

If no contamination is discovered during construction of the development, the developer shall, prior to the issuance of the Development Completion Permit, submit to the Development Officer, certifying that no contaminants were discovered during construction of the development;

14. 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:**

15. Access to 1 Street SE is restricted to a single all-turns access at the intersection with 14 Avenue SE, to be shared mutually between the adjacent properties; and
16. No direct vehicular access is permitted to or from 13 Avenue SE.

### **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. Any trees and shrubs indicated on the site plan which die after completion of the project must be replaced on a continuing basis with trees or shrubs of a comparable species and size;
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 proposed development must be compatible with the future ultimate road grades established by Calgary Roads. The developer may contact Calgary Roads for future road grading information;
6. 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;
7. The developer is advised that driveway closures may be required. Existing driveways that are not required for the development must be closed (removed), to City standards at the developer's expense;
8. 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;
9. On all developments with under-drive garages or parking lots that are lower than the back of walk or curb or lane grade, the developer shall confirm in writing that all approved driveways required for this development will be constructed to ramp grades as shown on the plans submitted and approved by Calgary Roads. Negative sloping of

driveways within City road right-of-way is not acceptable. If actual constructed grades do not match approved grades, the developer is responsible for all costs to remove and reconstruct driveway ramp grades to the approved grades;

10. The developer is advised that boulevard grade differences between existing or ultimate curbs and existing or ultimate property lines are not to exceed 2%;
11. Water connection is available from 1 Street SE;
12. 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;
13. The developer is advised that the water service connection is to be constructed under an Indemnification Agreement;
14. 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 Plan for Building Permit approval. Contact FPB at 268-5378;
15. A dual service is required to service the site;
16. No construction permitted over existing water lines;
17. If further subdivision occurs in the future (including strata subdivisions), each titled parcel MUST have separate service connections to a public mains (water and sanitary);
18. 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;
19. Sanitary sewer connection is available from 1 Street SE, 13 and 14 Avenue SE;
20. Storm sewer connection is available from 1 Street SE, 14 Avenue SE;
21. Drainage from all underground or covered parking areas is to be directed towards the sanitary sewer system, as per Sewer Service Bylaw 24M96;
22. All open run-off shall drain to on-site storm sewer and covered ramp shall drain to sanitary sewer;
23. The allowable stormwater run-off coefficient shall be 30%;
24. Ponding is required for 1:100 year storm events;
25. Direct all roof drainage to on-site storm;
26. Each building shall be separately serviced from an on-site main;
27. Storm Redevelopment Fees will be required;
28. Controlled stormwater discharge required;

29. All on-site sewers are to be designed to City of Calgary specifications;
30. Prior to the reuse of existing sewer(s), contact the Water Resources – Leader, Public Response, at 268-1233, to arrange for an inspection by city personnel. If existing services are found to be unsuitable for reuse, new services shall be installed at the developer's expense;
31. If water service is replaced, then a new sanitary service is required;
32. The developer must apply for a line assignment from Utility Line Assignments for tree planting in the City road right-of-way (boulevard). This application consists of a letter, on letterhead, requesting approval to plant trees in the boulevard and five (5) landscape plans showing all of the following information:
  - (a) Property lines;
  - (b) Curb/sidewalks;
  - (c) Species and caliper of proposed trees (evergreen and poplar trees are not permitted in boulevards);
  - (d) Existing features (streetlight poles, hydrants, existing trees, utilities, etc.); and
  - (e) Dimensions from property line to all of the above features.

Include the Development Permit number in your letter. Shrub and flowerbeds are not permitted in City boulevards. Due to the number of applications reviewed by this office, it will typically take two weeks for a response. The letter can be addressed to the Supervisor, Utility Line Assignments, 6<sup>th</sup> floor, 800 Macleod Trail SE, Calgary, Alberta T2P 2M5;

33. No buildings, structures, signs, trees or grade changes permitted within any utility right-of-ways;
34. Ensure canopies do not extend beyond 0.6m into any road or utility right-of-ways;
35. Coordination with Roads Streetlighting must occur prior to any street landscaping to ensure no conflicts will exist between proposed trees and streetlight poles;
36. Coordinate with all utilities for site servicing requirements;
37. Coordinate with Enmax for any relocation requirements for manhole on the north side of 14 Av at the southeast corner of the subject site;
38. A separate landscaping plan will need to be submitted to the Utility Line Assignment office for review prior to any street tree planting;

**Transportation:**

39. It is recommended that wheel stops be appropriately installed for parking stalls within the parkade that are deeper than 6 metres. (There is a risk that motorists might back into columns where parking stalls are deeper than 6 metres);
40. The applicant should provide showers, lockers and change rooms in the building to encourage employee commuting by active modes;

41. A minimum of 10% of provided auto parking stalls should be designated for carpool parking. Carpool parking shall be convenient, in a preferred location and signed for peer enforcement;
42. Transit, carpooling, and active transit choices shall be encouraged and promoted as part of the proposed development. The applicant should provide report containing details for a Transportation Demand Management (TDM) Program, and a written commitment to promote and monitor the program to reduce peak hour site-generated vehicle traffic. The report should include but will not be limited to the following:
  - The developer/owner shall appoint a traffic demand management (TDM) coordinator to develop strategies for a TDM program that will achieve reductions in motor vehicle use. These strategies shall be implemented in the development and management of the site;
  - 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 on an annual basis; and
  - How the management shall integrate TDM program infrastructure. (e.g. bicycle parking, shower/locker facilities, carpool parking and pathway/sidewalk connections, universal-type transit passes or transit subsidies);
43. The developer/owner/management should have at all times have appointed a traffic demand management (TDM) coordinator to develop strategies for a TDM program that will achieve reductions in motor vehicle use;
44. The building management should report on the TDM program to the Director of Transportation Planning on an annual basis;
45. The applicant shall make arrangements in advance to use City ROW for the purpose of construction. Contact Traffic Assessment at 268-5711 to arrange for a hoarding permit;
46. Transportation Planning does not support the oversupply of parking in excess of the amount required as per Bylaw 2P80;
47. The applicant is advised that for any further subdivision or condominiumization of the subject parcel, mutual access easements in addition to the existing easements will be required. A separate mutual access easement will also be required between the subject parcel and the property to the east for the shared surface parking area;

**Parks:**

48. All tree planting in The City of Calgary boulevard is subject to Line Assignment approval from Engineering Services. Contact Utility Line Assignments at 268-5794;
49. The Streets Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land;



50. A condition of the issuance of permits by City of Calgary Roads may be the requirement for a tree protection plan when construction activities are within 6 meters of a tree on Public land. Requirements and specifications for a Tree Protection Plan may be obtained at [www.calgary.ca/parks](http://www.calgary.ca/parks) by following the Urban Forestry links for by telephoning **Urban Forestry at 216-5252**; and
51. The applicant will be required to provide compensation to The City of Calgary for any Public Trees that are removed or damaged. You may wish to consider this cost during the design and development of your project. The Public Tree(s) adjacent to this project are valued at **\$1,140.00**. Applicants that are unfamiliar with tree protection are advised to consult an arborist. Arborists are found in the telephone directory under "Tree Service".

Andrew Palmiere  
2007 April

## APPLICANT'S SUBMISSION

### CONTEXT

This proposed project by Cove Properties LTD is part of the comprehensive mixed-use development at Stampede Station which offers residential, office, retail, and potential hospitality uses. It is located at a focal point in Calgary's Beltline community, along MacLeod Trail adjacent to Stampede Park, a cultural landmark. The residential towers of Sasso and Vetro (under construction) occupy the southwest corner of the overall site, and the Stampede Station office development is under construction on the northeast corner of the overall site. This proposed development will add two residential towers above a retail podium on the northwest corner of the site.

The overall site is bounded by 1st Street SE and MacLeod Trail, between 13th and 15th Avenue SE. This project is fronted by 13th Ave. SE, 1st St. SE, and a private access road aligned with 14th Ave. SE. The site is zoned DC69z2001, a bylaw specific to the Stampede Station development. The site is also located in an area designated as Urban Mixed-Use in the Beltline Area Redevelopment Plan (March 15, 2006).

### OVERVIEW

The developers of Stampede Station have compiled a set of Site Development Design Guidelines to provide "a consistent, unified collection of design parameters." The design concept proposed for the overall site "proposes a two storey podium development with towers rising above." The Design Guidelines suggest architecture that reflects the history of the Warehouse District, as well as the "prosperous nature" of the "downtown business and financial centre." The podium design is intended to provide "animated street-level architecture" with public main floor uses to "stimulate street side activity."

Although the previous projects at Stampede Station predate the Beltline ARP, this proposed development observes the requirements of the ARP, the DC zoning, and the Site Development Design Guidelines.

### DESIGN CONCEPT

The design of the podium incorporates aspects of low-rise, pedestrian scaled development with a focus on a transparent pedestrian interface. Materials are utilized to break up the mass of the podium and details are incorporated to provide a series of potential 'shops' versus an entire block expressing one use. While respecting the ARP in terms of the street wall and strong visual rhythm, the intent is to connect the semi-public podium visually with the public street-level urban realm (also in the intent of the ARP). In response to the site design guidelines and the existing context of Sasso/Vetro, as well as the proposed office development to the east, the base incorporates historical references with more contemporary detailing. Materials were chosen in response to the greater context, highlighting the importance of sandstone to the early history of Calgary and the development of the Beltline.

The towers are articulated into vertical sections of curtain wall and punched window elements. They are pure form with inset balconies in keeping with the sculptural nature of high-rise architecture and in response to the ARP. Each tower rises from the ground (set back from the street) and culminates in an ethereal expression of the sky, which knits its way back down to the ground between the more solid vertical elements.

During the site planning design phase, specialists were consulted to assist in determining the best orientation and placement of the buildings on the site. The towers are set away from the

northwest corner of the site. This is in response to pedestrian comfort related to prevailing winds and the impact of scale, as well as recognition of the flow of traffic on 1st Street SE. A large expanse of landscaped podium mitigates the wind flow off of the tower faces onto the street. The towers are also placed to maximize views and minimize the parallel interface, with narrow faces placed adjacent to neighboring developments. The location of the towers on the site also considers the sun path in order to maximize light penetration through the site in the morning, and minimize the width of the shadow cast in the evening.

## **SUSTAINABLE FEATURES**

Aside from the sustainable initiatives inherent in developing in the Beltline such as proximity to transit and downtown and higher densification, this development proposes to incorporate many 'green design' principles. These principles include: water efficient irrigation, use of retained storm water for irrigation, low flow fixtures, energy efficient glazing systems, use of low VOC materials, efficient mechanical systems, energy efficient appliances, etc. A list of initiatives following LEED guidelines was submitted with this application.

## **SUMMARY**

This project is the result of substantial effort and teamwork between the developer, consultant team, the City of Calgary, and the community. We believe it is an example of a high standard of development in the Beltline and we trust that the Calgary Planning Commission will support the approval of this project based on its many merits.