



**PROPOSAL:**  
New Apartment Building (220 units) including Essential Public Service and Retail uses.

<b>APPLICANT:</b> GEC Architecture	<b>OWNER:</b> The City of Calgary John Wong Leo D Wong
<b>MUNICIPAL ADDRESS:</b> 822, 828, 830, 832, 834, 836 and 838 – 4 Avenue SW and 312 and 314 – 8 Street SW	<b>LEGAL DESCRIPTION:</b> Plan A1, Block 12, lots 31 – 40  (Map 16C)
<b>EXISTING LAND USE DISTRICT(S):</b>	DC Direct Control District (71Z2007)
<b>AREA OF SITE:</b> 0.30 ha ± (0.74 ac ±)	
<b>CURRENT DEVELOPMENT:</b>	Rooming House, local commercial development, surface parking lot

**ADJACENT DEVELOPMENT:**

**NORTH:** Apartment Buildings

**SOUTH:** single storey local commercial, mid rise office building

**EAST:** Apartment Building

**WEST:** Surface Parking Lot (Louise Crossing), Bow River Pathway

<b>DEVELOPMENT SUMMARY</b>			
<b>RULE</b>	<b>BYLAW STANDARD</b>	<b>PROPOSED</b>	<b>RELAXATION</b>
<b>DENSITY</b>	A maximum of 8.0 FAR	8.0 FAR	None
<b>HEIGHT</b>	22 Stories/ 70 Metres	22 Stories/68.9 metres (West Tower)  14 Stories/41.1 (East Tower)	None
<b>LANDSCAPING</b>	a minimum of 40% of the site in combination of indoor and outdoor common spaces	35% outdoors (1037.55m <sup>2</sup> )  5% indoors (174.2)	None

<b>DEVELOPMENT SUMMARY</b>			
<b>RULE</b>	<b>BYLAW STANDARD</b>	<b>PROPOSED</b>	<b>RELAXATION</b>
<b>PARKING</b>	0.9 stalls for units under 1500 square feet (193 stalls)  1.5 stalls for units over 1500 square feet (9 stalls)  0.15 stalls visitor parking (33 stalls)  1 stall/140 metres net floor area for retail/restaurant (3 stalls)  Total required – 238 Stalls	233 stalls	5 Stalls
<b>EXTERIOR FINISH MATERIALS</b> Podium: Clear Glazing, Masonry Veneer, Metal panel accents, Brick Tower: Lightly tinted Glazing, Metal Panels, Masonry Veneer			

### Introduction

This development permit is for a 220 unit apartment building consisting of two towers on a podium of retail spaces, amenity space, and a Fire/EMS station at grade. Located in the Eau Claire Community, this permit is for redevelopment of an underutilized site.

### Site Context

The site is located at the northeast corner of 4 Avenue and 8 Street SW, in a transition zone of commercial activity to the south and mid-rise residential development to the north. The site is located near the Bow River and its adjacent pathway system. Shadow provision guidelines limit the amount of shadow that can be cast on the pathway. The site is also three blocks north of the 7 Avenue SW LRT station.

### Legislation & Policy

Development on this site is guided by the principles of the Eau Claire Area Redevelopment Plan (Approved by Council 1995 July). Within this area, the policy calls for:

- Creation of an overall built form which responds to Eau Claire's unique location between the downtown commercial core and the Bow River, and adjoining Prince's Island;
- To encourage medium to high density forms of residential development, to accommodate a range of household types and incomes;
- To ensure that commercial uses are compatible, as far as is practical, with adjoining residential uses; and
- Allow a full range of commercial and residential uses in the half blocks fronting 4 Avenue SW to a maximum density of 8.0 FAR.

The Eau Claire ARP also contains shadow protection guidelines for the major parks contained within the community (in this case the riverbank area). New buildings shall not cast shadows beyond a line 20 metres wide throughout abutting the top of the south bank of the Bow river, as determined by the Approving Authority, between the hours of 10:00am and 4:00pm Mountain Daylight Time on September 21. Administration has reviewed and verified that this permit will not cast a shadow on the times listed.

The Centre City Plan identifies provision of protective services, as well as provision of non-market housing as two priorities within the Centre City. These also mirror Council's priorities for affordable housing and safety of citizens.

### **Land Use District**

The Direct Control District accommodating this project was approved by City Council in 2007 July. Contained within those guidelines were provisions for yards, building design, active street uses, tower separation, setbacks from adjacent properties, and guidelines for landscaping on site. The bylaw included revisions to the previous bylaw (20Z95) and minor updates with current rules and terminology (i.e. inclusion of rules for live-work). The major revisions were to increase the height and number of storeys from 17 to 22, list Essential Public services as a permitted use, and exempt Essential Public services from FAR calculations. The Bylaw maintained the density on this site at a maximum of 8.0 FAR.

### **Site Layout & Building Design**

The project is a 220 unit apartment building, consisting of one tower with 132 units of market housing on the western portion of the site, a second smaller tower with 88 units of affordable housing on the eastern portion of the site which will be operated by Calgary Housing Corporation, and a Fire/EMS facility and other retail uses on the main floor. At grade, the fire station fronts onto 8 Street SW, with a 13 metre wide driveway extending along 8 Street SW. There are two bays for fire trucks, a third bay for an EMS ambulance, with a pedestrian entrance located adjacent to these bays.

Along 4 Avenue, two commercial spaces are located at the western edge of the street, with amenity spaces for the affordable housing tower located at grade. Administration discussed the location of these internal amenity spaces and whether they could be re-located allowing the retail spaces to be extended the full length of the street. The applicant indicated that these amenity spaces are programmed spaces on a regular basis, and are minimized on the block face. These amenity spaces are intended for the exclusive use of tenants as multi-functional rooms for social and educational activities for the affordable housing occupants. Events will be organized and managed by tenants groups. Landscaping has been strategically placed with full glazing to provide some animation to these amenity spaces.

On the second floor are the administration offices for the Fire/EMS facility, as well as the first floor of the affordable housing units. At the corner of 4 Avenue and 8 Street is a two storey space to frame the corner and allow for a potential restaurant use at this location. The third floor is where the market housing tower units begin. Within this space is a common amenity room for the market tower, which increases the amount of glazed space fronting onto 8 Street SW.

There is a tower separation of 12 metres for the project. While the Direct Control Bylaw calls for a minimum of 15 metres, it does allow for this to decrease to 12 metres where it can be demonstrated that the design and layout of the buildings protects the privacy of residents and ensures that adequate daylight reaches each residential unit. On the east tower (affordable housing), all fenestration in principle rooms is oriented to the north and south. On the west tower (Market Housing), the principle rooms facing east have smaller 'punched' windows in

housing), all fenestration in principle rooms is oriented to the north and south. On the west tower (Market Housing), the principle rooms facing east have smaller 'punched' windows in place of full-height glazing to the height of the adjacent east tower. The west tower steps back from the east, orienting itself to the northeast and southeast to maximize privacy and daylight access for both towers. Glazing has been changed to punched-type windows in the lower 10 levels of the market housing tower to minimize overlooking possibilities from the adjacent units.

The floor plates for this project are 800 square metres for the market tower, with 650 square metres for the affordable housing tower. While the market tower floor plate is larger than in other areas of the city (Beltline/West End), there are no restrictions in the Eau Claire area, and the larger floor plate is due to compliance with a shadow restriction. The market tower is 22 storeys, while the affordable housing tower is 13 storeys. Matching sculpted rooftops are provided at the tops of the buildings to complete the towers.

The materials used for the market tower are masonry and glazing. These materials are used on the affordable housing tower, with metal banding used in locations where balconies would have been provided. At the June 14 meeting of Calgary Planning Commission (and subsequently at the July 16 meeting of City Council), there was a motion arising that directed the administration while reviewing a Development Permit application to ensure that the appearance of the affordable housing component be similar to the market tower. In response to this, the applicant has increased the glazing on the affordable housing tower with more openable glass for the project. As well, the applicant has provided spandrel panels adjacent to the glass to achieve the same effect as glazing, creating a feature wall that runs as a vertical strip the full length of the tower. This, combined with the same materials as the market tower fulfills this requirement.

Coupled with this was a request from the Calgary Housing Company to relax the bylaw requiring private individual amenity spaces for the affordable housing tower. Based on operational issues, the applicant requested that these not be provided, citing concerns in other buildings. Administration supports this request, as the site is one block away from major open space in the downtown (Bow River Pathway), which provides ample recreation space for the residents of the area. The applicant's design revisions satisfactorily articulate the elevations to compensate for the missing balconies.

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.

<b>Urban Design Review Panel Comment</b>	<b>Applicants Response</b>
The Panel encourages the applicant to create a stronger sense of entry to the affordable housing units;	Applicant has revised the entries to be more distinctive, and similar to the market housing entry for the project.
The Panel is concerned with the accessibility to the community rooms in the affordable housing and encourages the applicant to open the community uses directly onto the street;	While the rooms have not been opened to the street, full floor to ceiling glazing has been provided on these rooms to achieve the effect of openness to the street.
The Panel is concerned with the possible pedestrian congestion created by the narrow space between the street trees and the site furniture and planters, particularly at the	Street Trees have been placed at the edge of the street; a minimum 2.0 metre wide unencumbered sidewalk has been provided.

entrance to the market housing;	
The Panel is concerned with the amount of glazing on the affordable housing units especially in the living room spaces	Applicant has increased the glazing on the residential units.
The Panel is concerned with the lack of outdoor amenity space for both the affordable housing units and the fire station, and encourages the applicant to incorporate hard landscaping into the green roof area between the market housing and the affordable housing on the second floor plan.	Applicant has not undertaken this. Green Roof is used for sustainability and therefore shall remain as soft landscaping. Internal amenity spaces have been provided. Administration supports this based on proximity to the Bow River Pathway.

### Landscaping

Required landscaping has been provided in three locations. At grade, there are planters located adjacent to the building along 4 Avenue, containing shrubs and low level plantings. On the roof of the podium, a green roof has been provided. This green roof is planted with prairie fescue unless otherwise noted (for example, areas where vines will be planted to 'green' vertical surfaces adjacent to the roof. Finally, the bylaw allows for internal common amenity space to meet the 40% required landscaping on site. This amenity space has been provided on the third floor of the market tower.

At grade, street trees are proposed along the 4 Avenue and 8 Street rights of way. Columnar aspens are proposed in a grouping along 8 Street SW between the intersection and the proposed transit shelter. Brandon elms have been placed along 4 Avenue SW. The Fire Station and Affordable housing project are required to provide public art under the Civic Art Policy. The applicant is participating with the City's Public Art Program Coordinator, and possible locations have been identified on the site plan.

### Sustainable Design Features

As two components of this project are City initiated developments, there is a requirement for both to achieve a LEED rating. Energy modeling is being conducted on the Fire/EMS Station, the affordable housing tower and market tower on an individual bases, in order to optimize the design. The Fire/EMS Station is to be LEED Silver, based upon the LEED Canada checklist. The Affordable Housing tower will be designed based on the LEED Canada checklist. The Market Housing component will use the LEED checklist as a guideline in the design of the building.

As per the applicant, difficulties may arise due to the building type, multi-unit residential building or 'MURB', which makes it more challenging to gain LEED certification due to lack of control in building systems, which is an automatic disqualification from the certification process. This is an issue with all multi-family residential buildings. Therefore, it may be possible that the residential towers might only shadow LEED Certification.

### Site Access & Traffic

There are two access points for the project. Both are located off the rear lane, and provide access to underground parkades. As previously indicated, the fire station has a driveway off 8 Street SW. Loading occurs off the rear lane for this project. There is also opportunity for the fire truck to utilize the rear lane to drive through one of the fire station bays.

As part of this application, there was considerable discussion about the traffic and routing requirements for the fire station. As a result, the applicant provided a Transportation Impact Assessment that identified the impacts of converting 8 Street SW to two way traffic to accommodate the operational needs of the fire station. 8 Street SW is currently a two way road except between 4 and 6 Avenue SW where it is one way northbound. Signal improvements are required at the intersections of 8 Street and 4, 5, and 6 Avenues to facilitate this conversion. These signals would also be modified to allow for pre-emption of the lights to facilitate priority movement of emergency vehicles. Because part of 8 Street SW is closed due to construction one block south of this proposal, the traffic is reduced to the same amount of lanes as the two way traffic scenario. As a result of this, it makes sense to convert the road to two way traffic in advance of the opening of the Fire Station based on current operations.

At the July 16 meeting of City Council, a request to add signals to the intersection of 8 Street and 3 Avenue was approved by Council, in order to provide priority movement at this intersection. Transportation planning has reviewed the request and concurs the site can accommodate the density.

### **Parking**

Parking has been provided below grade in an underground parkade for the project. The parking ratios are 1.2 for the market tower and 0.5 for the affordable housing tower. An additional 23 parking stalls have been provided for the fire station and at-grade commercial. All parking will be located underground, with loading and garbage collection contained within the building at grade.

Calgary Housing Corporation (CHC) in its experience in management of downtown locations such as Eau Claire states about 10 % of stalls provided is required for service parking for staff, contractors, etc and another 50 % maximum for tenant parking is adequate. CHC has determined this need can be met with the 50 stalls allotted along with 44 class one bike stalls. Each building managed by CHC varies in parking requirements due to client profile and building location.

Administration supports this relaxation as the site is 3 blocks north of 7th Avenue SW LRT stations (within 600m) and near major bus transit route. Therefore, the use of transit, carpooling and active travel choices are encouraged due to the proximity to the LRT, bus routes and pathway system. For other residential projects within the downtown core, Bylaw 2P80 allows for a minimum of 0.5 stalls per unit.

### **Site Servicing for Utilities**

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

### **Environmental Site Assessment**

The Phase I Environmental Site Assessment completed for the site identified potential environmental concerns adjacent to the subject site. The report states that when construction occurs, a subsurface investigation should be conducted to test for the onsite presence of contaminants from historical service stations and dry cleaners in the area. A response to this recommendation is required Prior to Release of the Development Permit. All reports are to be prepared by a qualified professional and shall be to the satisfaction of The City of Calgary.

## **Community Association Comments**

A letter of support for the overall project was received from the Eau Claire Community Association (see APPENDIX III). Contained within the letter is support for the increase in the number of storeys for the project, as well as support for the Fire/EMS facility in this location. While their concerns about traffic, noise, and the design of the affordable housing project have been addressed, their comments regarding a lay-by and increased parking were not incorporated into this project. A community open house was held on 2007 May 16 to discuss the project with the community, and explain the development to interested residents of the Eau Claire community. A copy of the Frequently Asked Questions that was supplied to the community association is attached as Appendix VII of this report.

A letter of support for the overall project was received from the Calgary Downtown Association (See Appendix IV). They too commented on the low parking requirement. Prior to release of the Development Permit, a site lighting plan shall be required to address some of their concerns.

## **Adjacent Neighbour Comments**

There have been some concerns raised about the fire station in this location, with noise and traffic being the two major concerns. Given the high densities of the Centre City and increasing call volumes, the need for another fire station was identified by the Fire Department within the Centre City area. Downtown Fire Stations No. 1 and No. 2 are more than twice as busy as Calgary average, with the two existing Centre City fire stations relying on assistance from other fire stations outside the downtown core over 280 times a year. The proposed station will also house an EMS facility. Through discussions with the Fire department, it was identified that vehicles responding to emergency calls can use the major roads of 4, 5, and 6 Avenues using 8 Street for access and not 3 Avenue or 7 Street through the community to provide service to the area.

## **CONCLUSION:**

The proposal is supported for the following reasons:

1. The proposed land use district meets the goals and policies of the Eau Claire Area Redevelopment Plan as amended.
2. The changes relating to essential public services help address a key council priority of "safety of citizens".
3. The design of the project enhances the unique mixed use nature of this project.

## **CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION: APPROVAL**

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

### **Prior to Release Requirements**

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



**Planning:**

1. Submit a total of Eight complete sets of amended plans (file folded and collated) to the File Manager that comprehensively address all prior to release conditions of all Departments as specified below. In order to expedite the review of the amended plans, one plan set shall highlight all of the amendments;
2. Provide a site lighting plan for this development. This should show building lighting on all four faces of the property, how the adjacent streets shall be lit, and how the rear lane will be lit for security purposes;

**Urban Development:**

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

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

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

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

4. The developer shall consolidate the subject parcels onto a single title and provide a copy of the Certificate of Title;
5. The developer shall remit payment for the Centre City Utility Levy, **in the amount of \$303,100.00**, to Urban Development. This off-site levy is for Community Recreation, Transportation, Parks Upgrading, Greenways and the construction, upgrading and replacement of water, sanitary and storm sewer mains required for or impacted by the proposed development in the Centre City Area. The Utility Levy amount above is determined by using \$3,970.00 per meter of site frontage (on the avenues only) of the proposed development;

6. Address the requirements of the Business Unit(s) as listed below:

Waste and Recycling Services

- a. Provide waste/recycling facilities for each phase of development;
  - b. Provide compactor details for the development;
  - c. Dimension all waste/recycling storage and staging areas;
  - d. Provide grade info at staging/collection locations;
  - e. All doorway access to waste/recycling areas to be dimensioned (1.8m min); and
  - f. All internal corridor access for containers to be minimum 3m wide;
7. The developer shall remit payment, in the form of a certified cheque, bank draft, or letter of credit. An estimate of the costs will be prepared by the City and provided to the applicant. The estimate will be prepared once the applicable comments relating to the Business Unit(s) noted below are resolved on the plans.

Calgary Roads

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

9. The developer shall execute Public Access Easement Agreement for the bylawed setback and corner cut areas to the satisfaction of the Manager of Urban Development;

## Transportation:

10. Developer to be responsible for 100% of all costs (including cost overruns beyond initial estimates) for modifications to road network and signalization resulting from proposed development. Typically this is provided to Transportation by means of a letter of credit payable to The City of Calgary and a letter from the client under corporate seal indicating that 100% of the costs (including cost overruns beyond initial estimates) will be covered by the client.

For the amount in the letter of credit, first obtain an estimate (which will require the provision of detailed drawings showing the network modifications) from the City through Roads – Traffic Assessment and Roads – Signals for the cost of all required network improvements, which include:

- Modification of road markings and signage;
  - Removal of parking stalls on 8 Street SW as per TIA to permit emergency vehicle sweeps; and
  - All necessary modifications and/or installations of signals and traffic control signage (including new signal heads, new phasing, pre-emption control) at 8 Street SW & 3, 4, 5, and 6 Avenues;
11. A transit patron waiting amenity is to be provided, within the applicant's site, adjacent to the bus zone on 8 Street SW. The applicant is to enter into a public access easement agreement with the City of Calgary to allow for public access to the shelter;
  12. The applicant is to provide at their cost, a standard City of Calgary transit patron waiting amenity at the bus zone location on 8 Street SW. Contact Calgary Transit for the latest costing for the bus shelter, and provide payment through Transportation to Calgary Transit for the cost of the shelter;
  13. Future on-street cycling routes are planned for the following roadways and they shall be identified as future bikeways on all development plans: 8 Street SW, 3 Avenue SW;
  14. Amend the width of the ramps accessing the lanes to 7.2 metres in width. Internally, ramps smaller than this width are permitted (minimum 6.0 metres), but the City standard for multifamily residential access (such as a ramp) is 7.2 metres;
  15. Provide a Transit Service Statement reflecting the percentage of the development within and beyond the 400 m on-street walking distance from the nearest bus zone or LRT station;
  16. Provide garage door access protocols;
  17. Indicate how visitors or commercial customers to the site will know which parkade to enter;
  18. Provide a Traffic Control Plan, including any warning signage at-grade warning motorists, bike riders, and pedestrians of the fire station vehicles; and
  19. Provide signage at grade to indicate that there is parking available within the parkade for customers and visitors. (Show this signage on the site plan).

## **Permanent Conditions**

### **Planning:**

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

### **Urban Development:**

9. If during construction of the development, the applicant, the owner of the development, 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 Health Region and The City of Calgary;
  - b. The applicant shall submit a current Phase II Environmental Site Assessment report to The City of Calgary; and
  - c. If required, the applicant shall submit a Remedial Action Plan and/or a Risk Management Plan to The City of Calgary.

Prior to issuance of a Development Completion Permit, a letter from the qualified professional who prepared the Remedial Action Plan and/or a Risk Management Plan is to be issued to The City of Calgary in which the qualified professional certifies that the Remedial Action Plan and/or Risk Management Plan has been implemented.

All reports are to be prepared by a qualified professional and shall be to the satisfaction of The City of Calgary (Environmental Management);

10. The developer understands that he is responsible to ensure that approved driveways required for this development must be constructed to the ramp grades shown on plan that have been approved by Calgary Roads. Negative sloping of the driveway within the City boulevard is not acceptable to the City. The developer shall be responsible for all costs to remove and reconstruct the entire driveway ramp if actual grades do not match the approved grades;
11. The developer, and those under their control, shall 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). 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. The developer, or their representative, shall designate a person to inspect all controls and practices every seven days and within 24 hours of precipitation or snowfall events. Please refer to the current edition of The City of Calgary Guidelines for Erosion and Sediment Control for more information;
12. The developer shall be responsible for the cost of public work adjacent to the site in City rights-of-way, as required by the Manager of Urban Development, including but not being limited to:
  - a. Removal of any existing facilities not required for the new development (old driveways and redundant services, etc.);
  - b. Relocation of works (survey monuments and underground/overhead utilities, etc.);
  - c. Upgrading of works (road widening and watermain upgrading, etc.);
  - d. Construction of new works (lane, paving, sidewalks, curbs, etc.); and
  - e. Reconstruction of City facilities damaged during construction;
13. All work performed on public property shall be done in accordance with City standards and include, but not necessarily be limited to driveways, walks, curbs, gutters, paving, retaining walls, stairs, guard rails, street lighting, traffic signs and control devices, power and utility poles, electrical vaults, transformers, power lines, gas lines, communication lines, water lines, hydrants, sanitary lines, storm sewer lines, catch basins, manholes, valves, chambers, service connections, berms, swales, fencing and landscaping;
14. Every effort will be made to identify the cost of public works associated with this development in advance of work proceeding; however, in some cases, this will be impossible to predict. Where the actual cost exceeds the estimate, the developer shall pay the difference, upon receipt of notice, to The City;
15. Indemnity Agreements are required for any work to be undertaken adjacent to or within the City right-of-way or setback areas for purpose of shoring, tie-backs, piles, sidewalks, lane paving, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in City rights-of-way and setback areas must be removed to the satisfaction of the Manager of Urban Development, at the developer's expense, upon completion of foundation work;

16. The developer shall submit an "As Constructed Grade Certificate" signed and sealed by a Professional Engineer, registered Architect, or a Professional Land Surveyor confirming that the development has been constructed in functional compliance with the Development Site Servicing Plan. Certification is to be completed within the timelines specified in the Lot Grading Bylaw 32M2004. Functional compliance is solely determined by the City to mean compliance with all City Bylaws, Standards, Specifications and Guidelines;

**Transportation:**

17. A 2.134 m bylaw setback exists on 8 St SW. No permanent structures shall be constructed within the bylaw property line setback;
18. A 2.134 m bylaw setback exists on 4 Ave SW. No permanent structures shall be constructed within the bylaw property line setback;
19. Fire pre-emption system will **not** use Opticom; it will be hard-wired to the fire hall;
20. No additional pre-emption signals west of the site on 9 Street will be considered by Calgary Transit, as these would have a significant impact upon LRT operation; and
21. No parking on west side of 8 Street opposite station to facilitate sweep paths for emergency vehicles.

**Advisory Comments**

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

**Planning:**

1. This development permit approval makes no provision for revisions. Revised plans shall be submitted to, and approved by, the Development Authority;
2. Any of the conditions of the development permit approval may be appealed. If you decide to file an appeal, it must be submitted to the Manager, Subdivision and Development Appeal Board (Plaza Level, Municipal Building, #8110) within 14 days of receipt of this letter;
3. All measures relating to handicapped accessibility in the design of this project shall be maintained and operable for the life of the building, including those which are required through the building permit process;
4. In addition to your Development Permit, you should be aware that a Building Permit is also required. Once your Development Permit application has been approved, you may apply for a Building Permit. Please contact Building Regulations at 268-5311 for further information;

**Urban Development:**

5. The developer is advised that the property line is 3.0 m from lip of gutter, 0.3 m from back of sidewalk on 4 Avenue SW;

6. The developer is advised that the property line is 3.0 m from lip of gutter, 0.3 m from back of sidewalk on 8 Street SW;
7. The developer is advised that the future lip of gutter is 3.76 m and future back of sidewalk is 0.0 m from ultimate property line on 4 Avenue SW;
8. The developer is advised that a bylaw setback of a 2.134m is required adjacent to 4 Avenue SW as per the Land Use Bylaw;
9. The developer is advised that a bylaw setback of 2.134m is required adjacent to 8 Street SW as per the Land Use Bylaw;
10. The developer is advised that a corner cut of 3.0m x 3.0m is required adjacent to 4 Avenue and 8 Street SW;
11. 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;
12. 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;
13. 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;
14. Parking pads and garage aprons at rear must tie in to the existing lane grades (grades are available from the Engineering Services Business Unit);
15. Water connection is available from 4 Avenue SW (250mm CI, 1910). Note: Parkade covers the entire site, if a proposed property line is to divide the two towers, the fire sprinkler water lines cannot cross from one property into the other property;
16. 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;
17. Show all proposed and existing shallow utilities on the Development Site Servicing Plan;
18. Maintain a 3.0m separation between power poles and/or trees with the proposed water service;
19. The developer is advised that the water service connection is to be constructed under an Indemnification Agreement in the downtown area;

20. Review with Fire Prevention Bureau for hydrant coverage and Siamese connection location. A stamped plan by Fire Prevention Bureau to be submitted at Building Grades, 6<sup>th</sup> floor Municipal Bldg. for approval. Principal entrance(s) to be labelled on the Development Site Servicing Plan;
21. A dual service is required to service the site;
22. 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);
23. 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 water mains 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;
24. Sanitary sewer connection is available from 4 Avenue SW;
25. Storm sewer connection exists to site;
26. Show all existing and proposed sewers on the development site servicing plans at the Building Permit stage;
27. Drainage from all underground or covered parking areas is to be directed towards the sanitary sewer system, as per Sewer Service Bylaw 24M96;
28. All open run-off shall drain to on-site storm sewer and covered ramp shall drain to sanitary sewer;
29. The allowable stormwater run-off coefficient shall be 30%;
30. Ponding is required for 1:100 year storm events;
31. Direct all roof drainage to on-site storm;
32. Contain storm run-off on site;
33. All on-site sewers are to be designed to City of Calgary specifications;
34. The developer shall execute an Encroachment Agreement for the underground parkade located within the bylawed setback area on the drawings;

**Transportation:**

35. In keeping with the principles of Crime Prevention Through Environmental Design (CPTED), landscaping and fencing materials adjacent to pedestrian routes area to be of a height that minimizes potential hiding places and maximizes visual surveillance of the pedestrian route;
36. In keeping with the principles of Crime Prevention Through Environmental Design (CPTED), pedestrian oriented lighting is to be provided along pedestrian routes;



37. The applicant is advised that the site is located within 400 metres of a transit route (or 600 metres of an LRT station). It is recommended that the applicant limit the number of parking stalls provided to the number required by The City of Calgary Land Use Bylaw;
38. Transit, carpooling and active travel choices should be encouraged and promoted;
39. A TDM plan should be developed and a TDM coordinator appointed for the proposed development to ensure that the TDM program is integrated into the development and management of the site to meet the trip reduction targets proposed in the plan; and
40. Transportation Demand Management (TDM) initiatives should be identified, implemented and integrated into the ongoing management of the proposed development. Successful TDM programs require ongoing promotion and management. Initiatives such as a universal type transit pass or transit subsidies for employees and residents, promoting carpooling, facilitating ride-matching, parking management, and car-sharing are examples of initiatives that are being successfully implemented to reduce vehicle trips.

Dwayne Drobot  
2007 July

## DP 2007-1218

## Louise Station Applicant's Submission

The Louise Station Project is a unique collaboration between the Public and Private realm, containing a mix of Essential Public Services (a much needed Fire Station), Affordable Housing, and Market Housing. Located on the northeast corner of Eighth Street and Fourth Avenue SW in the community of Eau Claire, Louise Station will mark the entry into the downtown core from the Northwest.

The proposed site is four blocks north of the 7 Avenue SW LRT stations and two blocks south of the Bow River. The development consists of a two-storey podium building that will contain the Fire/EMS station, and the entranceways to both the affordable and market housing, and also two commercial retail units. Two separate high rise towers will emerge from the podium and will independently contain the affordable housing and market housing units.

The Fire/EMS facility will be located on the northwest corner of the property and is to be incorporated into the two storey podium and accessed from 8 Street SW. The affordable housing component is located on the eastern portion of the site and is comprised of 88 units in an 11 storey tower; 11 of the units are to be wheelchair accessible. The market housing is located on the westerly portion of the site and represents 132 units in a 20 storey tower. Both the market housing and affordable housing entranceways are accessed from 4 Avenue SW. Four levels of underground parkade and all loading will be accessed from the rear laneway.

The project has been designed as one building, with using a high quality of material throughout. A vibrant streetscape created by the highly articulated podium greets the pedestrian on all sides, with generous sidewalk widths and a plaza-like corner. Each of the two towers will be clad in a combination of brick, metal panels, and an aluminum-frame glazing system – a level of finish that is unique to an Affordable Housing development in Calgary. Each tower extends above the highest level of Housing to create a balanced set of roofs that both screen all mechanical equipment, and provide a finishing touch to the top, accentuating the buildings' verticality.

# LA CAILLE EIGHTH STREET INC.

## PROJECT NO. 5009



### ISSUED FOR AMENDED DEVELOPMENT PERMIT:

JULY 17, 2007

#### DRAWING LIST:

##### ARCHITECTURAL:

- DP-0.0 COVER SHEET
- DP-0.1 SURVEY
- DP-0.2 CONTEXT PLAN & PROPERTY DIMENSIONS
- DP-0.3 PHOTOGRAPHS
- DP-0.4 SHADOW STUDY
- DP-0.5 STREET LANDSCAPE PLAN & DETAILS
- DP-1.0 SITE PLAN
- DP-1.1 FLOOR PLAN
- DP-1.2 PARKING LEVEL P1
- DP-1.3 PARKING LEVEL P2
- DP-1.4 MAIN FLOOR PLAN
- DP-1.5 SECOND FLOOR PLAN
- DP-1.6 THIRD FLOOR PLAN
- DP-1.7 TERRACE PLAN LEVEL 10
- DP-1.8 TERRACE PLAN LEVEL 11
- DP-1.9 TERRACE PLAN LEVEL 12
- DP-1.10 TERRACE PLAN LEVEL 13
- DP-1.11 TERRACE PLAN LEVEL 14
- DP-1.12 SOUTH ELEVATION
- DP-1.13 WEST ELEVATION
- DP-1.14 EAST ELEVATION
- DP-1.15 EAST ELEVATION & BALCONY SECTION
- DP-1.16 BALCONY SECTION
- DP-1.17 FINISHED SECTION
- DP-1.18 FINISHED SECTION
- DP-1.19 FINISHED SECTION
- DP-1.20 FINISHED SECTION





 <p><b>GEC</b> Geotechnical Engineering Corporation 10000 Wilshire Blvd., Suite 1000 Beverly Hills, CA 90210 Tel: 310.274.1100 Fax: 310.274.1101 www.gec.com</p>	<p>10000 Wilshire Blvd., Suite 1000 Beverly Hills, CA 90210 Tel: 310.274.1100 Fax: 310.274.1101 www.gec.com</p>	<p>10000 Wilshire Blvd., Suite 1000 Beverly Hills, CA 90210 Tel: 310.274.1100 Fax: 310.274.1101 www.gec.com</p>		<p>1. PROJECT NO. 2007-1218</p> <p>2. SHEET NO. 01</p> <p>3. DATE 06/26/07</p> <p>4. DRAWN BY [Name]</p> <p>5. CHECKED BY [Name]</p> <p>6. SCALE 1" = 100'</p>
				<p>7. PROJECT NO. 2007-1218</p> <p>8. SHEET NO. 01</p> <p>9. DATE 06/26/07</p> <p>10. DRAWN BY [Name]</p> <p>11. CHECKED BY [Name]</p> <p>12. SCALE 1" = 100'</p>



1. CORNER 451 AVE. SR. LOOKING WEST



2. 451 AVE. SR. LOOKING EAST



3. CORNER 451 AVE. & 451 ST. SR. LOOKING NE



4. 451 AVE. SR. LOOKING WEST



5. 451 AVE. & 451 ST. LOOKING SW



6. 451 AVE. SR. LOOKING WEST



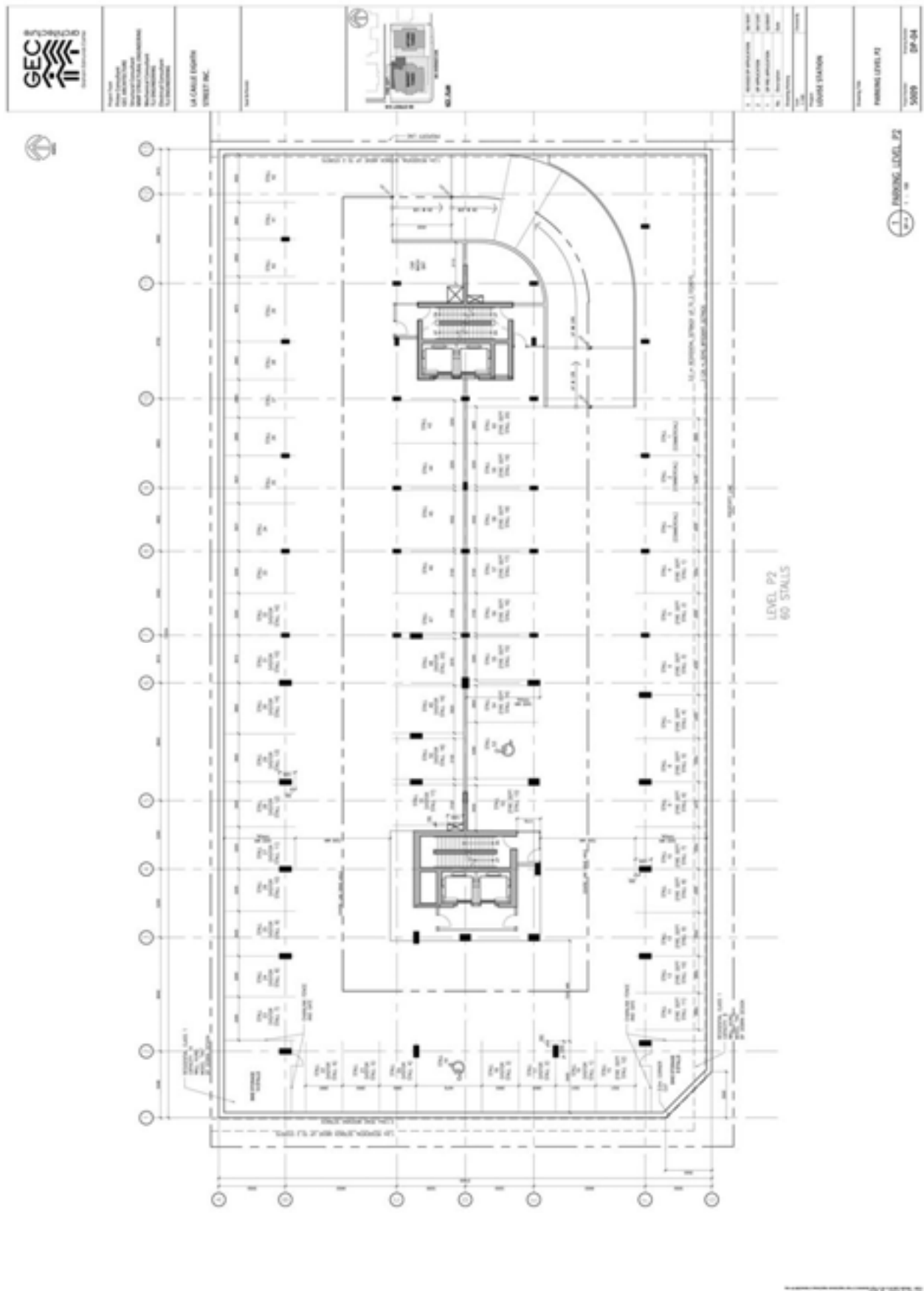




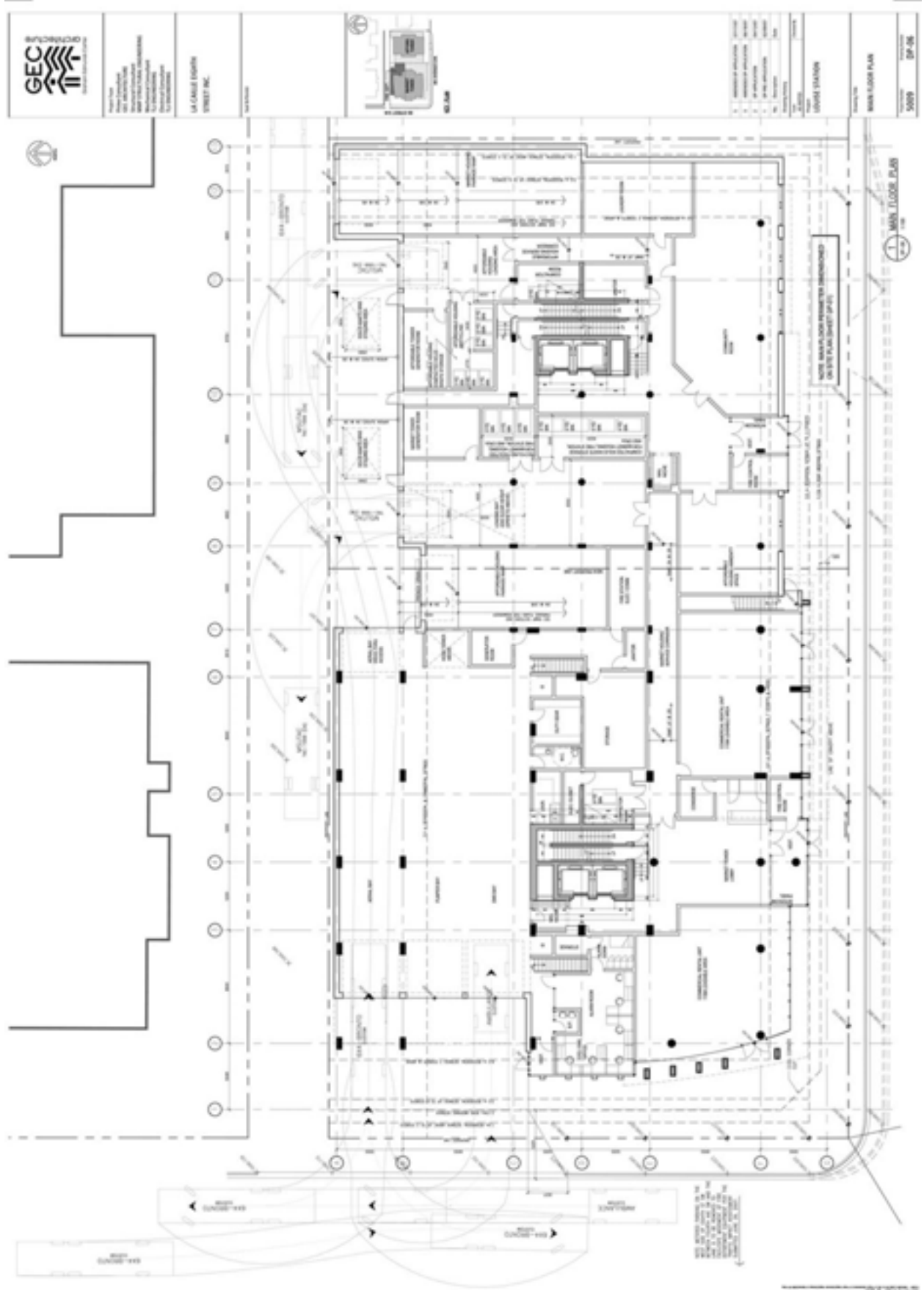









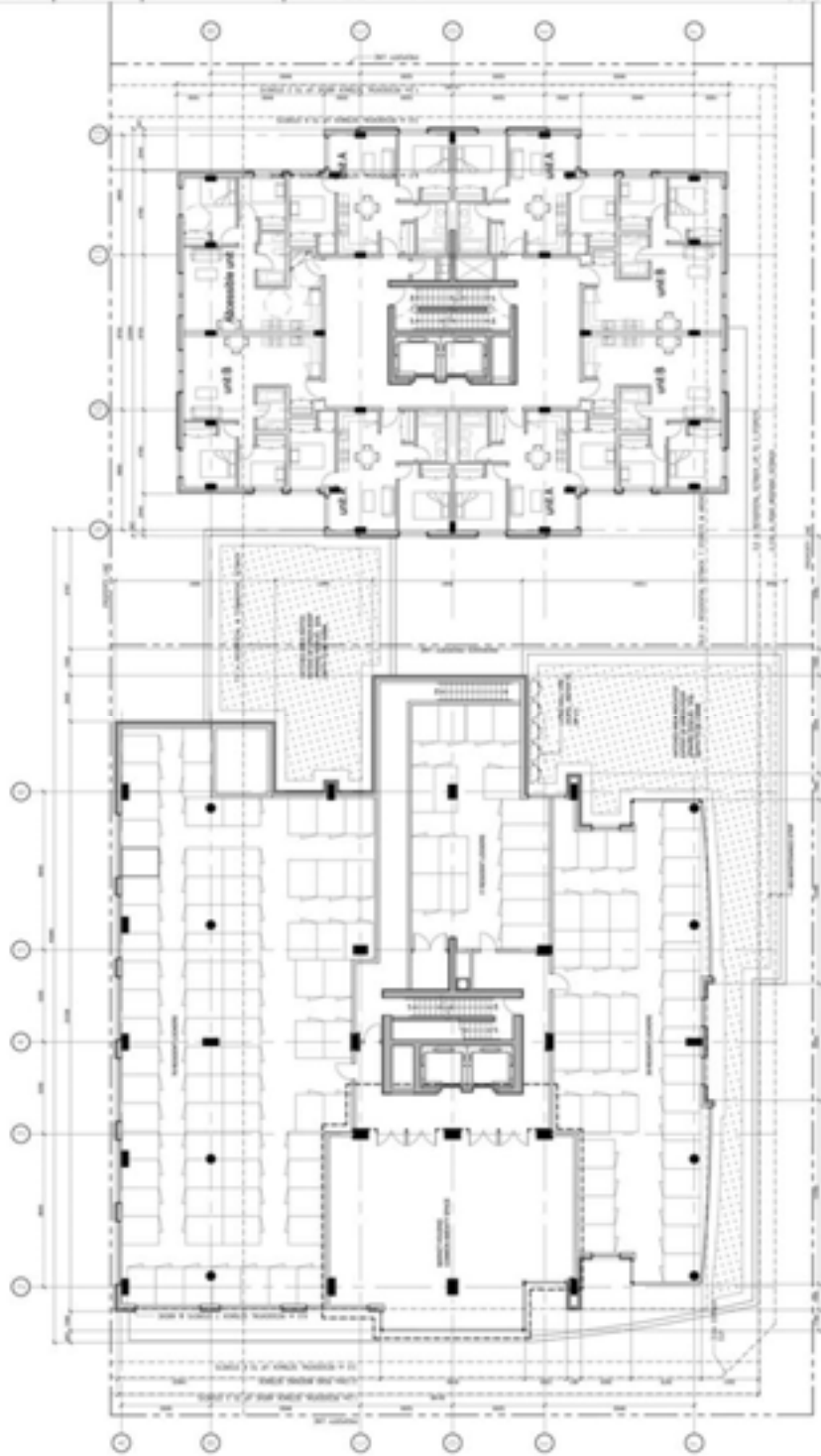









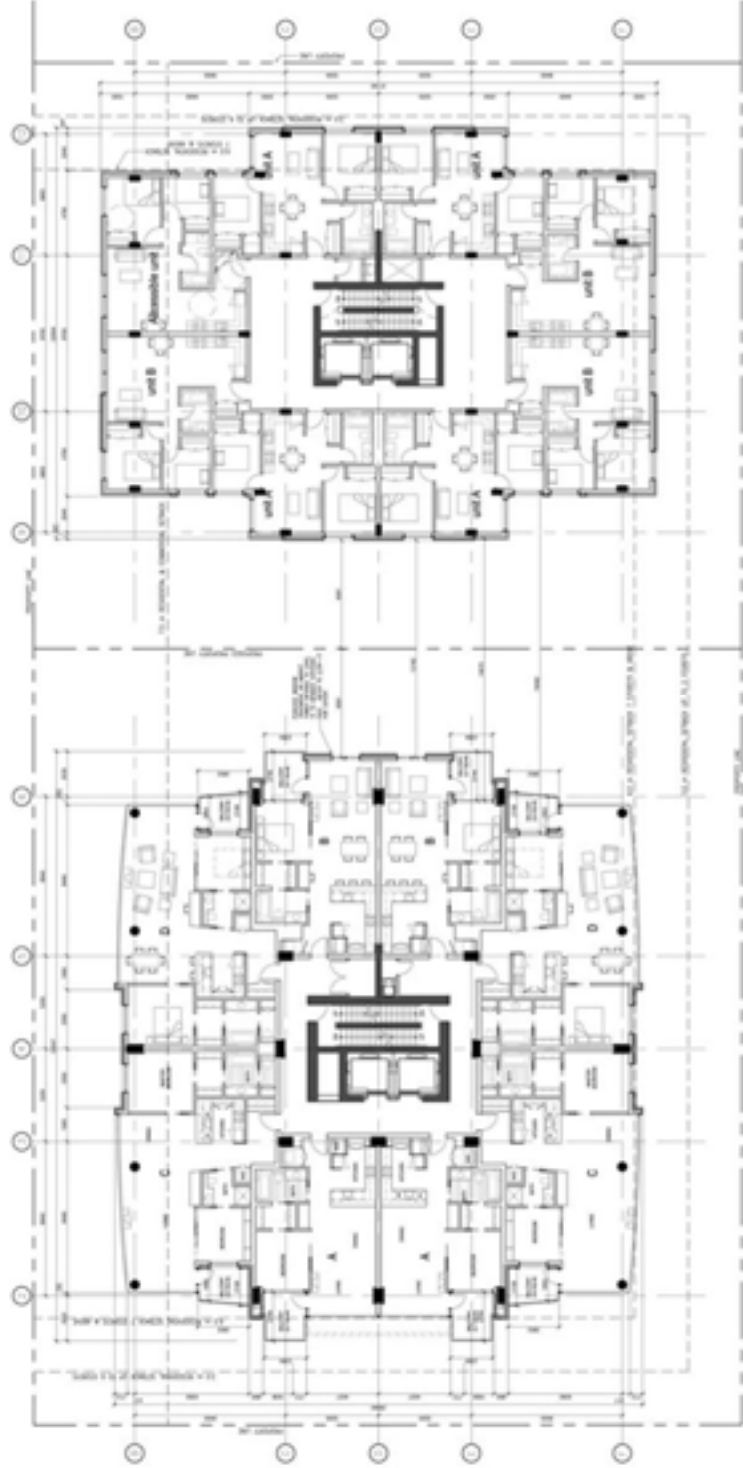


 <p><b>GEC ARCHITECTURE</b>        1000 WEST 10TH AVENUE        SUITE 1000        DENVER, CO 80202        TEL: 303.733.1100        FAX: 303.733.1101        WWW.GECARCHITECTURE.COM</p>	<p><b>GEORGE ENGINEERS</b>        STREET INC.</p>			<p>1. NUMBER OF UNITS: 100</p> <p>2. NUMBER OF STORIES: 3</p> <p>3. TOTAL AREA: 100,000 SQ FT</p> <p>4. TOTAL GARAGE AREA: 10,000 SQ FT</p> <p>5. TOTAL PARKING: 100</p> <p>6. TOTAL GARAGE: 100</p> <p>7. TOTAL OFFICE: 100</p> <p>8. TOTAL RESIDENTIAL: 100</p>
				<p>DATE: 2007-06-26</p> <p>PROJECT: DP-08</p>



THIRD FLOOR PLAN  
 1/8" = 1'-0"

 <p><b>GEC ARCHITECTURE</b> 1000 WEST 10TH AVENUE SUITE 1000 DENVER, CO 80202 TEL: 303.733.1111 WWW.GECARCHITECTURE.COM</p>	<p><b>ARCHITECT</b> GAIL BRADY GAIL BRADY ARCHITECTURE 1000 WEST 10TH AVENUE SUITE 1000 DENVER, CO 80202 TEL: 303.733.1111 WWW.GECARCHITECTURE.COM</p>	<p><b>MECHANICAL ENGINEER</b> STREET INC. 1000 WEST 10TH AVENUE SUITE 1000 DENVER, CO 80202 TEL: 303.733.1111 WWW.GECARCHITECTURE.COM</p>	 	<p><b>REVISIONS</b></p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>06/26/07</td> <td>ISSUED FOR PERMIT</td> </tr> <tr> <td>2</td> <td>06/26/07</td> <td>ISSUED FOR PERMIT</td> </tr> <tr> <td>3</td> <td>06/26/07</td> <td>ISSUED FOR PERMIT</td> </tr> <tr> <td>4</td> <td>06/26/07</td> <td>ISSUED FOR PERMIT</td> </tr> <tr> <td>5</td> <td>06/26/07</td> <td>ISSUED FOR PERMIT</td> </tr> <tr> <td>6</td> <td>06/26/07</td> <td>ISSUED FOR PERMIT</td> </tr> <tr> <td>7</td> <td>06/26/07</td> <td>ISSUED FOR 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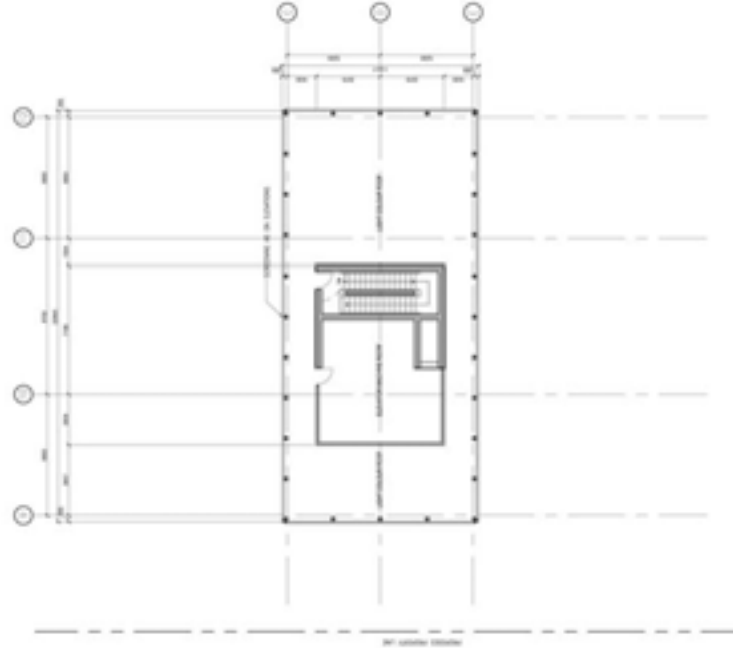
APPROVED TOWER PLAN LEVELS 4-10







 <p><b>GEC Architecture</b> 1000 West 10th Street Vancouver, BC V6H 1G3 Tel: 604.681.1111 Fax: 604.681.1112 www.gecarch.com</p>	<p><b>ARCHITECT</b> GEOFFREY CHONG <b>ENGINEER</b> VINCENT WONG</p>	<p><b>CLIENT</b> MORRIS CHONG 1000 West 10th Street Vancouver, BC V6H 1G3 Tel: 604.681.1111 Fax: 604.681.1112 www.gecarch.com</p>			<p><b>NO. OF SHEETS</b> 10</p> <p><b>NO. OF SHEETS USED</b> 10</p> <p><b>NO. OF SHEETS CHECKED</b> 10</p> <p><b>NO. OF SHEETS APPROVED</b> 10</p>	<p><b>DATE</b> 2007</p> <p><b>PROJECT</b> MORRIS CHONG</p>	<p><b>DATE</b> 2007</p> <p><b>PROJECT</b> MORRIS CHONG</p>
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13 MORRIS CHONG PLAN LEVEL 13



22 MORRIS CHONG PLAN LEVEL 22

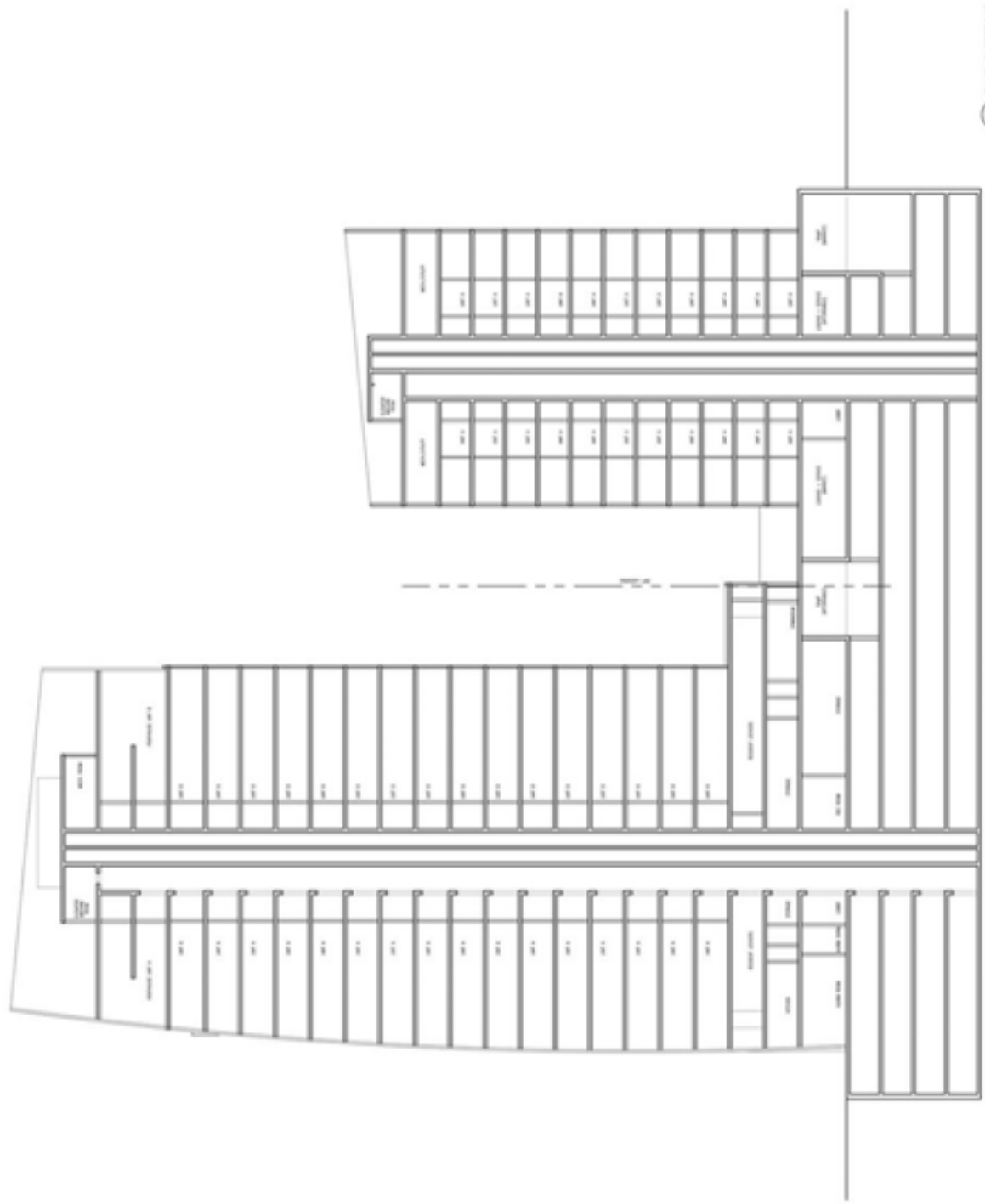








 GEC STRUCTURE INC.	GEC STRUCTURE INC. 1000 WEST 10TH AVENUE SUITE 100 DENVER, CO 80202 TEL: 303.733.1100 WWW.GECSTRUCTURE.COM	M. GARRETT REGISTERED ARCHITECT 1000 WEST 10TH AVENUE SUITE 100 DENVER, CO 80202 TEL: 303.733.1100	M. GARRETT REGISTERED ARCHITECT 1000 WEST 10TH AVENUE SUITE 100 DENVER, CO 80202 TEL: 303.733.1100		DATE: 06/26/07 BY: M. GARRETT CHECKED: M. GARRETT SCALE: AS SHOWN	PROJECT: 1000 WEST 10TH AVENUE SUBJECT: BUILDING SECTION	SHEET: DP-18

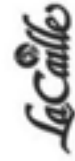


1000 WEST 10TH AVENUE



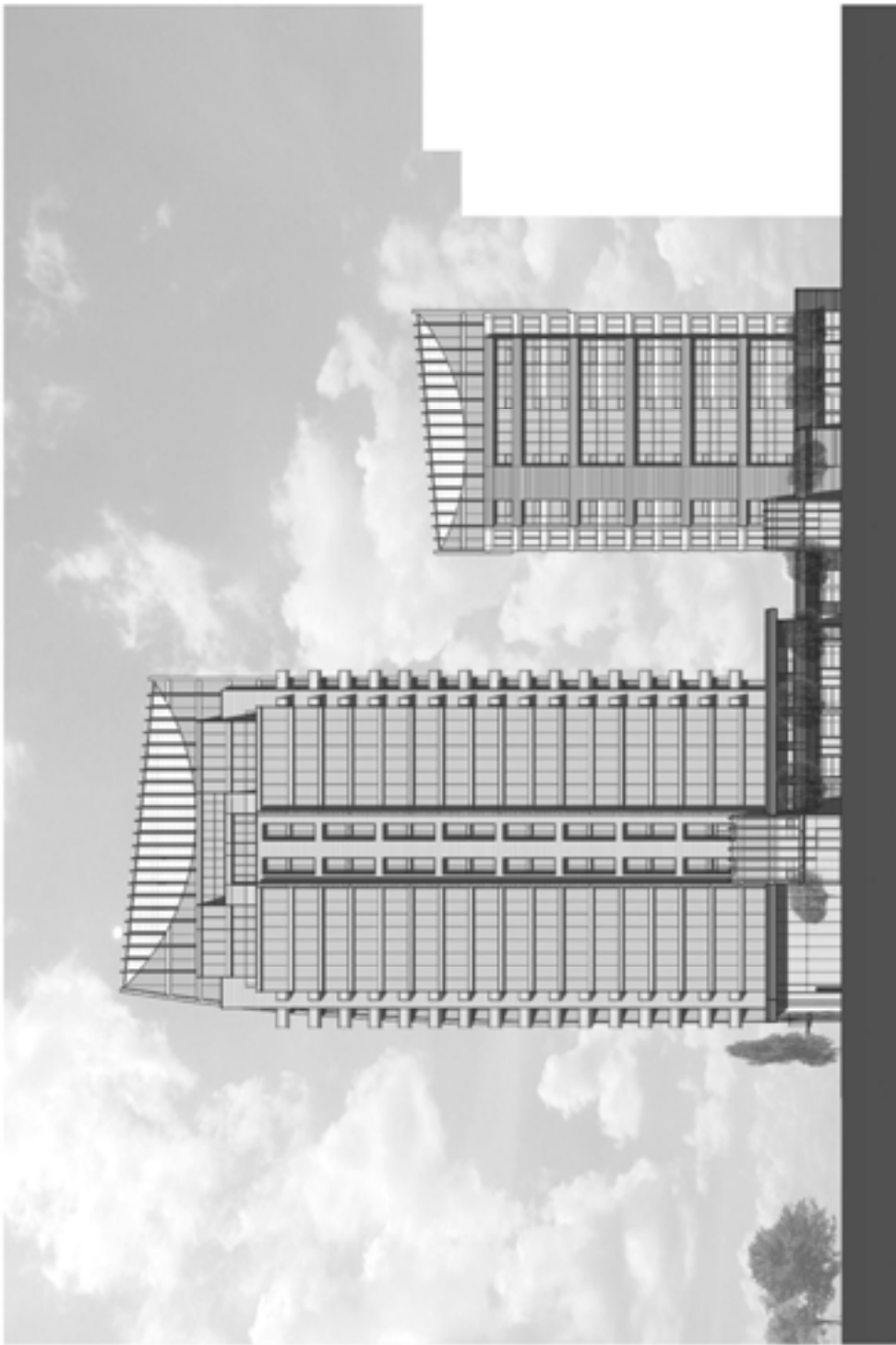






Perspective View: Looking East across 4<sup>th</sup> Avenue





South Elevation





## EAU CLAIRE COMMUNITY ASSOCIATION

101 – 3<sup>rd</sup> Street SW Calgary, AB T2P 4G6

Re: Proposed Louise Station Development DP2007-1218

May 29, 2007

Development Circulation Controller  
Development and Building Approvals #8073  
P.O. Box 2100 Station M  
Calgary AB T2P 2M5

Dear Sir or Madam,

The following represents the input of the Eau Claire Community Association (ECCA) with regard to the proposed Louise Station development on 4<sup>th</sup> Avenue. We are generally supportive of the development subject to the concerns noted below. Among our key concerns are that a traffic study be completed to confirm that the area roadways can handle the fire-hall vehicle traffic and that the City ensures that a plan is implemented to minimize the noise caused by the Fire Station co-located with the development. These as well as other concerns are more fully discussed below.

ECCA supports the following aspects of the Louise Station development.

- The mixed-use concept is innovative and is reflective of big-city urban economics.
- If operated sensitively, the fire-hall would be an asset to the community by decreasing response times and providing other services.
- The proposed reversion of 8<sup>th</sup> Street to two-way traffic is important to this project and would be a beneficial side-effect of the proposal.

Key issues that need to be addressed in future reviews of plans for this development prior to receiving City approval should include the following:

- A comprehensive traffic study needs to be completed to ensure that the fire vehicles will be able to access key avenues during rush hour and at other congested times. The residents in the area voiced concern that they are already having difficulty accessing their parkades located in the lane. This is due to the fact that during rush hour the traffic on the streets and avenues in the area is bumper to bumper. At the meeting with City officials on May 7<sup>th</sup> it was also discussed that traffic lights may be needed at the 8<sup>th</sup> St. and 3<sup>rd</sup> Ave. intersection to aid the flow of traffic.
- Consideration should be given to adding a pull out on 4<sup>th</sup> Ave. so that vehicles stopping at the Market and Afford tower can get out of the traffic stream.
- The City should ensure that the fire vehicle siren noise is minimized. This was a key concern of residents currently living near the proposed development.
- The appearance of the affordable housing was not clearly shown in the artist renditions and plans. ECCA's view is that the materials, windows and overall look of the Afford tower needs to be the same as the Market tower to maintain the overall suitability to the development and the area.



## EAU CLAIRE COMMUNITY ASSOCIATION

- It is laudable that the developer is proposing to install affordable housing in this development. We are also aware that there are ongoing negotiations with the developer regarding the current affordable housing building on 1<sup>st</sup> Ave. (between 6<sup>th</sup> and 7<sup>th</sup> St.) with a plan to transfer or sell the property to the developer where it would then be demolished and new condominiums would be built. These negotiations are apparently linked to the Louise Station site. ECCA's support for the Louise Station development, including positive benefit of 88 additional affordable housing units, has been made on the information presented for Louise Crossing.
- The height of the Market tower is 4 to 6 stories more than suggested by the ARP. The ARP lists the allowed number of floors as 17 for the site and the Market tower has 21 stories plus 2 floors of mechanical equipment plus one parapet floor. The ECCA gives qualified support to this relaxation given its location on the busy thoroughway of 4<sup>th</sup> Ave and the City's desire to maximize residential density in the downtown area. The City should seek additional compensation or concession for this relaxation in the height restriction of the building or it should not be approved. ECCA would like to see additional green space in Eau Claire built into future developments (real green space at ground level and not green roofs). As there are limited opportunities for this to happen in the future, and given the linkage to the affordable housing site on 1<sup>st</sup> Ave., we would propose that as part of the developer purchasing that property from the City it should be required that 20% of that site be set aside as green space.
- The number of parking stalls is considerably less than in other Eau Claire developments. Two points need to be made clear to the developer. One that the visitor parking must be maintained as visitor and not sold as additional parking to residents. Second that no on-street parking permits will be allocated to residents of this development.

This letter does not address any additional concerns that may have been made known during the open house on May 16<sup>th</sup> from which we have not yet received the summary comments. ECCA will forward additional concerns on this development if necessary to address any issues raised at the open house.

We would be pleased to discuss these concerns and any future improvements made to the development with the City and Developer at your convenience.

Yours truly,

A handwritten signature in black ink, appearing to read 'Roger Brundrit', with a long horizontal flourish extending to the right.

Roger Brundrit, President – Eau Claire Community Association

→ Cc: Dwayne Drobot, ACP, MCIP Planner, Centre City Planning and Design  
Alderman King – Ward 8



May 15, 2007

The City of Calgary  
Development Circulation Controller  
Development and Building Approvals #8073  
P.O. Box 2100 Station M  
Calgary, AB T2P 2M5

Attn: Dwayne Drobot

Dear Dwayne:

**Re: DP 2007-1218 822 – 4 Avenue S.W.**

The Calgary Downtown Association's (CDA) Urban Development Committee has reviewed the proposal and attended a presentation by GEC Architecture for the above-mentioned project. We are pleased to see a development including affordable housing being proposed.

Below is a summary of our discussion. I trust it will assist you and the developer in understanding the elements the CDA supports and where our concerns lie.

- 1) We were pleased to see the retail space included at street level to add to the vitality of the area. We believe a setback and/or patio would have added considerably to community connection.
- 2) We were disappointed with a poorly thought-out lighting design, and the complete lack of consideration for the addition of public art, and minimal landscaping.
- 3) The LEED Silver plans for the fire hall and LEED certification for the affordable housing is commended. We would like to have seen a higher rating than "energy efficient" for the condos. Making the green roof accessible should be considered.
- 4) We were satisfied with the laneway/alley utilization for the fire hall and refuse collection. It is appropriate that each tower has a separate loading bay, as proposed.

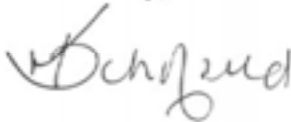


- 2 -

- 5) The parking recommendations are below what we would like to see. For the residents, one stall per high-end condo does not seem adequate. In addition, this development will remove 80 public parking spots from the downtown inventory and the meter parking on 8<sup>th</sup> Street will also disappear due to the fire hall. There is also the question as to whether meter parking on 4<sup>th</sup> Avenue will remain available.
- 6) Potential safety issues may arise from the yet unresolved lighting plan and the deep canopy and proposed lane inset may provide hiding spots for criminals.
- 7) The provision of short-term bicycle parking and bike lock ups in the parkade were well received.
- 8) We were very pleased to see the combination of high-end condos and affordable suites. We would like to have some assurance that the affordable housing will remain in perpetuity.

I trust our comments will be useful and we look forward to an update on the project as details are finalized. Feel free to contact me at 215-1565 should you wish to discuss the project further.

Yours truly,



Maggie Schofield  
Executive Director

Cc: CDA UDC  
GEC Architecture





**ITEM NO. : 3**  
**(3:30 pm)**

**Dwayne Drobot**

**COMMUNITY:**

DOWNTOWN COMMERCIAL CORE

**FILE NUMBER:**

DP2007-1218

**MUNICIPAL ADDRESS:**

822 – 4 Avenue SW

**APPLICANT:**

GEC Architecture

**DESCRIPTION:**

Apartment Building (220 Units) and Essential  
Public Service and Commercial

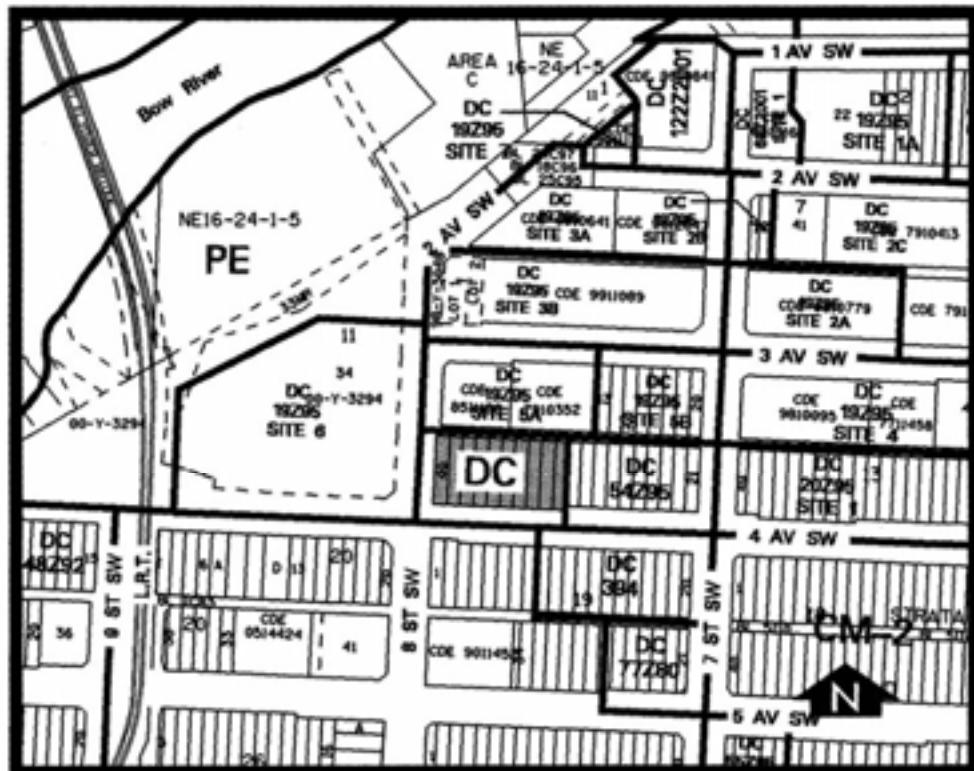
Absent: Martin Jones

**Comments Provided by the Panel:**

- The Panel commends the applicant for the marriage of affordable housing and the market housing, as well as the integration of the residential component with the fire station;
- The Panel encourages the applicant to create a stronger sense of entry to the affordable housing units;
- The Panel is concerned with the accessibility to the community rooms in the affordable housing and encourages the applicant to open the community uses directly onto the street;
- The Panel is concerned with the possible pedestrian congestion created by the narrow space between the street trees and the site furniture and planters, particularly at the entrance to the market housing;
- The Panel is concerned with the amount of glazing on the affordable housing units especially in the living room spaces; and
- The Panel is concerned with the lack of outdoor amenity space for both the affordable housing units and the fire station, and encourages the applicant to incorporate hard landscaping into the green roof area between the market housing and the affordable housing on the second floor plan.

# Amendment LOC2007-0061 Bylaw 71Z2007

## SCHEDULE B



### DC DIRECT CONTROL DISTRICT

#### 1. LAND USES

##### Permitted Uses

Essential Public Services  
Home occupations - Class 1  
Parks and playgrounds  
Utilities

## Amendment LOC2007-0061 Bylaw 71Z2007

### SCHEDULE B

#### CONTINUED

Within buildings existing on-site at the date of approval of this Bylaw:

- Child care facilities
- Dwelling units
- Essential public services
- Grocery stores
- Home occupations - Class 1
- Personal service businesses
- Public and separate schools
- Public and quasi-public buildings
- Retail stores
- Take out food service

#### Discretionary Uses

In addition to the following uses, those uses that are Permitted in buildings existing at the date of approval of this Bylaw shall be Discretionary in proposed buildings:

- Accessory buildings
- Amusement arcades
- Apartment buildings (C.U.)
- Apartment-hotels
- Athletic and recreational facilities
- Automotive sales and rentals
- Billiard parlours
- Commercial schools
- Drinking establishments (N.P.)
- Entertainment establishments,
- Financial institutions (C.U.)
- Home occupations- Class 2 (N.P.)
- Hostels
- Hotels
- Liquor stores (N.P.)
- Live-work unit
- Lodging houses
- Mechanical reproduction and printing establishments
- Medical clinics
- Offices (C.U.)
- Outdoor cafes (N.P.)
- Parking areas (temporary)
- Parking structures

## Amendment LOC2007-0061 Bylaw 71Z2007

### SCHEDULE B

#### CONTINUED

Private clubs or organizations  
Private schools  
Public transportation facilities  
Radio and television studios  
Restaurant – food service only (C.U.)  
Restaurant - licensed  
Retail food stores  
Signs – Class 1  
Signs – Class 2  
Special care facilities  
Stacked townhouses  
Townhouses  
Veterinary clinics

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

Where an application is for a use listed as a Discretionary Use and is followed by the Letter "C.U.", the application shall not be refused by the Approving Authority on the grounds of use.

For the purpose of this Bylaw, "live-work unit" means a type of dwelling unit used by the resident for working and living purposes that may include, but is not limited to offices, personal service businesses and the selling of goods produced on site.

In this Bylaw:

- (a) Residential uses include apartment buildings, dwelling units, home occupations, live-work units, lodging houses, hostels, stacked townhouses, townhouses; and
- (b) All other uses in the Discretionary Use List will be considered commercial uses relative to the Gross Floor Area provisions of this bylaw.

#### 2. Development Guidelines

The General Rules for Commercial Districts contained in Section 33 and the General Rules for Downtown Districts contained in Section 42.1 of Bylaw 2P80 shall apply unless otherwise noted below. In the case of differing rules, the provisions of Section 42.1 shall supersede those of Section 33.

# Amendment LOC2007-0061 Bylaw 71Z2007

## SCHEDULE B

### CONTINUED

- (a) Gross Floor Area:
- (i) The maximum floor area of any development shall be 8.0 F.A.R. with only essential public services being exempted from the F.A.R. calculation;
  - (ii) Commercial Uses
    - (A) All commercial development, regardless of density, shall provide all Group A features, to the satisfaction of the Approving Authority (attached hereto as Figure I);
    - (B) The maximum floor area ratio (FAR) allowed with the provision of all Group A features is 5.0;
    - (C) An additional 1.0 FAR, increasing the maximum FAR for commercial buildings from 5.0 to 6.0, may be achieved by a contribution to the Eau Claire Improvement Fund, at a rate to be determined in accordance with approved policy; and
    - (D) Up to an additional 2.0 FAR of commercial floor space, increasing the maximum allowed from 6.0 to 8.0 FAR, may be obtained by provision of Group B bonus features (attached hereto as Figure II); and
  - (iii) Residential Uses

Residential buildings shall provide mandatory Group A features, with the exception of a contribution to the Plus 15 Fund, to the satisfaction of the Approving Authority (attached hereto as Figure I).
- (b) Shadow Protection on Riverbank
- New buildings shall not cast shadows beyond a line 20 metres wide throughout abutting the top of the south bank of the Bow river, as determined by the Approving Authority, between the hours of 10:00am and 4:00pm Mountain Daylight Time on September 21.

## Amendment LOC2007-0061 Bylaw 71Z2007

### SCHEDULE B

#### CONTINUED

(c) Existing Uses

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

(d) Minimum Yards:

(i) Residential building:

(A) Front yards

(I) 3.0 metres for the portion of a building which is three storeys or less in height; and

(II) 6.0 metres for the portion of a building over three storeys in height.

(B) Rear yards - 7.5 metres

(C) Side yards

(I) 1.2 metres for the portion of a building up to three storeys in height;

(II) 3 metres for the portion of a building 3 - 6 storeys in height; and

(III) 6 metres for the portion of a building over 6 storeys in height.

(D) No rear or side yard is required for parking structures which do not require external maintenance and which are located to the rear or side of the building.

(ii) Commercial or mixed commercial/residential buildings:

(A) No minimum front yard required;

(B) Side and rear yards - 3 metres where abutting a residential district; and

## Amendment LOC2007-0061 Bylaw 71Z2007

### SCHEDULE B

#### CONTINUED

- (C) No side or rear yard is required for parking structures which do not require external maintenance and which are located to the rear or side of the building.
- (e) Building form and siting:
- (i) The maximum number of storeys above grade and the maximum heights allowed on this site is 22 storeys and 70 metres respectively, whichever is less;
  - (ii) Buildings shall be designed and located to minimize overshadowing of abutting residential buildings;
  - (iii) Buildings shall be designed and located to minimize overshadowing of public and private open spaces both on and off site;
  - (iv) Buildings abutting open space shall be sensitively designed to create a positive interface between the buildings and the open space, which clearly defines public, semi-private, and private open space;
  - (v) Building design and layout shall respect views of the riverbank along 8 Street SW
  - (vi) Appropriate design and construction techniques shall be used to buffer dwelling units from noise, such as orienting outdoor areas and bedrooms away from noise sources, using alternate ventilation to minimize opening windows and using glass block walls or acoustically rated glazing;
  - (vii) Residential unit design, orientation and screening shall enhance privacy;
  - (viii) No window of a living room shall be located closer than a horizontal distance of 7.5 metres from a side or rear property line or 15.0 metres from the facing windows of any building on the same site. The Approving Authority may relax this distance to a minimum of 6.0 metres where it is satisfied that the design and layout of the buildings protects the privacy of residents and ensures that adequate daylight reaches each residential unit;
  - (ix) Safety and a sense of security shall be fostered by such actions as maximizing opportunities for natural surveillance of sidewalks, entries, circulation routes, semi-private areas and parking entrances. Consideration should be given to grouping laundry facilities, amenity rooms and storage rooms for higher visibility and surveillance;

## Amendment LOC2007-0061 Bylaw 71Z2007

### SCHEDULE B

#### CONTINUED

- (ix) Where mixed residential and commercial uses are allowed in a project, there should be a clear definition between residential and non-residential uses, with separate means of access and servicing;
  - (x) No dwelling other than a caretaker's residence shall be located below commercial floor space;
  - (xi) Design of new buildings should be sensitive to their relationship with historic structures and should seek to enhance their significance to the community;
  - (xii) The ground and second floors of a commercial or a mixed commercial and residential development shall be designed and built so as to be capable of accommodating a range of non-office commercial uses such as retail stores, entertainment establishments and restaurants;
  - (xiii) In residential complexes which comprise 30 or more units, a meeting or recreation room of sufficient size to accommodate all residents shall be provided, in a visible location above grade and in proximity to either the entrance to the complex or other community facilities; and
  - (xiv) In order to develop a sense of identity for Eau Claire, on-site lighting, fixtures, furnishings and signage should be compatible with those proposed on public streets and lands.
- (f) Landscaping and Amenity Space:
- (i) All minimum required front and side yards, except for accessways from public thoroughfares, shall be landscaped;
  - (ii) Where 50% or more of the gross floor area is comprised of dwelling units, a minimum of 40% of the gross site area shall be provided as common amenity space for all residents through a combination of indoor and outdoor spaces. This may include areas above grade; and
  - (iii) All on-site horizontal surfaces other than private amenity space greater than 5.6 square metres in size, that are overviewed by dwelling units and not required for vehicular access, shall be usable and landscaped to the satisfaction of the Approving Authority.
- (g) Right-of-Way Setbacks
- See Section 17 of Bylaw 2P80.



## Amendment LOC2007-0061 Bylaw 71Z2007

### SCHEDULE B

#### CONTINUED

(h) Parking and Loading

In addition to the requirements of Section 18 of Bylaw 2P80, the following shall apply:

- (i) A minimum of 0.9 stalls for each residential and live work unit;
- (ii) for residential units greater than 140 square metres (1,500 sq. ft.), a minimum of 1.5 stalls per dwelling unit;
- (iii) 0.15 stalls per residential unit for visitor parking, unless a lesser amount is demonstrated to the satisfaction of the Approving Authority;
- (iv) Restaurants shall provide a minimum of 1 space per 140 net square metres of development;
- (v) Parking provided for any commercial or residential development shall be located in structures below grade;
- (vi) All vehicular access to developments for parking and loading shall be from the lane via streets not avenues;
- (vii) Where loading bays are provided, they shall be covered and screened. They must be properly paved and finished with adequate signage and lighting. Where possible they shall be enclosed with overhead doors;
- (viii) for residential uses, a cash-in-lieu payment is not allowed as a replacement for the physical provision of parking; and
- (ix) for commercial uses, a cash-in-lieu payment for required parking is only allowed where the Approving Authority is satisfied that it is not reasonably practical to provide all of the required parking on site or on an alternate site as provided for in Section 18(10(b) of Bylaw 2P80.

(i) Floodway and Floodplain Special Regulations

The development shall conform with The City of Calgary Floodway, Floodplain, and Overland Flow Area Special Regulations, Section 19.1 of Bylaw 2P80 as amended from time to time to the satisfaction of the Approving Authority.

(j) Signs

## Amendment LOC2007-0061 Bylaw 71Z2007

### SCHEDULE B

#### CONTINUED

- (i) The provisions of the Sign Appendix of Bylaw 2P80 shall apply for class 1 and Class 2 signs; and
- (ii) Third Party Advertising signs are prohibited.
- (k) 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) The working area shall not exceed 50 percent of the total floor area;
  - (iii) A maximum of one non-resident employee or business partner may work on site;
  - (iv) Signage is limited to the interior of the building;
  - (v) No aspect of the operation shall be visible from outside the building;
  - (vi) There shall be no outside storage of material, goods or equipment on or immediately adjacent to the site;
  - (vii) Except at-grade, no live-work unit shall be located on the same story as a purely residential use; and
  - (viii) No live-work unit shall be located on a storey above a purely residential use.
- (l) Outdoor Cafe

The use of outdoor speaker system(s) is prohibited.
- (m) Drinking Establishment

A maximum net floor area of 75 square metres.
- (n) Recycling Facilities

Comprehensive recycling facilities shall be provided to the satisfaction of the Approving Authority.

# **Amendment LOC2007-0061 Bylaw 71Z2007**

## **SCHEDULE B**

### **CONTINUED**

(o) Home Occupations

Home occupations shall comply with the rules contained in Section 20 of Bylaw 2P80.



THE CITY OF  
**CALGARY**  
CORPORATE PROPERTIES & BUILDINGS

## **LOUISE STATION DEVELOPMENT FREQUENTLY ASKED QUESTIONS**

**There are two stations in the downtown area already and I understand that the response times are sufficient. Why is another Fire/EMS station being proposed in the downtown area?**

Fire and EMS are essential City services for our citizens. Because the current Fire/EMS infrastructure in the city centre was built to meet 1970's needs, the Fire and EMS Departments are challenged not by slow response times, but as result of ever-increasing call volumes in the downtown core. At present, the existing two downtown stations are twice as busy as the city average (i.e., 1,200 fire calls for each station in 2006). Those stations relied on assistance from stations outside the downtown core 288 times in 2006. As well, the downtown location has the highest requests for EMS service in the City. In the future, the call volume will only increase as density in the downtown core increases (i.e., 2035 projections):

- \* increase of 20,000 to 40,000 additional residents;
- \* Up to 180,000 more employees as part of the downtown core workforce;
- \* 13,000 to 26,000 new dwellings; and
- \* 490,000 to 790,000 square feet of new office space.

In addition to the obvious impacts on safety, security and insurance rates, the City's inability to provide additional services to the downtown core in a timely manner could impede many other developments in the area.

**Why was this site location selected for this project?**

Other sites were considered, however they did not meet the site selection criteria. Given the immediate, urgent need for a new Fire/EMS station in the west downtown core, this site was recognized as the only immediately available site that met the Fire/EMS location criteria with adequate access/egress. Further, the site also met the site selection criteria that determine the suitability for the development of affordable non-market housing (i.e., proximity to employment opportunities, transit, amenities, services and shopping). Through a comprehensive redevelopment and co-habitation of services, this site ultimately provided The City with a unique, cost-effective opportunity to:

- \* address an immediate need for additional Fire EMS services in the west downtown core;
- \* capitalize on a proposal from the private sector to participate in the development of urgently needed affordable housing in the downtown core; and
- \* minimize environmental footprint, consistent with the principles of Council endorsed Smart Growth.

As such, this initiative represented a unique one-time opportunity to address Council priorities in a timely and cost-effective manner.



- 3. Will residents of the community be subjected to siren noise at night?**  
The Fire and EMS departments will enact noise abatement programs at the new location whereby vehicle sirens are activated only when necessary and for as-short-a-time as possible only when needed. The pre-empting of signals prior to the departure of the Fire and EMS trucks will also mitigate the need for siren use.
- 4. Why is The City selling the affordable housing building on 1<sup>st</sup> Avenue to the developer as part of this agreement?**  
The costs required to repair, upgrade and solve the operation challenges associated with the 1<sup>st</sup> Avenue affordable housing building are prohibitive. By selling this building to the developer, those funds can be redirected towards the construction and operation of the new affordable housing project on 4<sup>th</sup> Avenue. The City capitalizes on a unique opportunity to replace old units in need of significant repair with new units using the latest designs and construction materials appropriate to the downtown area.
- 5. How many units of affordable housing will this project net?**  
This proposed market/non-market development calls for the creation of 88 non-market affordable housing units. If an agreement is reached, the net gain of affordable housing units from the existing 1st Avenue project and the proposed 4th Avenue development is 24 units.
- 6. Where are the people coming from who will live in this housing?**  
This project will likely provide homes for working singles, couples and families, and people with mobility challenges. Residents will come from Calgary Housing Company (CHC) wait lists. The project will enable low-income tenants to gain a sense of independence allowing them to integrate and contribute to a stronger community.
- 7. Is the community going to be subjected to a higher level of crime with the introduction of affordable housing?**  
The goal of the mixed-income model is to merge market housing with affordable non-market housing. In doing so, affordable housing is integrated into the community as opposed to isolating it physically. Research has proven that the merger of market with non-market housing minimizes impact on crime levels.
- 8. Who will manage the affordable housing development after it is completed?**  
Calgary Housing Company (CHC) will operate and manage the affordable housing development on 4<sup>th</sup> Avenue.
- 9. What will be the impact of this proposed development on parking in the community?**  
The impact of this specific project on parking availability in the community will be limited. The proposed development contains four levels of underground parking to address the needs of the tenants. That said, it is important to note that because of significant projected increases in density and traffic volumes in the downtown core over time, parking availability in the downtown core as a whole will be impacted regardless of this proposed development. Furthermore, the residential parking permits/passes are intended for single family, semi-detached, triplexes, rowhouses, fourplexes, etc. and are not intended for apartments as these buildings are designed to confine all their parking requirements on-site.



**10. Are we going to see higher traffic volume in the community because of this development?**

While most of the residents in the 88 affordable housing units will be using transit, it is expected that residents from the 132 market housing units will add to the traffic volume in the community.

**11. I heard that the designated fire truck route to get downtown will be 3<sup>rd</sup> Avenue. Is this true?**

No, the designated fire truck route is southbound on 8<sup>th</sup> Street SW to allow for direct access to 5<sup>th</sup> Avenue SW one-way eastwards and to 6<sup>th</sup> Avenue SW one-way westwards. 3<sup>rd</sup> Avenue SW is not a designated fire truck route. However, Fire and EMS will go where they are called to go.

**12. How are the roads in the community going to be impacted by this proposed development?**

The roads within the Eau Claire community will not be impacted or altered physically to accommodate the proposed development. The only road that is to be altered is 8<sup>th</sup> Street SW which will be converted to two-way traffic between 4<sup>th</sup> Avenue SW and 6<sup>th</sup> Avenue SW. Signalization with Opticom technology will allow for the fluid movement of emergency vehicles from the site to the desired destinations.

**13. When will construction start and be completed?**

While The City has not yet finalized construction timelines, community residents will be advised of construction start and completion dates as well as periodic updates throughout the construction phase.

**14. When will the Fire/EMS station be operational and the affordable housing building open to tenants?**

While the Fire and EMS Departments would prefer to be operational as soon as possible, The City has not yet determined move-in dates for EMS, Fire and residential tenants. Community residents will be advised of those dates as soon as they are finalized.

**15. Will there be any road closures to facilitate construction of this proposed project?**

The Community will be advised if the need for a road closure is required to facilitate the construction of the project. It is unknown at this time.

**16. What will be done to mitigate construction noise particularly at night?**

The construction would most likely take place during daylight hours ending in the early evening. It is The City's intention to implement a noise mitigation program in place during the construction phase of this project. Details of that mitigation program will be communicated to community residents before construction is commenced.



**17. What will be done to mitigate dust in the neighbourhood during construction?**

There will be measures undertaken to mitigate the potential for dust during the construction period.

**19. How will the community be engaged in future decision making?**

The City of Calgary's Administration has previously consulted with the Eau Claire Community Association and will continue to do so to ensure that community concerns are considered as Administration moves forward with the proposed development. Community residents can also call Greg Wilkes at 268-4426 with questions and/or concerns relating to the fire station and James Robertson at 268-2065 with questions and/or concerns relating to the affordable housing development. The City will endeavour to continue to keep residents informed as The City moves forward with this proposed development.

**20. Is there opportunity to appeal decisions that are made with respect to this project, outside of the expropriation process?**

Yes, the proposed project will be presented to the Calgary Planning Commission (CPC) for recommendation by the Development and Buildings Approval File Manager. Following the decision by CPC, either party has a two-week period to object to the decision of either approval or refusal by CPC. A letter of objection would be submitted to the Subdivision and Development Appeal Board (SDAB). Following the submission, an appeal date would be set to hear the arguments both for and against the proposed project. The SDAB would make a decision either supporting the decision made by CPC or upholding the appeal. The SDAB can also indicate that certain conditions be met in relation to the proposed project.