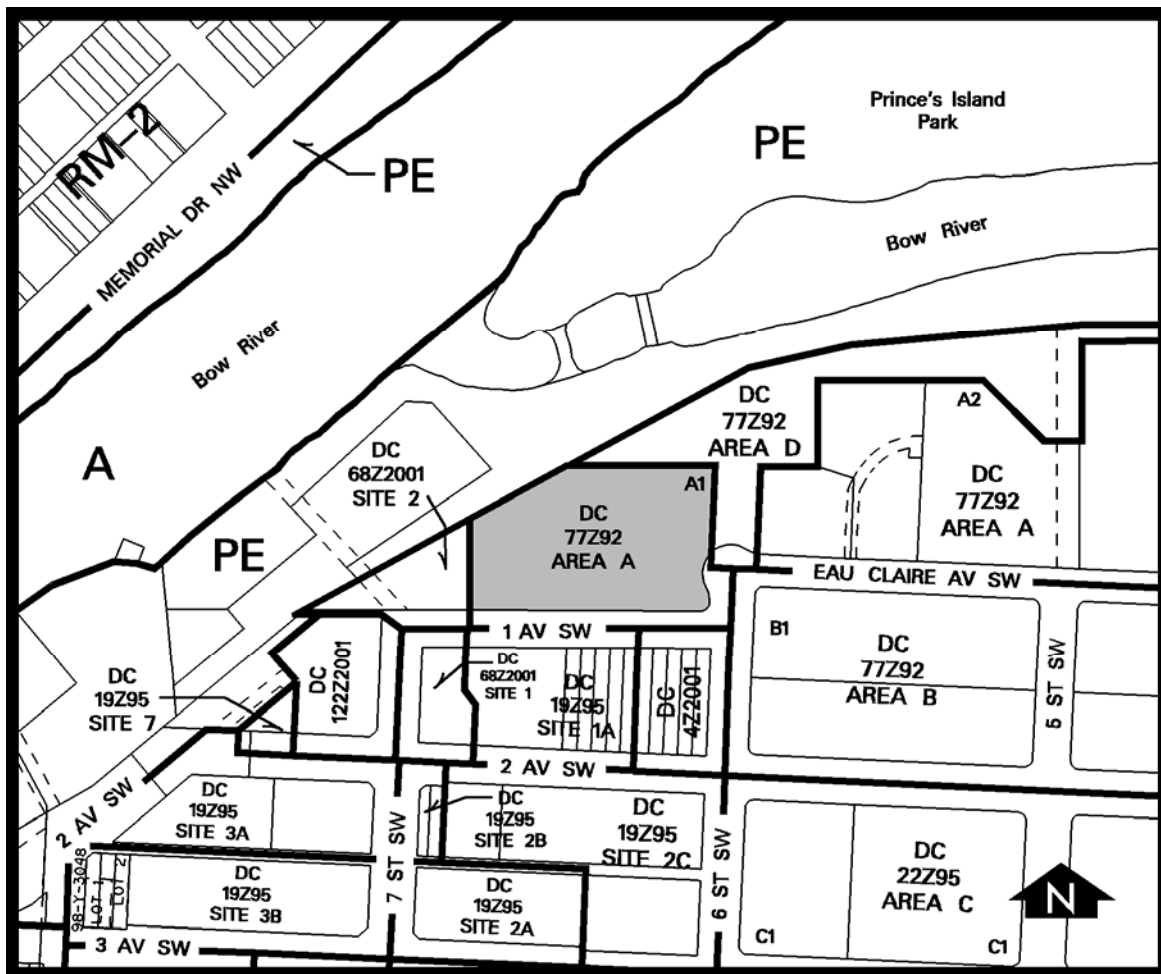


REPORT TO THE CALGARY PLANNING COMMISSION

DEVELOPMENT PERMIT	ITEM NO: 7	
	CPC DATE:	2007 January 25
	DP NO:	DP2006-1371

EAU CLAIRE (Ward 7 - Alderman Farrell)



PROPOSAL: <p>Four Apartment Buildings (151 dwelling units).</p>

APPLICANT: BKDI Architects	OWNER: Paul's Properties Condominium Development Corp.
MUNICIPAL ADDRESS: 700 – 1 Avenue SW	LEGAL DESCRIPTION: Plan 8110407, Block 1, Lot 2 (Map 21C)
EXISTING LAND USE DISTRICT(S): DC 77Z92	
AREA OF SITE: 0.90 ha ± (2.22 ac ±)	
CURRENT DEVELOPMENT: Vacant Land	

ADJACENT DEVELOPMENT:	
NORTH:	Bow River Pathway
SOUTH:	Apartment Buildings, Two Storey Office Building (Phillips Building)
EAST:	Apartment Buildings (Princeton Phases 1 and 2)
WEST:	Parking Structure, Bow River Pathway

DEVELOPMENT SUMMARY			
RULE	BYLAW STANDARD	PROPOSED	RELAXATION
DENSITY	A maximum of 100 upa, A maximum of 4.0 FAR	67 UPA 3.93 FAR	None
HEIGHT	20 Storeys, not to exceed 180 Feet	17 Storeys, 193 feet (East Tower) 14 Storeys, 155.8 feet (West Tower)	13 Feet (3.96 metres) – East tower only
SUNLIGHT ON PUBLIC SPACES	an area 20 metres wide throughout abutting the top of the south bank of the Bow River, as determined by the Approving Authority from 10 am to 4 pm, Mountain Daylight Time (MDT) on September 21		

EXTERIOR FINISH MATERIALS

Waterside Building: Stone base, brick with wrought iron and brick terracing, and pre-cast concrete copings, flat planted roof (Green roof).

Towers: Stone base, brick, pre-cast concrete copings, spandrel and glass panelling, pre-finished Metal Roof with concrete cornice accents.

PLANNING EVALUATION

Introduction

This Development Permit is for 151 dwelling units contained within four buildings in the Eau Claire Community.

Site Context

The site is bounded by the Bow River Pathway, 1 Avenue SW, and 6 Street SW. This is the third and final project in a series of complexes known as the “Princeton” buildings.

Legislation & Policy

Development of this site is guided by the policies of the Eau Claire Area Redevelopment Plan (Approved by Council 1995 April). The application is contained within the residential area of the Plan. The project complies with the overall goals of the Eau Claire ARP, including:

- To encourage the redevelopment of the Eau Claire area as a primarily residential neighbourhood;
- To establish a development pattern that creates a strong sense of neighbourhood identity and character;
- To achieve a more pedestrian and human scale environment in Eau Claire;
- To create 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 enhance the quality and accessibility of community facilities and amenities, particularly the riverbank, for the benefit of local residents, workers, and visitors;
- To guide the location and design of residential buildings so as to maximize the quality of life for their occupants, and to minimize any adverse effect on adjoining residential and public uses; and
- Residential buildings abutting open space should 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.

Land Use District

The Direct Control District accommodating this project was approved by City Council 1992 July. Contained within those guidelines are provisions for yards, building design, shadow provisions, and landscaping.

The maximum density allowed under the bylaw is 3.5 FAR, except that a maximum of 4.0 FAR may be allowed if the developer demonstrates, to the satisfaction of the approving authority, that in addition to meeting the Building Design guidelines contained in both the General and Residential Development Guidelines, the project contributes to the use and enjoyment of the river pathway and open space system.

The overall density for the project is 3.93 FAR. In order to achieve the required 0.43 FAR, the applicant has provided the following.

Feature	Bonusable Consideration
A LEED standard Green Roof covering the entire podium, which is about 50% of the total roof space.	<p>The applicant is providing a roof structure that goes beyond pure landscaping. The composition of the green roof requires enhanced membranes and construction beyond standard landscaping requirements due to stormwater retention, additional soft landscaping, and the enhanced planting medium required (enhanced special soil).</p> <p>Figures provided by the applicant estimate a standard roof would average about \$14/sq. ft, while a Green roof averages \$36/sq ft.</p>
Enhanced tree planting adjacent to the 6 Street River Pathway connection	As part of the development of the Princeton Phase 1, there were enhancements to the eastern portion of the 6 Street Pathway adjacent to the development. The proposed tree planting would provide the enhancements on the adjacent western edge part of the pathway
Contribution to Public Art	A contribution of \$129,000 has been provided by the applicant for public art, with the expectation this shall be located on or adjacent to the site. The applicant shall work with the Public Art Coordinator on the process and determination for artwork.

Site Layout & Building Design

The project is 151 units contained within four buildings. Two towers are located on the southern portion of the site; the eastern tower is 17 storeys containing 67 units, and the western tower is 14 storeys containing 49 units. The other two buildings (referred to as the "Waterside" buildings) containing 3 – 5 storeys are located at the northern edge of the site adjacent to the Bow River Pathway.

The towers at grade contain individual units located adjacent to 1 Street SW, with front entrances accessible from the street. Large terraces occupy most of the 3 metre front yard

setback for the main floor on the west tower, with smaller terraces on the east tower adjacent to both suites. Behind these units (and on the internal side of the towers), are located amenity rooms for the project. Two foot brick bases with wrought iron fencing delineate the private amenity spaces at grade for the project. Landscaped areas have been provided to soften the brick base.

Above the main floor, the towers are clad in both brick and stone. The building provides variations in design through the use of recessions, cantilevers, and material changes to break up the massing of the buildings. There is a stepping of the tower near the top of each building to provide for variation in the design and taper the roof area. Sculpted rooftops made of pre-finished metal roofing are provided on both towers.

On the waterside buildings, the buildings vary between four and five storeys. Terraces adjacent to the pathway have been provided with wrought iron fencing above a low two foot brick wall to provide for permeability adjacent to the pathway. This brick wall has been softened with low level landscaping. Above the main floor, the buildings have been stepped back from the main floor, with recessions and cantilevers utilized to further break up these buildings. Stucco accents have also been added throughout to provide visual relief.

To link all the buildings together, an internal pathway system has been provided by the applicant. This is a glass walkway system that allows the residents access to amenities contained within the other buildings within this complex (i.e. condo amenity spaces). This also links to a "porte cochere" provided between the two towers to allow for 24 hours concierge access to the project.

There was discussion throughout the application process about the requirement for a setback to the property line, and specifically the Bow River Pathway. In order to achieve a desired interface with the pathway, the applicant has agreed to relocate the pathway to City standards to achieve a greater setback. At the narrowest point, there is an 8.0 metre distance from the edge of the terraces to the edge of the pathway, with a corresponding 11.0 metres from the building edge to the pathway edge. While this is narrower than what some of the buildings currently provide (i.e. Prince's Island Estates to the east of the site), a sufficient setback and proper interface have been achieved. It should be noted that this 11 metre setback is the narrowest setback for this project, and is only at the northwest corner of the waterside building.

A height relaxation has been requested by the applicant. The height relaxation is for the overall height and not the number of storeys for the project. This is based on the applicant's request for higher than the standard 8 foot ceiling heights contained in most apartments when the DC guidelines were written. Administration supports this relaxation as there is no encroachment into the 20 metre setback from the river.

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

Urban Design Review Panel Comment	Applicants Response
The Panel considers that the Waterside Block facing the river appears fortress like and suggests breaking up the massing and creating view corridors into the internal court;	Building has been broken up into two buildings. Landscaping (shrubs) and permeable iron fencing have been provided.
The Panel suggests that the landscape zone on the Waterside Block, particularly at the northwest corner, should be reconsidered to include a buffer zone between the public and private space. The Panel recommends the applicant work with The City of Calgary to relocate a significant portion of the river pathway to improve the quality of this buffer;	River pathway has been relocated to provide for an 8 metre separation from the edge of the terraces to the edge of the property line. 11 metres has been provided from edge of building to the edge of the pathway. Tree planting has been provided and spaced to enhance the separation.
The Panel comments it is not appropriate that the landscaping is only visually accessible to the private owners and not to the public and that most of the landscaping that is provided is hard landscaping;	Applicant has provided enhanced shrubbery around the perimeter of the building to balance the internal landscaping provided for the residents of the condo association. Applicant has setback the perimeter fence on the east side to enlarge the landscaped area that is visually accessible from the pathway.

Sustainable Design Features

As part of the bonusing for the project, the applicant has provided a green roof for the project (see landscaping section below for more details). No other sustainable features have been indicated by the applicant.

Landscaping

In order to achieve 0.43 additional FAR for the site, a green roof has been provided (Defined as a system of plants, growing medium, and root/waterproof membranes that, as a whole, act to maximize the available environmental benefits on the roof of any type of building). The roof of the waterside building has been planted with the green roof, to meet the requirement of 50% of the total roof surface of the project as Green.

Internal landscaping has also been provided within the complex. Shrubs and ground cover have been provided as an internal amenity for the project. Also, a shrub/grass combination has been provided along the perimeter of the project to further soften the edge of the development.

Trees have been planted within the revised pathway setback to compliment the existing tree locations. This is over and above the 14 trees planted along the 6 Street pathway bonusing requirement.

Site Access & Traffic

Plans for the Princeton Phase III development incorporate two points of vehicular access:

- A two-way driveway on 1 Avenue SW at the western end of the site providing access to an underground parkade, and providing access for vehicles involved in loading activities; and

- A directional driveway on 1 Avenue SW (Porte Cochere), located approximately in the middle of the block face, and providing for 'drop-off' activities.

The locations of these accesses are acceptable to Transportation Development Services (TDS).

A Transportation Impact Assessment (TIA) was submitted in support of this application. The TIA was reviewed by TDS, who accepts the general conclusion of the report: namely that sufficient roadway capacity currently exists to accommodate the additional vehicular traffic generated by the Princeton Phase III development without significant improvements.

In order to address significant pedestrian volumes in the immediate area of the development, the applicant is required to provide for two pedestrian crosswalks located at the 1 Avenue SW - 6 Street SW and 1 Avenue SW - 7 Street SW intersections, respectively.

Parking

The applicant has requested an increase in the number of parking stalls above the bylaw requirement of the DC bylaw and 2P80. The standard of Bylaw 2P80 a minimum of 0.5 stalls/unit with a maximum of 1.0 stalls/unit. The DC Bylaw makes an exception allowing suites that are greater than 1500 square feet to have a parking standard of 1.5 stalls per unit. This would call for a total requirement of 191 parking stalls for the bylaw.

Administration would support a relaxation of the bylaw allowing 1.5 stalls per unit for every dwelling unit to require 228 parking stalls for the project, which when combined with the visitor parking requirement would be a requirement of 251 parking stalls.

Bylaw Requirement	Bylaw proposal	Administration Supported Relaxation	Developer's request
1.5 stalls per unit for suites over 1500 square feet 1.0 stalls per unit for suites under 1500 square feet. 0.15 stalls for visitors	80 units over 1500 square feet at 1.5 stalls 71 units under 1500 square feet at 1 stall 23 visitor parking stalls Total 214 stalls	All units at 1.5 stalls plus 0.15 stalls visitor parking = 251 stalls	All units at 2 stalls per unit plus 0.15 visitor parking = 325 stalls

The applicant has requested a bylaw relaxation to allow for 2 parking stalls per unit for the project, citing market conditions as a necessity for this relaxation. As the site is located within the downtown core, with good access to the LRT system, administration does not support the overparking of the residential development. A prior-to-release condition has been added requiring the deletion of the excess residential parking stalls, allowing for only 1.5 parking stalls per unit for the project.

Bicycle storage facilities at-grade are located adjacent to the Porte Cochere for the project. Storage facilities inside have been provided to the satisfaction of Transportation Planning.

Site Servicing for Utilities

The site can be serviced to City standards. Any required upgrading of utilities shall be completed at the developer's expense.

Environmental Site Assessment

No issues or concerns arose.

Community Association Comments

Two letters of objection for this project were received after the application was submitted. The first letter, received 2006 June, objected to the impact of a five story building adjacent to the property line. They also expressed dissatisfaction with the density on the site. In response, the applicant broke up the massing of the waterside buildings, relocated the pathway so there was the 8 and 11 metre separations from the terraces and the building edge respectively, as well as reducing some of the height on the waterside building (decreasing the number of units from 157 to 151).

The second letter of objection was received after an open house was held by the developers on September 27. In this letter the community again objected to the density of the project, the height and number of towers, and felt the four and five storey waterside buildings were still too massive and bulky and did not provide a proper interface with the pathway. They further objected to the relocation of the pathway (at the developer's expense), rather than have a greater setback from the property line for the project. While administration did take the concerns of the community into consideration, it was still felt the project was not too dense for the site, and still achieved a proper interface with the pathway. The applicant in response has stepped back the building at the northwest corner to have the building edge step back from three storeys to five storeys to try to alleviate the community's concerns.

Adjacent Neighbour Comments

Over a dozen letters of objection were received by Eau Claire residents for this project (including one from the Board of Directors for La Caille Park Place). They all expressed concern over the interface and massing of the waterside building adjacent to the river pathway. As well, there were some concerns with the heights of the two towers and their shadow impacts adjacent to the river pathway.

CONCLUSION:

The proposal is supported for the following reasons:

1. The project helps achieve the goals of the Eau Claire Area Redevelopment Plan.
2. The project achieves a satisfactory interface with the Bow River Pathway.
3. The project design is a continuation of the high quality of the previous Princeton Projects.

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.

Development Planning:

1. As per the Land Use Bylaw, there is a bylaw maximum for parking for the site of 1 stall per unit. The Eau Claire ARP allows for 1.5 stalls per unit where units are larger than 1,500 square feet. Revise the drawings providing for a maximum of 1.65 stalls per residential unit (1.5 stalls per unit +0.15 stalls visitor parking);
2. Provide payment of \$129,000 for public art to be located on or adjacent to the development. The applicant is to contact the public art co-ordinator for the process;
3. Provide some screening (decorative gate with shrubs in front) to the break point between the waterside buildings so the area does not become a CPTED security concern;
4. Delete the columns shown at the entryway to the 6 Street Pathway connection from all drawings;

Urban Development:

5. Limited Phase II ESA report submitted with the application refers to a Phase I ESA Update report by EDI (February 2006), and a Phase I ESA report by Dames & Moore (September 1999). Applicant to submit three (3) copies of these two reports;
6. Applicant to submit one (1) additional copy of the Limited Phase II Environmental Site Assessment Residential Property, 700 – 1 Avenue SW, Calgary, Alberta, dated 2006 May by Environmental Diagnostics Inc;
7. Limited Phase II ESA report recommends that a Risk Management Plan (RMP) be developed for this site. Applicant to submit three (3) copies of an RMP report. Once submitted, the reports will be reviewed to the satisfaction of The City of Calgary (Environmental Management). Additional environmental information may be required following the review;
8. A sanitary sewer servicing study is required to identify potential impacts and/or "pinch points" within the public sanitary sewer system which will be resultant of the ultimate flows generated by the proposed development. Associated costs will be at the expense of the Developer. Alternative cost sharing arrangements may be made to the satisfaction of the Director of Water Resources. For further information, contact the Manager of Engineering at 268-1786;
9. The developer shall remit payment to address the requirements of the Business Units as listed below:

Calgary Roads (CERTIFIED CHEQUE)

- a. Wheelchair ramps;
- b. Construction of 1 Avenue SW to ultimate grades;
- c. Construction of laybys in 1 Avenue SW;
- d. Approved driveway crossings;
- e. Streetlighting; and
- f. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Calgary Roads personnel;

10. 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 _____;

11. The development site is within the flood plain. The developer will be responsible ½ of costs to raise and reconstruct 1 Avenue to meet 1:100 year flood elevations requirements. The developer to appoint a qualified civil engineering consultant to undertake design and oversee construction of the road upgrade. The City will pay of a portion of consulting fees charged, and will be responsible for 100% cost of fill material to rough road grades only, and all other construction costs related to change in road elevation (raising manholes, utility poles, watermain valves, fire hydrates, catch basins, temporary retaining walls, etc.). Roads may also pay for a portion of road detours. The consultant to submit a proposal to Roads, complete with a cost estimate and a list of items to be cost-shared with The City. Roads to review and approve proposal prior to construction. The consultant's responsibility is to provide comprehensive engineering design and drafting services, related approvals, tendering and review of bids for various underground and surface construction, contract administration and general engineering services during construction for offsite work related to the development. Note that portions of 1 Avenue at the 6 and 7 Street intersections have already been raised in conjunction with new developments on the south side of the road and the underground parking lot to the west of the development site;
12. The developer must provide an Erosion and Sediment Control Report indicating erosion protection measures to be taken during construction of this site. Such report must conform to The City of Calgary Erosion and Sediment Control Guidelines and must be to the satisfaction of the Manager, Urban Development;
13. Address the requirements of the Business Unit(s) as listed below:

Calgary Roads

- a. Property lines dimensioned from the lip gutter and the back of sidewalk;
- b. All adjacent boulevards graded at 2% up from the top of curb to the existing or ultimate property line. This will allow for installation of future sidewalk. Any deviation resulting from excessive cuts or fills must be approved by Calgary Roads;
- c. Dimensions from the property line to the proposed sign and foundations;

- d. Removal of encroachments (plan material (shrubs) outside the property line, all landscaping elements on City boulevard in front of covered entry on 1 Avenue SW) from City right-of-way;
- e. Driveways flared and dimensioned as per Calgary Roads Standard Specifications (curb returns, not permitted). Driveway flares must not encroach onto the boulevard of adjacent properties;
- f. Continuous sidewalk and curb and gutter across driveway crossings;
- g. A detailed driveway cross-section complete with ramp grades and elevations at face of curb, back of sidewalk, property line and driveway ramp on private property;
- h. Proposed landscaping within The City boulevard shall be grass. Any proposed trees to be located within City rights-of-way will be required a line assignment. Contact Utility Line Assignments for further information;
- i. The bylawed setback of 2.134 meters along the north side of 1 Avenue was removed from the Land Use Bylaw 2P80 in 1992 under Amendment # 92 / 43, Bylaw #77Z92. This will require a revision to the road design (no angle parking). Contact Colin Gee of Roads @ 268-3801 for details;
- j. Landscaping plans & site plans conflict. Ensure all shrubs are behind the property line along both adjacent streets and perimeter property lines. Submit a typical cross section showing the terrace and boulevard along 1 Avenue. Provide details of pilasters and foundations; and
- k. Driveway crossings to drop-off layby to conform to unidirectional design;

Calgary Waterworks

- a. An adequate water meter room adjacent to an exterior wall where the service(s) (100mm or larger) enter building.

Waste and Recycling Services

- a. Show designated staging/pickup area & indicate grades; Relocate door for west Tower (inside room) for easy container movement; Increase all garbage loading door widths to 8'0"; Show extent of overhead obstructions in pickup area; Provide letter regarding structure capacity to withstand 25,000kg vehicle; Provide note stating owner's responsibility to have containers out to staging/pickup area if City service requested (show designated tractor storage); Provide note stating owner to own bins (not leased/rented) if City service requested. (These notes to be incorporated into the condo bylaws);

Transportation:

- 14. The developer shall be responsible at its own expense for all costs associated with the implementation of pedestrian crosswalks (including required signage and lane-marking) i) across the eastbound approach of 1 Avenue / 6 Street SW intersection and ii) across the westbound approach of the 1 Avenue / 7 Street SW intersection, both to the satisfaction of Calgary Roads. These costs shall be submitted to Urban Development estimate as a Prior to Release item;
- 15. Provide cross-sections of all driveway and parkade ramps to City standard. Include grades, elevations at transitions and lengths between transitions. Maximum grade change is 12% and minimum ramp section is 4.5 metres. Ensure 2.1 metres of overhead clearance throughout the parkade;

Parks:

16. Provide construction drawings that detail the re-aligned Regional Pathway. The pathway shall be constructed according to approved construction drawings and Park Development and Operations' current "Development Guidelines and Standard Specifications, Landscape Construction," and inspected during construction and approved by the Parks Development Inspector (268-4760). The applicant is responsible for all costs associated with the pathway re-alignment;
17. Provide a construction plan that indicates a construction fence along the property line. Identify whether any public lands are needed for construction. Enter into an indemnification agreement if necessary or there is to be no intrusion into public lands;
18. Indicate (species, size, etc.) all public trees (in the boulevard and within PE land) within 6m of the site and identify whether they are to be removed or retained. (Please see Parks advisory comments for removal of trees on public property);
19. Indicate (in writing) if the Regional Pathway is to be closed at any times during development of the site. Provide a detour plan for any closures. Contact Parks Functional Generalist (Curesha Moodley 268-1396) for details of the detour plan;
20. Provide a detail of the fencing between the development and the adjacent parks open space;

Permanent Conditions

Development 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 vegetation, trees and shrubs indicated on the site plan, and above grade levels, which die after completion of the project must be replaced on a continuing basis with vegetation, trees and shrubs of a comparable species and size;

Urban Development:

9. If during construction of the development, the applicant, the owner, the developer or any of their agents or contractors becomes aware of any contamination:
 - a. The person discovering such contamination shall forthwith report the contamination to Alberta Environment, the Calgary Regional Health Authority and The City of Calgary (Environmental Management);
 - b. The developer shall submit a current Phase 1 environmental site assessment report to Alberta Environment, the Calgary Regional Health Authority and The City of Calgary; and
 - c. If required, the applicant shall submit a Phase 3 environmental site assessment report to Alberta Environment, the Calgary Regional Health Authority and The City of Calgary.

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;

10. The developer shall be responsible for the cost of public work adjacent to the site in City rights-of-way, as required by the Manager 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.

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.

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;

11. 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;
12. 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;
13. In accordance with the Encroachment Policy adopted by Council on 1996 June 24, and as amended on 1998 February 23, (retaining walls, planters, entry features, building projections) are not permitted to extend into The City right-of-way. New encroachments that are a result of this development are to be removed at the developer's expense, prior to issuance of a Development Completion Permit;
14. Prior to the issuance of the Development Completion Permit, the developer shall submit a certificate that is signed and sealed by a Professional Engineer, confirming that the development has been constructed in functional compliance with the Development Site Servicing Plan (previously known as a Mechanical Site Plan). Functional compliance is solely determined by the City to mean compliance with all City Bylaws, Standards, Specifications and Guidelines;

Parks:

15. Compensation shall be paid to Park Development and Operations for any trees on public lands removed or damaged, according to the value of the trees as determined by the Parks Development Inspector (620-3216 or 268-4760) or an independent arborist using the International Society of Arboriculture's formula. Compensation shall include the value of the trees, valuation fee and the cost of tree removal by Park Development and Operations;
16. Any damage occurring to public lands or regional pathways, resulting from encroachment onto same during construction, will require restoration at the applicant's cost. The disturbed area shall be maintained until planting is established and approved by the Parks Development Inspector (620-3216 or 268-4760);
17. Public trees located on the park / open space adjacent to site shall be retained and protected during all phases of construction, by installing a temporary fence around the extent of the branches ("drip line") and ensuring no construction materials are stored inside this fence;

18. Site grades shall be matched to existing grades of adjacent parks open space, with all grading confined to the private property. The applicant shall be responsible for any remedial work required, at their sole cost, to enable positive drainage away from the parks open space, to be approved by the Parks Development Inspector (620-3216 or 268-4760);

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.

Development 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;
5. All trees and shrubs indicated on the approved site plan including those indicated in the adjacent boulevard to be retained shall be protected during all phases of construction. If any trees or shrubs die at any time during construction or after, they must be replaced by trees or shrubs of comparable species and size to the satisfaction of the Development Authority;

Urban Development:

6. The developer is advised that the property line is 2.6 m to the face of curbside (no sidewalk) on 1 Avenue SW;
7. The developer is advised that the property line varies from lip of gutter, varies from back of sidewalk on 6 Street SW;
8. The developer is advised that the future lip of gutter is 5.56 m and future back of sidewalk is 1.81 m (for standard 3.5m sidewalk in the downtown) from ultimate property line on 1 Avenue SW;
9. 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;

10. The developer is advised that Calgary Roads is responsible for determining whether the existing sidewalks, driveway crossings, street lighting, curb and gutter, etc., are to City standards. Replacement and/or rehabilitation would be at the developer's expense;
11. 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;
12. The developer is advised that boulevard grade differences between existing or ultimate curbs and existing or ultimate property lines are not to exceed 2%;
13. Water connection is available from 1 AV SW (250mm YDI, 1988);
14. The developer is advised that the water service connection is to be constructed under an Indemnification Agreement;
15. 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;
16. Review with Fire Prevention Bureau for on-site hydrant coverage;
17. A dual service is required to service this site;
18. If further subdivision is contemplated, each titled parcel MUST have separate service connection to a public main;
19. Show all proposed and existing shallow utilities on the Development Site Servicing Plan.
20. Sanitary sewer connection is available from 1 Avenue SW;
21. Storm sewer connection is available from 1 Avenue SW;
22. Show all existing and proposed sewers on the development site servicing plans at the Building Permit stage.
23. Drainage from all underground or covered parking areas is to be directed towards the sanitary sewer system, as per Sewer Service Bylaw 24M96;
24. All open run-off shall drain to on-site storm sewer and covered ramp shall drain to sanitary sewer;
25. The allowable stormwater run-off coefficient shall be 30%;
26. Ponding is required for 1:100 year storm events;
27. Direct all roof drainage to on-site storm;
28. Each building shall be separately serviced from an on-site main;

29. All building openings, ramps, etc., adjacent to trap lows are to be min, 0.3 meters higher than the maximum water elevation at the 1:100 year depth or depth of spill, whichever is greater;
30. Contain storm run-off on site;
31. Controlled stormwater discharge required;
32. All on-site sewers are to be designed to City of Calgary specifications;
33. All stormwater drainage is to be controlled on site with downspouts and roof leads directed away from adjacent properties. The lot must have positive grading away from the foundation of the dwelling structure;
34. Ensure all building openings are above the 1:20 year river floodwater level. The 1:20 year flood has a 5% chance to be equalled or exceeded in any year. The 1:20 year river floodwater elevation at the site is 1047.30m;
35. 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.)
 - 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, 6th floor, 800 Macleod Trail SE, Calgary, Alberta T2P 2M5;

Transportation:

36. Pedestrian routes are to be free of obstacles that would interfere with the accessibility of pedestrians using wheelchairs. Sidewalks are to be constructed with curb cuts where there is a change in elevation;
37. 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;
38. In keeping with the principles of Crime Prevention Through Environmental Design (CPTED), pedestrian oriented lighting is to be provided along pedestrian routes;
39. The applicant is advised that the site is located within 400 metres of a transit route. 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. Parking provided exceeds the numbers required by The City of Calgary Land Use Bylaw 2P80 and the Eau Claire Redevelopment Plan by approximately 128 stalls. Transportation Planning does not support the overprovision of parking for this site;

Parks:

40. The Street Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land;
41. Permits issued by City of Calgary Roads are required if construction activities use or cross any portion of the road rights-of-way (including boulevards). Permits are obtained at Traffic Engineering Division, 2808 Spiller RD SE. For further permit information call 268-1597 or consult The City of Calgary Roads' website at www.calgary.ca/roads and follow the "Permit" link;
42. 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 by following the Urban Forestry links for by telephoning **Urban Forestry at 216-5252; and**
43. 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 \$ 22,088.19. Applicants that are unfamiliar with tree protection are advised to consult an arborist. Arborists are found in the telephone directory under "Tree Service".

Dwayne Drobot
January 2007

APPLICANT'S SUBMISSION

Princeton III is the last phase of this successful Eau Claire residential development. Located on a 2.22 acres site at 700-1st. Avenue SW, immediately west of Princeton Phase I and east of La Caille Public Parkade, the north side limits with the Riverfront Park and the Bow River, to the south, this proposed development faces a City of Calgary housing facilities, the Livingston House senior's apartments and the recently renovated Phillips Building.

The proposed developments consist of two low rise buildings which front onto the River pathway, the West low rise steps up from 3 to 5 floors at the west end and the East low rise is five floors. Two towers of fourteen and seventeen residential floors plus mechanical and sculptured roof above. These four buildings are connected at the main floor by an enclosed link within a landscaped courtyard, leading to a common main entrance pavilion. This main entrance is located on 1st Avenue across the Livingston House, while the parkade and services access is located further to the west next to the public parkade.

Adherence to the A.R.P. shadows bylaw results in a massing concept that places taller buildings toward the southeast corner of the site and the lower forms toward the north and west of the site.

To achieve a more pedestrian and human scale and to respond sensitively to many buildings in the neighborhood, Princeton III create a three floor stone base with terraces, balconies and direct access from the street to the residential suites.

The proposed landscape between and in front of the terraces are designed to create a positive interface between the buildings and the Riverfront Park with terraces that define private, semi-private and open spaces on the north and east side of the development. On the south side, sidewalk enhancement and planters will create a pleasant environment for pedestrians. While the use of a "Green roof" system enhances the view from neighboring buildings it will also improve the storm water retention system in a natural way and be designed to meet LEED standards.

As with the previous Princeton developments, the proposed buildings will use quality exterior finishing materials as stone on lower floors and penthouses, brick on the middle floors and pre-finish railings and window frames etc.

Princeton III proposes 151 residences ranging from 1300sf. to 6,000sf for an average size of 2045sf. Since most of the residents of this proposed development will work in the Downtown area, this development will add a good variety of people that will enhance the vitality of the residential and commercial area of Eau Claire. At the same time since most of this people will walk to work it means that traffic in the pick hours of downtown will not increase.