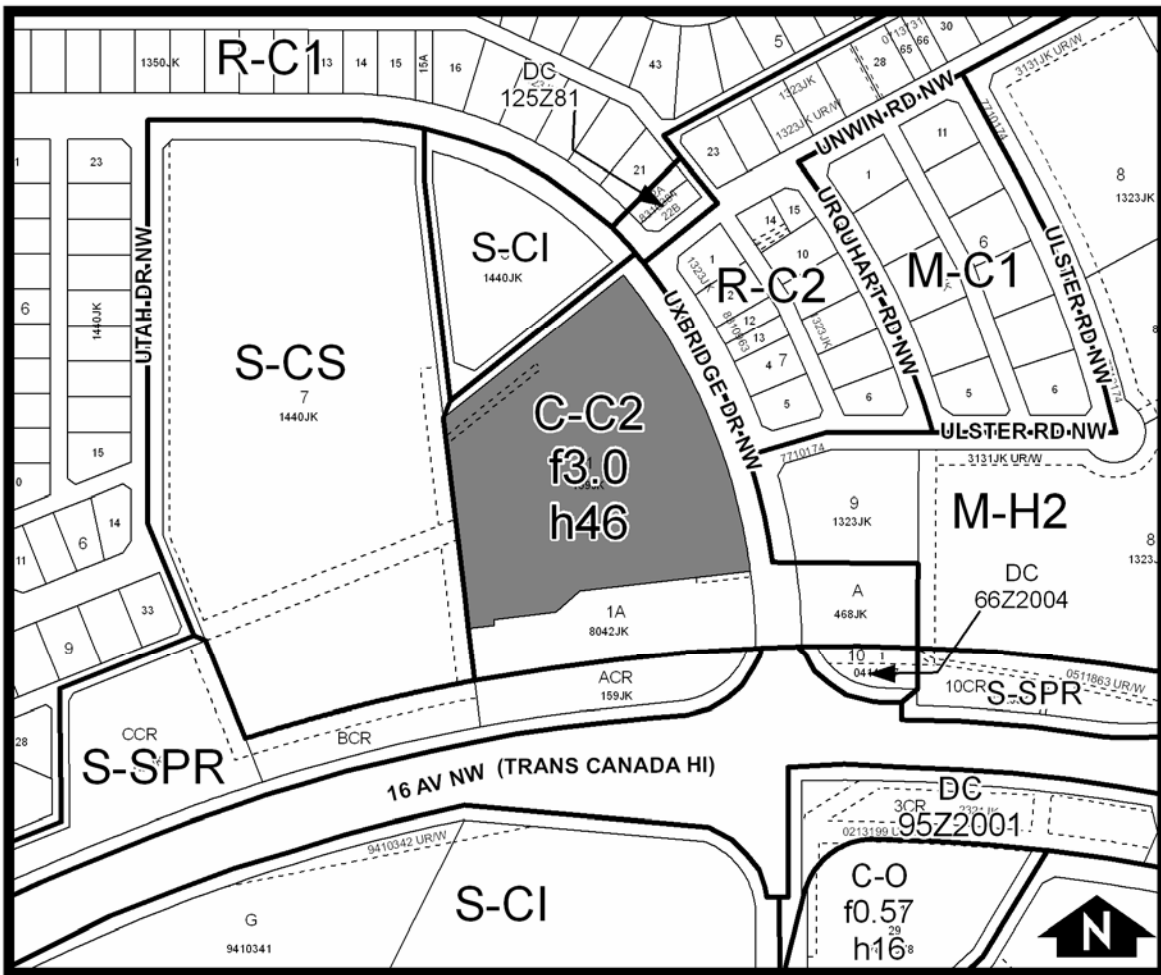


REPORT TO THE CALGARY PLANNING COMMISSION

<b>DEVELOPMENT PERMIT</b>	<b>ITEM NO: 12</b>
CPC DATE:	2008 August 21
<b>DP NO:</b>	DP2006-3587

UNIVERSITY HEIGHTS  
(Ward 1 - Alderman Hodges)



**PROPOSAL:**  
New: Retail, Office, Medical Clinic (2 buildings)

<b>APPLICANT:</b> BKDI Architects	<b>OWNER:</b> Western Securities Limited
<b>MUNICIPAL ADDRESS:</b> 1941 Uxbridge Drive NW	<b>LEGAL DESCRIPTION:</b> Block 1, Plan 159JK (Map 30C)
<b>EXISTING LAND USE DISTRICT(S):</b> C-C2f3.0h46 Commercial - Community 2 District	
<b>AREA OF SITE:</b> 1.94ha ± (4.8 ac ±)	
<b>CURRENT DEVELOPMENT:</b> Shopping Centre (Strip Mall)	

**ADJACENT DEVELOPMENT:**

**NORTH:** Church Building – Queen of Peace Church

**SOUTH:** Foothills Medical Centre

**EAST:** Low and Medium Density Residential, Gas Bar and Drive Through Restaurant

**WEST:** School and Playgrounds – University Elementary School

<b>DEVELOPMENT SUMMARY</b>			
<b>RULE</b>	<b>BYLAW STANDARD</b>	<b>PROPOSED</b>	<b>RELAXATION</b>
<b>DENSITY</b>	F3.0 (58,320 m <sup>2</sup> ±)	20,145 m <sup>2</sup> ± at 35% ±	None
<b>HEIGHT</b>	46.0 metres	24.5 metres	None
<b>YARDS (Building Setback)</b>	Front - 6.0m Side - 6.0m Rear - 6.0m Side - 6.0m	Front - 6.0m Side N - 10.3m Rear - 57.0m Side S - 62.2m	None
<b>PARKING</b>	Retail: 4.5 stalls/100m <sup>2</sup> GUFA Offices: 4.5 stalls/100m <sup>2</sup> GUFA Medical: 4.5 stalls/100m <sup>2</sup> GUFA	As per Land Use Bylaw 1P2007 for new buildings	None
<b>LANDSCAPING</b>	1P2007 - Section 769	As per Bylaw 1P2007	None

<b>DEVELOPMENT SUMMARY</b>			
<b>RULE</b>	<b>BYLAW STANDARD</b>	<b>PROPOSED</b>	<b>RELAXATION</b>
<p><b>EXTERIOR FINISH MATERIALS</b></p> <p><b>Walls:</b> Brown Brick (Mauna Loa) and Green &amp; Blue Metal</p> <p><b>Roof:</b> High emissivity roofing (high reflectance) - White</p> <p><b>Windows:</b> Green &amp; Blue glass - Solarban 60, PPG Cariba &amp; Harmony Blue</p>			

<b>SUMMARY OF CIRCULATION REFEREES</b>	
<b>CPAG</b>	Support with Prior to Release Comments
<b>ENVIRONMENTAL MANAGEMENT</b>	Phase I approved – Phase II required Prior to Release of DP
<b>URBAN DESIGN REVIEW COMMITTEE</b>	Not Applicable
<p><b>COMMUNITY ASSOCIATIONS</b></p> <p>1) University Heights Community Association</p> <p>2) St. Andrews Heights Community Association</p> <p>3) Parkdale Community Association</p> <p>4) South Shaganappi Area Development Council</p>	<p>Comments Provided:</p> <p><b>1) University Heights Community Association</b></p> <ul style="list-style-type: none"> <li>- December 22, 2006</li> <li>- August 30, 2007</li> <li>- July 24, 2008</li> </ul> <p><b>2) St. Andrews Heights Community Association</b></p> <ul style="list-style-type: none"> <li>- November 12, 2007</li> <li>- July 16, 2008</li> </ul> <p><b>3) Parkdale Community Association</b></p> <ul style="list-style-type: none"> <li>- July 15, 2008</li> </ul> <p><b>4) South Shaganappi Area Development Council</b></p> <ul style="list-style-type: none"> <li>- July 15, 2008</li> </ul>

## **PLANNING EVALUATION**

### **Introduction**

Stadium Shopping Centre is situated in the established community of University Heights, to the north-west and in close proximity to downtown Calgary. It is also situated on 16 Avenue NW, a major east-west thoroughfare in the City of Calgary. The site is surrounded by major institutions and therefore a prime location for retail and offices. In light of the subject site's existing land use rights, current low density development, large surface parking area and inner-city location, it is a site that is ready and in need of re-development.

Not to be under valued, the subject site's relationship to the existing low density residential communities to the north and west is central to any re-development of the site. The existing Stadium Shopping Centre has served the surrounding communities for many years with several independent shop owners.

Although the Stadium Shopping Centre has served the residents from surrounding communities for years, its location on the Trans Canada Highway elevates its influence sphere beyond that of only a local community shopping centre. The site plays a key role in establishing a balance between the institutional and residential uses surrounding the Trans Canada Highway in Calgary.

The Applicant's purpose with this Development Permit application is to introduce a first phase to the

site by establishing core uses, containing retail, offices and medical clinics.

### Site Context

Stadium Shopping Centre is surrounded by low density single family dwelling homes to the north and west of the site and medium to high density to the east of the site. The subject site is however directly surrounded by the following institutional uses:

- University Heights Elementary School directly to the west;
- Sir William van Horne High School directly to the north-west;
- The Queen of Peace Church directly to the north of the site; and,
- The Foothills Medical Centre directly to the south across 16 Avenue NW.

The University of Calgary, the Children's Hospital, and the Foothills Athletic Park are other institutional uses in close proximity, with a neighbourhood park directly to the south-west and St. Andrews Park to the south-east of the site. Other small scale commercial (gas bar and drive-through restaurant) and an office building occupy the other corners of the intersection between 16 Avenue and Uxbridge Drive NW.

The five single family dwelling units situated directly across Uxbridge Drive from the site and backed by medium density residential developments are also ready for redevelopment. These properties can be developed as medium density residential developments and directly complement the proposed commercial re-development of the Stadium Shops Centre.

Constructed in 1962, the existing development on the subject site consists of a strip mall with a large surface parking lot on Uxbridge Drive. With the land use already in place for a Commercial – Community 2 development with a 3.0 FAR density and a 46 metre height restriction, the subject site is overdue for re-development.

### Land Use District

With Land Use Bylaw 1P2007 that came into effect in June 2008, the land use district for the subject site converted from C-3 General Commercial District to C-C2f3.0h46 Commercial – Community 2 District. The density and height remained the same in the land use district conversion.

The Land Use District for the site is thus C-C2f3.0h46 Commercial – Community 2. The C-C2 Commercial - Community 2 District is intended for large scale commercial developments that are on the boundary of several communities, comprehensively designed with several buildings and with a wide range of use sizes and types, especially offices and residential.

The Land Use district allows for a 3.0 FAR and a 46.0 metre height restriction. The Applicant proposes the following uses for the development as per the Development Permit plans, and are discretionary uses within new buildings within the C-C2 land use district:

<b>PROPOSED USES</b>	<b>NUMBER</b>
Retail – Buildings A & B	1 Floor at grade
Medical Clinics – Building A	5 Floors
Offices – Building B	4 Floors

The Land Use district on the site has been in existence for many years and the Land Use Bylaw conversion did not provide any additional density or height.

## Site Characteristics

With the first development of the shopping centre, the site was re-graded to a flat site without any significant features. With Uxbridge Drive sloping slightly upwards towards the north, the site is situated below natural grade in the north-eastern corner. The rest of the site is flat and at grade.

With past developments, the site was covered completely with a hard non-permeable surface and void of any vegetation. There are no significant site characteristics on the site.

## Legislation & Policy

There are no Council approved policies applicable to the community of University Heights.

## Site Layout & Building Design

### a) History and Background

Commencing with the submission of the application in October 2006, Administration worked with the Applicant on transportation issues that lead to the redesign of the site layout. Transportation did not support two access points on Uxbridge Drive and the site layout and building design were amended to a single access point, tying-in to the existing Uxbridge Drive - Ulster Road intersection.

In June 2007, amended plans were submitted for complete recirculation of the revised site layout and building design with a single access point onto Uxbridge Drive. A single access point to the site complicated the site layout and detrimentally affected the location of buildings and ability to create a viable neighbourhood shopping centre. The single access point, together with the land owner's reluctance to include the existing strip mall into a comprehensive site design, resulted in a challenging site layout and building design. Administration, together with the Applicant, worked diligently on the plans to ensure the best layout and design possible however, it is Administration's conclusion that continued negotiations are unlikely to result in any further enhancements to the Development Permit plans.

The subject site, situated in the community of University Heights, was identified in the Council approved *Monitoring Growth and Change Series - Established Areas Growth and Change 2007* as an "Established Suburb". The Council approved *Sustainable Suburbs Study (1995)* therefore applies, and was the impetus for working towards a balance between the need for office/medical uses and the desire for a sustainable community shopping centre.

To improve on the sustainability of the community shopping centre, Administration reviewed the application against the following design principles:

- Create a place where people/pedestrians are a priority;
- Create at a Human Scale;
- Create a Sense of Place;
- Create places to meet;
- Improve walk-ability by connecting uses;
- Reduce parking impacts;
- Plan for pedestrians, cyclists, and public transit; and
- Provide public open spaces.

Although many improvements were made to the site layout and building design to enhance the pedestrian experience and create a community shopping centre, the above design principles could be further utilized to the benefit of the local community.

## b) Site Layout and Building Design Elements

- Uses

The uses proposed in the application are for retail, offices and medical clinics.

All retail units are situated at grade and front directly onto the sidewalk and street beyond to create an active space. The office and medical clinic uses are situated above grade and do not occupy valuable sidewalk and street frontage.

Although the proposed uses in this application are for retail, offices and medical clinics, the application does not reflect a true mixed-use development. The inclusion of medium density residential in the proposal could contribute to a community heart and provide support for the retail establishments. Residential on the site will ensure an active shopping centre and provide much needed accommodation in close proximity to the Foothills Medical Centre.

- Site Layout

The site layout proposes a single access point controlled by a new traffic light. The site layout does not allow any vehicular access or egress from the lane adjacent to the northern property line however, garbage collection for Building A will take place from the lane and thereby reduce the amount of heavy vehicle trips on the site itself.

The site layout allows for the potential of a “high” or “main street” character between the existing shopping centre and Building B, thereby working towards a neighbourhood shopping centre heart with the emphasis on pedestrians. Distance between individual buildings is crucial in motivating people to walk between uses rather than drive from store to store. Administration believes that the current plan achieves a good level of connectivity and building arrangement to define a pedestrian’s point of reference on the site.

Due to the single access configuration and exclusion of the existing retail units from a comprehensive site plan, the site layout is however contrived. The site layout proposes the tallest building on Uxbridge Drive, scaling down towards the west with single storey retail at the back of the two new buildings. The existing retail will be blocked from any view from Uxbridge Drive, which is important for the financial viability of these retail units.

As a result of the location and size of the new buildings, there are no indications that a community shopping centre might exist at the rear of the new buildings and any activity will be hidden from the Uxbridge Drive street front.

- Building Design and Architecture

The subject site is surrounded by several institutional uses, but with a strong residential presence to the north and west. It is therefore important in the building design and architecture of the new buildings, to create a balance between these two driving forces.

Effort was put into the design and architecture of the buildings to create that balance. This was accomplished by introducing warmer colours and different building materials at the base of the buildings on all building facades. The purpose was to soften the strong institutional appearance and functionality of the medical clinic and office building.

Building A is the larger of the two buildings with a sizeable front facade situated directly on Uxbridge Drive. To ensure that this front facade is not overwhelming, as it is situated closest to the residential units, the facade was articulated to break up any large building plane. The building was further slightly bent at the front entrance to follow the curvature of Uxbridge Drive as it runs north.

Building B, situated in the centre of the site, has been designed with several angles to break away from the traditional square office block appearance.

In both buildings, the retail at grade level creates a base level for the office and medical clinic uses above and aim to provide an active street frontage on all facades.

Building materials consist mainly of green and blue metal with brown brick at the base of the buildings for a warmer residential character. The roof consists of high emissive roofing in white and the windows of green and blue glass with clear anodized metal frames.

The building design and architecture is of a good quality and Administration supports the design, building materials and colour of materials.

- Public Plaza Area

The existing shopping centre functions as a neighbourhood shopping centre although it is void of any public realm or pedestrian friendly environment. In the redevelopment of the site, it is critical to maintain the neighbourhood shopping centre function, but improve the pedestrian environment and increase activity on the sidewalk.

The Applicant's proposal to include a plaza at the northern edge of the existing shopping centre is acknowledged as a contribution towards creating a neighbourhood heart – a meeting place to local residents. The location of the plaza is however not directly connected to any retail and therefore detached from any pedestrian activity.

- Sidewalks and Pedestrian Connections

Strong sidewalk and walkway linkages across the subject site have been provided to connect all uses internally, as well as externally to the Uxbridge Drive sidewalk and on to 16 Avenue NW.

The extent of the Development Permit was enlarged by the Applicant to include redevelopment of the subject site up to the building face of the existing shopping centre. The purpose is to improve the public realm in front of the existing retail units and enhance the pedestrian experience across the site. Improvements to the public realm include a new sidewalk and surface treatment, street furniture and landscaping.

- **Alternative Transportation**

Although 904 parking stalls are required for the existing and proposed new additions to the shopping centre, alternative transportation is available in the form of a frequent bus line on both Uxbridge Drive and 16 Avenue NW. The Applicant further proposes 214 Class 1 bicycle stalls although only 6 stalls are required. Change room and shower facilities with 200 lockers are also included in this Development Permit application.

## **Landscaping**

A Landscape Plan focussing on the pedestrian realm of the proposed development has been designed by a registered Landscape Architect. Unlike the existing shopping centre, the development proposes an enhanced pedestrian environment with sidewalks and pathways containing street furniture for seating, bicycle racks, trash receptacles and lighting. Some surface parking is proposed to bring customers directly to the storefronts, but not to dominate the retail area and create a car oriented environment.

The landscaping is focussed on the outside edge of the two buildings, framing the internal driveways and creating a buffer between vehicles and pedestrians. Substantial landscaping is also proposed along the roadway into the site, thereby emphasising the access point and framing the driveway. Both coniferous and deciduous trees and shrubs have been included in the design for year-round interest and enjoyment and provide focal points for the painted pedestrian crosswalks.

A public plaza has been proposed in the development with patterned coloured concrete and soft landscaping to provide a community gathering area. The public plaza contributes to the pedestrian realm and creates a community focal point. Administration is however not in support of the location of this public plaza as it is removed from the main retail area and not directly adjacent to an anchor store, for instance a coffee shop.

An automated underground watering system is included in the landscape plan to ensure irrigation of all soft landscaping.

## **Site Access & Traffic**

A Traffic Impact Study (TIA) was required and completed for this proposed development to determine its impact on the 16 Avenue NW intersection. Administration however, identified that the proposed dual access points onto Uxbridge Drive is not supported and only a single access point directly across from Ulster Road is acceptable.

The application was amended and the site access changed to a single access point via the intersection between Uxbridge Drive and Ulster Road. This arrangement will provide a safe and sufficient distance from the main intersection with 16 Avenue (Highway 1), especially in light of the intersection upgrades proposed between Uxbridge Drive and 16 Avenue NW.

As part of Administration's approval of the TIA, intersection upgrades are required for the intersection between Uxbridge Drive and Ulster Road NW. Administration requires the Applicant to improve the intersection to a signalized intersection.

Administration has approved the TIA and is in support of the application from a Transportation point of view.



## Parking

A Parking Study was not required for this application. The Applicant proposes to replace the existing surface parking lot with 3 levels of underground parking to accommodate the new development. Short term surface parking will be provided directly in front of the retail units.

The parking calculations for the site include the three restaurants on the adjacent site to the south of the proposed development. Historically, the parking calculations were completed covering the entire site and Administration continued to do the parking calculations in the same way, thereby ensuring sufficient parking across the entire site.

A summary of the parking calculations, as completed by the Applicant and confirmed by Administration, is included to demonstrate that sufficient parking is proposed for the site in terms of the Land Use Bylaw 1P2007 parking requirements:

### a) Parking Required – for all proposed and existing uses on the site:

- for existing uses:			
Retail	@ 4.5 stalls/100m <sup>2</sup> GUFA	=	102.24 stalls
Restaurants	@ 4.5 stalls/100m <sup>2</sup> GUFA	=	84.58 stalls
- for new uses:			
<b>Building A</b>			
Retail	@ 4.5 stalls/100m <sup>2</sup> GUFA	=	71.64 stalls
Medical Clinic	@ 6.0 stalls/100m <sup>2</sup> GUFA	=	630.96 stalls
<b>Building B</b>			
Retail	@ 4.5 stalls/100m <sup>2</sup> GUFA	=	47.16 stalls
Offices	@ 2.0 stalls/100m <sup>2</sup> GUFA	=	107.10 stalls
Parking required:			<u>1043.68</u> (1044) stalls

### b) Parking Reductions – in terms of Bylaw 1P2007 for office use:

- 5% off for office 150m from a frequent bus line (771(2)(a))	=	-5.382 stalls
- 1 stall / 6 Class 1 bicycle stall (771(3)(a))	=	-34.66 stalls
- 1 stall / 2 lockers in shower & change room (771(3)(b))	=	-100 stalls
Total Parking reduction:		<u>140.04</u> (140) stalls

**TOTAL REQUIRED 903.64 (904) stalls required**

### c) Parking Provided

- for existing uses:		
Retail & Restaurants	=	113.0 stalls
- for new uses:		
Retail, Office & Medical Clinic (86 surface & 705 underground)	=	791.10 stalls

**TOTAL PROVIDED 904 stalls provided**

PARKING STALLS REQUIRED (904) = PARKING STALLS PROVIDED (904)

The Applicant satisfied Administration that sufficient parking will be provided on the site and no relaxation of parking is required.

### **Site Servicing for Utilities**

The Developer is responsible for the provision of utilities to the site from the public services provided in the road right-of-ways. All services are available for the re-development of the site. The Applicant proposes to have all garbage containers internal to the buildings with loading docks for safe and easy collection. Garbage collection vehicles for the proposed new buildings will make use of the main entrance on Uxbridge Drive with easy access to 16 Avenue NW. Administration supports the garbage containers situated internally and the access from and egress to Uxbridge Drive NW.

Access to the garbage containers of the existing shopping centre (strip mall) will be from the lane behind the shopping centre.

### **Environmental Site Assessment**

A first Environmental Site Assessment (ESA) Phase 1 was completed for the site in April 1997. For the purpose of this application an updated ESA Phase 1, completed in June 2003, was submitted for review by Administration. The ESA Phase 1 was accepted.

The Applicant, through Urban Systems, submitted a new Stormwater Management Plan in 2007. The intention is to capture the majority of the stormwater on-site and control the stormwater discharge at an allowable release rate.

### **Community Association Comments**

The initial application submitted in 2006 and every substantial amendment to the application afterwards was circulated to surrounding Community Associations for comments. The Applicant held Public Open Houses and met with the Community Associations to address concerns of the local residents.

The concerns from the Community Associations can be summarized as follows:

#### **1) University Heights Community Association**

- Potential loss of existing businesses – replacement by mainly medical related businesses;
- Loss of community benefits and lack of community heart;
- Institutional character of the proposed additions;
- Traffic congestion and lack of parking; and
- Partial development of the site with no indication of future plans – lack of a comprehensive plan.

#### **2) St. Andrews Heights Community Association**

- Impact on and access to the existing businesses during the construction period;
- Visual impact on the existing shopping centre after completion of the two new buildings; and
- Traffic congestion and lack of parking.

#### **3) Parkdale Community Association**

- Non-compliance with Land use Bylaw 1P2007.

#### 4) South Shaganappi Area Development Council

- The proposed development is too large for the site;
- Insufficient parking provision and inadequately addressing of transportation issues;
- Inadequate addressing of lighting – impact on residential community; and
- Non-compliance with Bylaw 1P2007.

#### Adjacent Neighbour Comments

No comments from any adjacent neighbours were received.

#### CONCLUSION:

The proposal is supported for the following reasons:

1. The proposed development conforms in general to the Sustainable Suburbs Study (1995), and in general contributes to a community core through place-making features.
2. The proposed development is compatible with the adjacent institutional uses.
3. Increase the density of an inner city site situated on a major thoroughfare.

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

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

#### **PRIOR TO RELEASE CONDITIONS**

##### **Planning:**

1. Submit a total of 8 complete sets of amended plans (file folded and collated) to the File Manager that comprehensively address the Prior to Release conditions of all Departments as specified below. In order to expedite the review of the amended plans, 1 plan set shall highlight all of the amendments. Please ensure that all plans affected by the revisions are amended accordingly.
2. On the Development Permit plans, provide full details on the site lighting in compliance with the Lighting Rules of Part 3 - Division 4, Page 73, of Land Use Bylaw 1P2007. The Site Lighting Plan must ensure adequate coverage for the use and safety of customers and employees. The plans must confirm that site lighting is contained within the site. All site lighting adjacent to sidewalks and pathways shall be of a human scale and complimentary to the proposed new street furniture. Tall street lights will not be supported on sidewalks directly adjacent to retail.
3. On the Landscape Plan, provide full details on the site landscaping in compliance with the Landscaping Rules for Commercial Districts in Land Use Bylaw 1P2007, except for Rule 769(1)(a) where hard landscaping may be provided to gain access to the retail on Uxbridge Drive NW.

4. Add a note to each floor plan (DP2.4 to DP2.9) of Buildings A and B to indicate that the floor will contain more than one use area and that no use area will be larger than 6000 square metres. Please refer to the definition of use area in Land use Bylaw 1P2007.
5. Remove all reference to signage in application DP2006-3587. Signage must be addressed through a comprehensive signage Development Permit application.
6. Update the Project Information on the Development Permit Plans (DP 1.1) to reflect Land Use Bylaw 1P2007.

Note: All project information must reflect the development site as Block 1 of Plan 159JK only. Block 1A of Plan 8042JK is included in the project information for parking calculations only due to the historic relationship between the two sites.

7. Indicate on the Site Plan and Floor Plans where the proposed Class 1 bicycle parking will be located as well as the proposed Class 2 stalls.
8. Provide full details on the building materials and colours proposed for the development, including a materials board and colour elevations of all facades of the proposed development. Materials and colours should be reflective of the residential character of the community to the north and not of the institutional uses situated to the south across 16 Avenue.

#### **Urban Development:**

9. Amend the plans to:

##### Roads:

- a. 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.
- b. The developer will be required to construct a sidewalk link to the pedestrian crosswalk at the northeast corner of Uxbridge Drive and Ulster Road (show on site plan). The existing catchbasin on the west side of the crosswalk will have to be relocated from the crosswalk area.
- c. Show turning template of the largest anticipated vehicle that will be making the left turn off Uxbridge Drive into the access driveway. The center median may need to be cut back to accommodate the maneuvering. Remove proposed tree from tip of median (shown on landscape drawings). Guidelines state that trees and entry features be located a minimum of 4.5 meters from the bullnose of median. Roads also recommend upgrading the driveway flares to 6 meters wide at 45°.
- d. Although the developer has shown the future interchange at 16 Avenue and Uxbridge Drive, the developer has not addressed how access will be accommodated (right turns in and out only off Uxbridge).

10. Roads do not recommend nor support the proposed pedestrian crossing on the access road immediately west of Uxbridge Drive. This is an unsafe location for pedestrians to cross, as vehicles entering off of Uxbridge Drive may have to stop unexpectedly, and it may cause traffic to back up on the Uxbridge Drive. If the intent is to link up with the pedestrian stairwell to the underground parkade, we suggest relocating it to the south, in the large traffic island at the T-intersection of the internal road.
11. 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. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Calgary Roads personnel
12. The developer shall submit five (5) sets of Development Site Servicing Plans (formerly known as Mechanical Circulation Plans) along with a copy of the Development Permit Approval Letter to the Building Grades Supervisor, Engineering Services, and obtain approval from Calgary Waterworks and Wastewater & Drainage. (See Advisory comments for details).
  13. Submit a Stormwater Management Report (2 copies) for sites over 2 hectares for approval from the Development Approvals Team Leader, Water Resources, prior to submitting a Development Site Servicing Plan, as per the current Stormwater Management Design Manual.
  14. Submit, for review, one (1) copy of an erosion and sediment control (ESC) report and drawing(s) to the Water Resources Erosion Control Coordinator. Prior to submission of the ESC report and drawing(s), please contact the Water Resources Erosion Control Coordinator to discuss ESC requirements (268-2655).

If the overall site size is less than 2 hectares (5 acres), only a drawing may be required for review. Please contact the Erosion Control Coordinator to discuss report and drawing requirements for these sites.

Documents submitted shall conform to the requirements detailed in the current edition of The City of Calgary Guidelines for Erosion and Sediment Control and shall be prepared by a qualified consultant or certified professional specializing in ESC. For each stage of work where soil is disturbed or exposed, drawing(s) must clearly specify the location, installation, inspection and maintenance details and requirements for all temporary and permanent controls and practices.

15. Submit a current Phase II Environmental Site Assessment report that details the existence, type, concentration and extent of on and off-site contamination. 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.

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 developer shall submit a current Remedial Action Plan and/or Risk Management Plan. The report(s) shall document how the site will be remediated or risk managed to such an extent that the site will be suitable for the intended development.

All Phase I and II Environmental Site Assessments submitted to The City that have been commissioned on or after 2005 November 1 must conform to The City of Calgary Phase I and II Environmental Site Assessment Terms of Reference. Please visit [www.calgary.ca](http://www.calgary.ca) for the latest version. Any Phase I and Phase II Environmental Site Assessments that do not conform will require additional work to meet the standard.

All report(s) are to be prepared by a qualified professional and will be reviewed to the satisfaction of the Manager, Environmental Assessment and Liabilities.

**Transportation:**

16. The applicant shall be responsible for the following costs payable to The City of Calgary:
  - a. The applicant shall submit construction drawings of the proposed intersection design and signals for Uxbridge Drive and Ulster Road NW for the approval of Calgary Roads, Signals, and Transportation Planning. The developer will be responsible for the cost of intersection design and construction.
  - b. The applicant is aware that a new signalized intersection is required at Uxbridge Drive and Ulster Road NW. The developer will be responsible for the cost of installation of the signals.
  - c. The applicant will be responsible for the design and installation of a southbound left turn arrow at 16 Avenue and 29 Street NW.

Estimates will be prepared upon receipt of drawings, and the applicant shall forward a Letter of Credit, or, cheque in the required amounts to The City of Calgary for the cost of work required.

17. On amended plans, remove the proposed access to adjacent public lane. No access for the development will be permitted.
18. The site is located within 400 metres of a major transit hub and routes, and in compliance with TOD development guidelines, parking for the site shall be as per the Land Use Bylaw requirements.
19. The existing bus zone on southbound Uxbridge Drive and Unwin Road NW will be retained as is. Any revisions will be at the discretion of Calgary Transit. The applicant will be responsible to provide at their cost upgrades to the existing bus zone as follows:
  - a. The developer will install at their cost an architecturally compatible transit waiting amenity (bus shelter) at this location, including the required 'Type B' bus zone apron on private property. A public access easement will be required with The City of Calgary to all accesses to the shelter. The cost of maintenance of the shelter will be the responsibility of the applicant.

If the shelter is not to be provided on private property, the applicant will bear the full cost of purchasing and installing The City of Calgary standard shelter. The applicant will forward a cheque in the amount of \$6,450.00 payable to The City of Calgary. Contact John Lea, Calgary Transit at 537-7883 with any questions.

20. Indicate clearly on amended plans the locations of Loading Spaces for the proposed development, and include a protocol for the types of vehicles that will use these, and wheel tracking if necessary.
21. No plantings will be allowed in the proposed centre median on Uxbridge Drive NW in order to provide adequate visibility at the intersection, and these shall be removed on amended plans.
22. Pedestrian access across driving aisles shall be clearly differentiated through the use of signage, surface marking, and/or changes in surface materials and will be shown on amended plans.

**Parks:**

23. Additional conditions may be identified upon receipt of amended plans.

**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 268-5311 to request that a Field Inspector conduct a site inspection and sign the Development Completion Permit.
4. Any trees and shrubs indicated on the site plan which die after completion of the project must be replaced on a continuing basis with trees or shrubs of a comparable species and size.
5. All areas of soft landscaping shall be provided with an underground sprinkler irrigation system.
6. All roof top mechanical equipment shall be screened as shown on the approved plans released with permit and shall not be visible from thoroughfares or sidewalks.
7. The grades indicated on the Development Permit approved plans must match the grades on the development site servicing plan ("DSSP") for the development site. Prior to the issuance of the Development Completion Permit, the Consulting Engineer must confirm, under seal, that the development was constructed in accordance with the grades submitted on the Development Permit.

8. Parking and landscaping areas shall be separated by a 100mm (4 inch) continuous, poured in place, concrete curb, where the height of the curb is measured from the finished hard surface.
9. Any noise or music shall be contained on the site in accordance with the Noise Bylaw.
10. All electrical servicing for lighting shall be provided from underground.
11. Handicapped parking stalls shall be located as shown on the approved plans released with this permit.
12. The garbage garages shall be kept in a good state of repair at all times
13. Loading and delivery shall take place in the designated loading stall as shown on the approved plans and shall, at no time, impede the safety of pedestrian movements and use of the parking lot.

**Urban Development:**

14. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
  - a. the person discovering such contamination shall immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment, the Calgary Health Region and The City of Calgary (311).
  - b. on City of Calgary lands or utility corridors, the City's Environmental Assessment & Liabilities division shall be immediately notified (311).
15. The developer shall be responsible for the cost of public work and any damage during construction in City road right-of-ways, as required by the Manager, Urban Development. All work performed on public property shall be done in accordance with City standards.
16. In accordance with the Encroachment Policy adopted by Council on 1996 June 24, and as amended on 1998 February 23, encroachments of retaining walls, planters, entry features, building projections, etc. 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.
17. The owner, and those under their control, shall ensure good erosion and sediment control (ESC) housekeeping practices and the timely implementation, inspection and maintenance of all controls and practices specified in the ESC report and/or drawing(s) in accordance with the current edition of the Guidelines for Erosion and Sediment 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. Controls and practices shall be adjusted to meet changing site and winter conditions.

Notify the Erosion Control Coordinator, Water Resources at 268-2655 of changes to the controls and practices specified in the report and/or drawing(s).



18. The grades indicated on the approved Development Permit (DP) plans must match the grades on the Development Site Servicing Plan (DSSP) for the subject site. Prior to the issuance of the development completion permit (DCP), the developer's Consulting Engineer must confirm under seal that the development was constructed in accordance with the grades submitted on the development permit (DP).
19. Contain storm run-off on site.

**Transportation:**

20. Transportation Demand Management (TDM) programs and initiatives should be developed, implemented and integrated into the ongoing management of the proposed development.
21. Transportation Planning recommends that a TDM Coordinator be retained on site to implement and monitor programs. The applicant shall provide a written commitment to The City of Calgary indicating their intent to promote TDM measures.
22. No Vehicular or Loading/Unloading access will be permitted to the adjacent public lane from the proposed development.

**Parks:**

23. Additional conditions may be identified upon receipt of amended plans.

Giyon Brenkman  
2008/August

# STADIUM CENTRE

1941 UXBRIDGE DRIVE N.W.  
CALGARY, ALBERTA

## DEVELOPMENT PERMIT DRAWINGS



DRAWING LIST

NO.	DESCRIPTION
01	GENERAL NOTES
02	FOUNDATION
03	FLOOR SLABS
04	WALLS
05	ROOF
06	MECHANICAL
07	ELECTRICAL
08	PLUMBING
09	HAZARDOUS WASTE
10	ENVIRONMENTAL
11	LANDSCAPE ARCHITECTURE
12	TRAFFIC ENGINEERING
13	SOIL REMEDIATION
14	WATER MANAGEMENT
15	SEWERAGE
16	STREET LIGHTING
17	UTILITIES
18	CONCRETE
19	STEEL
20	GLASS
21	WOOD
22	MECHANICAL
23	ELECTRICAL
24	PLUMBING
25	HAZARDOUS WASTE
26	ENVIRONMENTAL
27	LANDSCAPE ARCHITECTURE
28	TRAFFIC ENGINEERING
29	SOIL REMEDIATION
30	WATER MANAGEMENT
31	SEWERAGE
32	STREET LIGHTING
33	UTILITIES
34	CONCRETE
35	STEEL
36	GLASS
37	WOOD
38	MECHANICAL
39	ELECTRICAL
40	PLUMBING
41	HAZARDOUS WASTE
42	ENVIRONMENTAL
43	LANDSCAPE ARCHITECTURE
44	TRAFFIC ENGINEERING
45	SOIL REMEDIATION
46	WATER MANAGEMENT
47	SEWERAGE
48	STREET LIGHTING
49	UTILITIES
50	CONCRETE
51	STEEL
52	GLASS
53	WOOD
54	MECHANICAL
55	ELECTRICAL
56	PLUMBING
57	HAZARDOUS WASTE
58	ENVIRONMENTAL
59	LANDSCAPE ARCHITECTURE
60	TRAFFIC ENGINEERING
61	SOIL REMEDIATION
62	WATER MANAGEMENT
63	SEWERAGE
64	STREET LIGHTING
65	UTILITIES
66	CONCRETE
67	STEEL
68	GLASS
69	WOOD
70	MECHANICAL
71	ELECTRICAL
72	PLUMBING
73	HAZARDOUS WASTE
74	ENVIRONMENTAL
75	LANDSCAPE ARCHITECTURE
76	TRAFFIC ENGINEERING
77	SOIL REMEDIATION
78	WATER MANAGEMENT
79	SEWERAGE
80	STREET LIGHTING
81	UTILITIES
82	CONCRETE
83	STEEL
84	GLASS
85	WOOD
86	MECHANICAL
87	ELECTRICAL
88	PLUMBING
89	HAZARDOUS WASTE
90	ENVIRONMENTAL
91	LANDSCAPE ARCHITECTURE
92	TRAFFIC ENGINEERING
93	SOIL REMEDIATION
94	WATER MANAGEMENT
95	SEWERAGE
96	STREET LIGHTING
97	UTILITIES
98	CONCRETE
99	STEEL
100	GLASS

WESTERN SECURITIES LTD

Project 2008  
1941 UXBRIDGE DRIVE  
CALGARY, ALBERTA

CPC RESUBMISSION 2008-08-12





PHOTO - LOOKING WEST  
DATE 08/12/08



PHOTO - LAMBERS DRIVE LOOKING SOUTH  
DATE 08/12/08



PHOTO - LAMBERS DRIVE LOOKING NORTH  
DATE 08/12/08



PHOTO - LOOKING WEST  
DATE 08/12/08



PHOTO - LOOKING SOUTH WEST  
DATE 08/12/08



PHOTO - LOOKING SOUTH  
DATE 08/12/08



PHOTO NET PLAN  
DATE 08/12/08



PHOTO - LOOKING SOUTH WEST  
DATE 08/12/08



PHOTO - LOOKING SOUTH  
DATE 08/12/08



PHOTO - VIEW OF TRANS CANADA HIGHWAY LOOKING SOUTH  
DATE 08/12/08

CPC RESUBMISSION 2008-08-12



DP 0.1  
12 AUGUST 2008

SCALE N.T.S.  
DATE 08/12/08

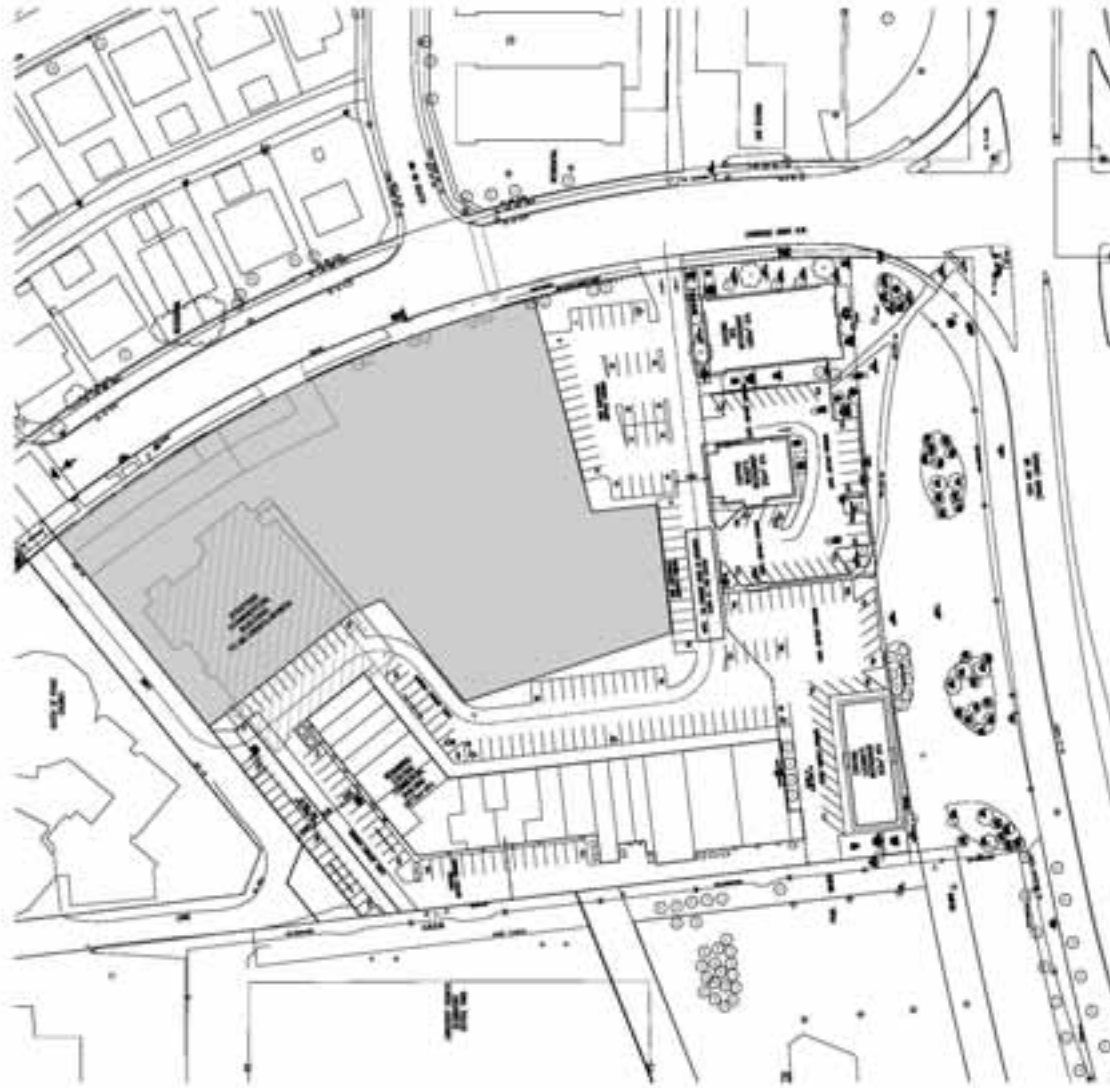
SITE PHOTOS

WESTERN SECURITIES LTD - STADIUM CENTRE  
1841 LAMBERS DRIVE N.W., CALGARY, ALBERTA

**GENERAL NOTES:**

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF CALGARY STANDARD SPECIFICATIONS FOR CONSTRUCTION.
3. ALL UTILITIES SHALL BE DEPTH MARKED AND PROTECTED IN ACCORDANCE WITH THE CITY OF CALGARY STANDARD SPECIFICATIONS FOR CONSTRUCTION.
4. ALL EXISTING UTILITIES SHALL BE DEPTH MARKED AND PROTECTED IN ACCORDANCE WITH THE CITY OF CALGARY STANDARD SPECIFICATIONS FOR CONSTRUCTION.
5. ALL EXISTING UTILITIES SHALL BE DEPTH MARKED AND PROTECTED IN ACCORDANCE WITH THE CITY OF CALGARY STANDARD SPECIFICATIONS FOR CONSTRUCTION.
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10. ALL EXISTING UTILITIES SHALL BE DEPTH MARKED AND PROTECTED IN ACCORDANCE WITH THE CITY OF CALGARY STANDARD SPECIFICATIONS FOR CONSTRUCTION.

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	13 AUGUST 2008
2	ISSUED FOR PERMIT	13 AUGUST 2008
3	ISSUED FOR PERMIT	13 AUGUST 2008



WESTERN SECURITIES LTD - STADIUM CENTRE  
 1541 JARDINE DRIVE, N.W., CALGARY, ALBERTA

**SITE - CONSTRUCTION PHASE PARKING**

WESTERN SECURITIES LTD - STADIUM CENTRE  
 1541 JARDINE DRIVE, N.W., CALGARY, ALBERTA

SCALE: 1:400  
 13 AUGUST 2008  
 CIP 0.2

CPC RESUBMISSION 2008-08-12

WESTERN SECURITIES LTD - STADIUM CENTRE



# Interchange Concept Plan

FIGURE  
DP0.3

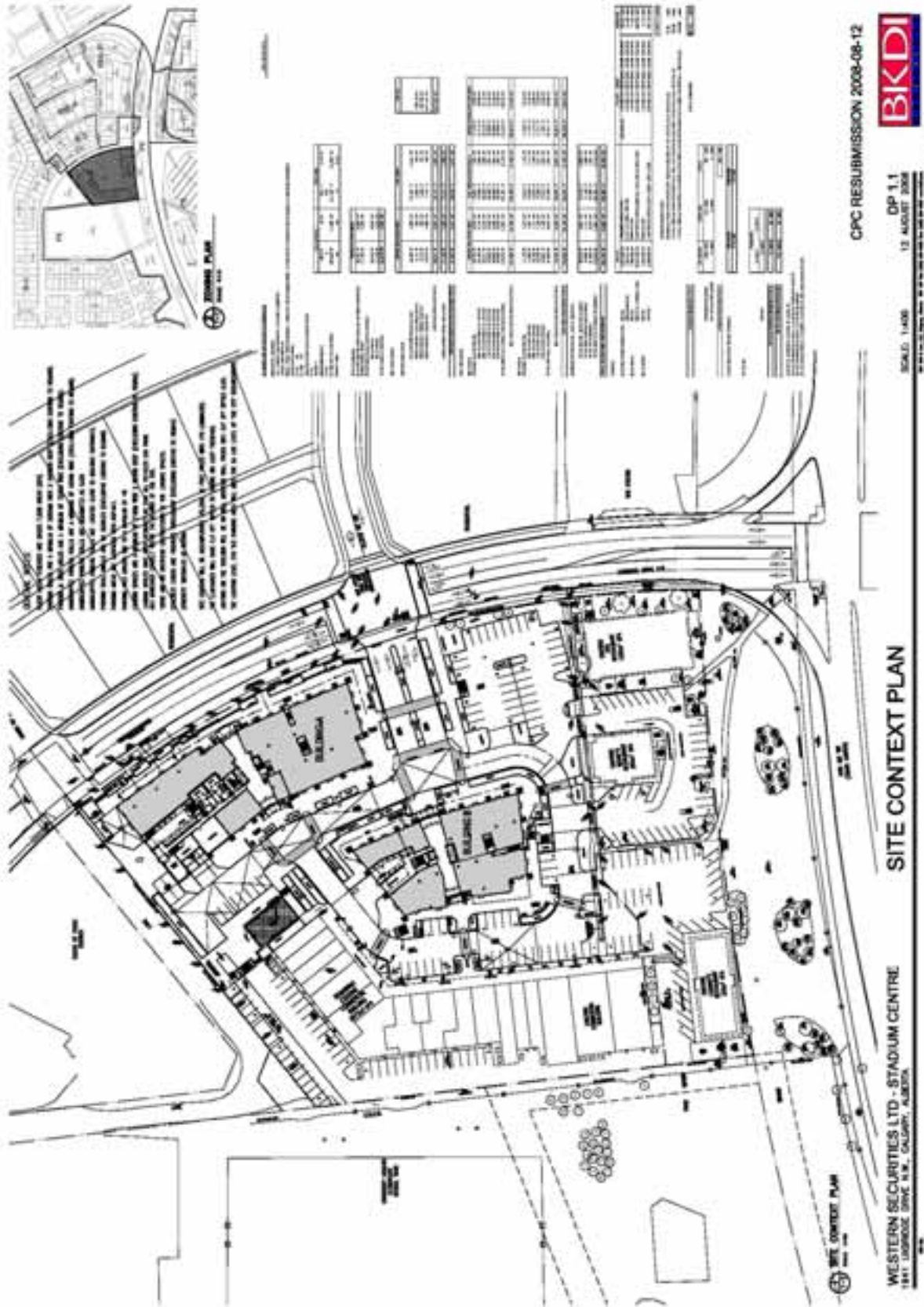
Stadium Interchange Conceptual Design

Western Securities Ltd.

URBANSYSTEMS



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CPC RESUBMISSION 2008-08-12

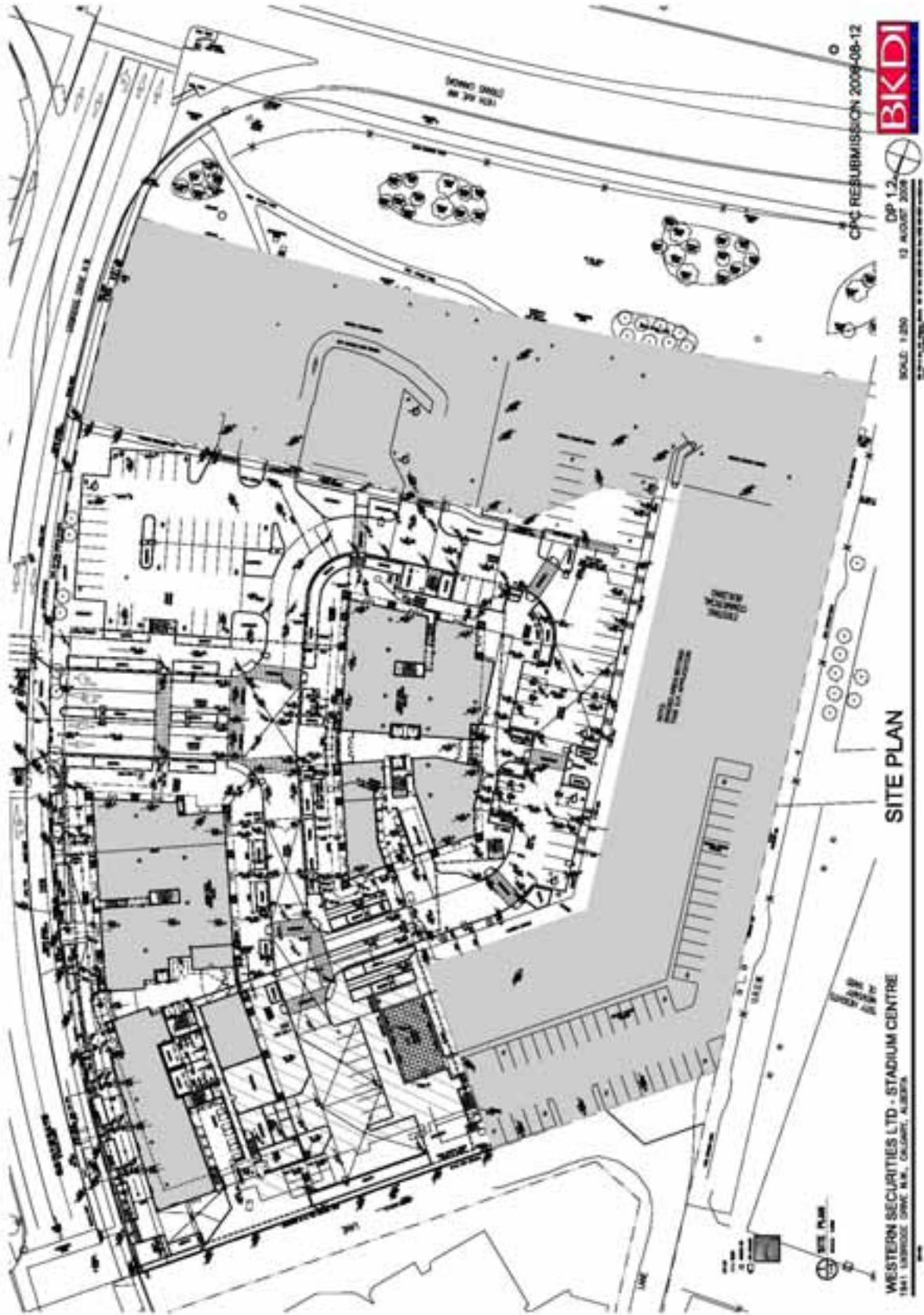


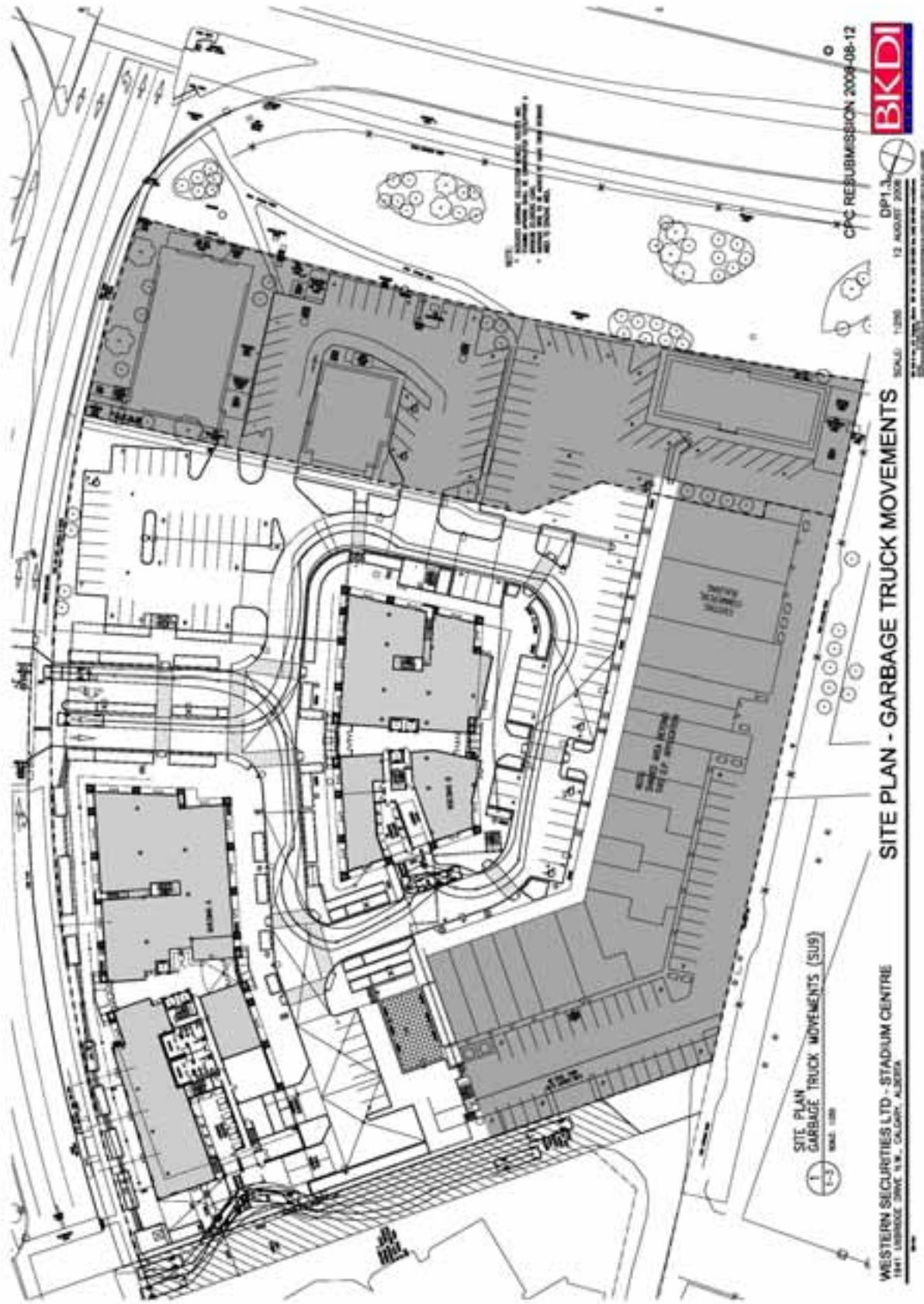
Op 1.1  
13 AUGUST 2008

SCALE: 1:400

**SITE CONTEXT PLAN**

WESTERN SECURITIES LTD - STADIUM CENTRE  
1841 LOGROOSE DRIVE, N.W., CALGARY, ALBERTA

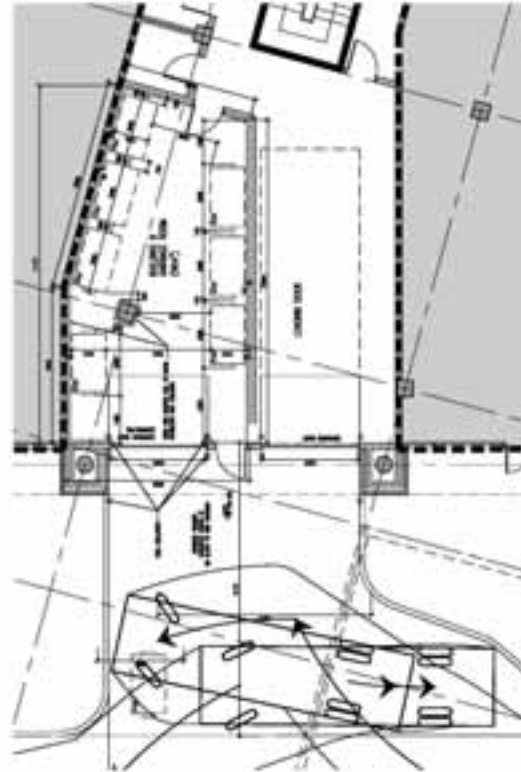




WESTERN SECURITIES LTD - STADIUM CENTRE  
1841 AUBREY DRIVE N.W., CALGARY, ALBERTA

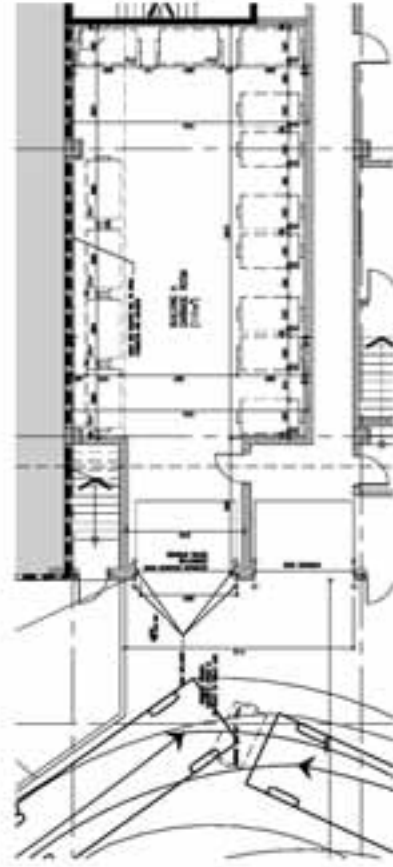


- GENERAL NOTES:**
- 1. REFER TO ALL OTHER DRAWINGS FOR DETAILS AND SPECIFICATIONS.
  - 2. REFER TO ALL OTHER DRAWINGS FOR DETAILS AND SPECIFICATIONS.
  - 3. REFER TO ALL OTHER DRAWINGS FOR DETAILS AND SPECIFICATIONS.
  - 4. REFER TO ALL OTHER DRAWINGS FOR DETAILS AND SPECIFICATIONS.
  - 5. REFER TO ALL OTHER DRAWINGS FOR DETAILS AND SPECIFICATIONS.
  - 6. REFER TO ALL OTHER DRAWINGS FOR DETAILS AND SPECIFICATIONS.
  - 7. REFER TO ALL OTHER DRAWINGS FOR DETAILS AND SPECIFICATIONS.
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  - 10. REFER TO ALL OTHER DRAWINGS FOR DETAILS AND SPECIFICATIONS.
- NOTES:**
- 1. REFER TO ALL OTHER DRAWINGS FOR DETAILS AND SPECIFICATIONS.
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  - 8. REFER TO ALL OTHER DRAWINGS FOR DETAILS AND SPECIFICATIONS.
  - 9. REFER TO ALL OTHER DRAWINGS FOR DETAILS AND SPECIFICATIONS.
  - 10. REFER TO ALL OTHER DRAWINGS FOR DETAILS AND SPECIFICATIONS.



**BUILDING B - GARBAGE ROOM**  
SCALE: 1/8" = 1'-0"

<b>BUILDING B - GARBAGE ROOM (56m<sup>2</sup>)</b>
NET AREA - GARBAGE ROOM 56.00
GROSS AREA 61.50
TON. AREA 61.50
CONCRETE FINISHES 1.50
CONCRETE FINISHES 1.50



**BUILDING A - GARBAGE ROOM**  
SCALE: 1/8" = 1'-0"

<b>BUILDING A - GARBAGE ROOM (111m<sup>2</sup>)</b>
NET AREA - GARBAGE ROOM 111.00
GROSS AREA 122.00
TON. AREA 122.00
CONCRETE FINISHES 1.00
CONCRETE FINISHES 1.00

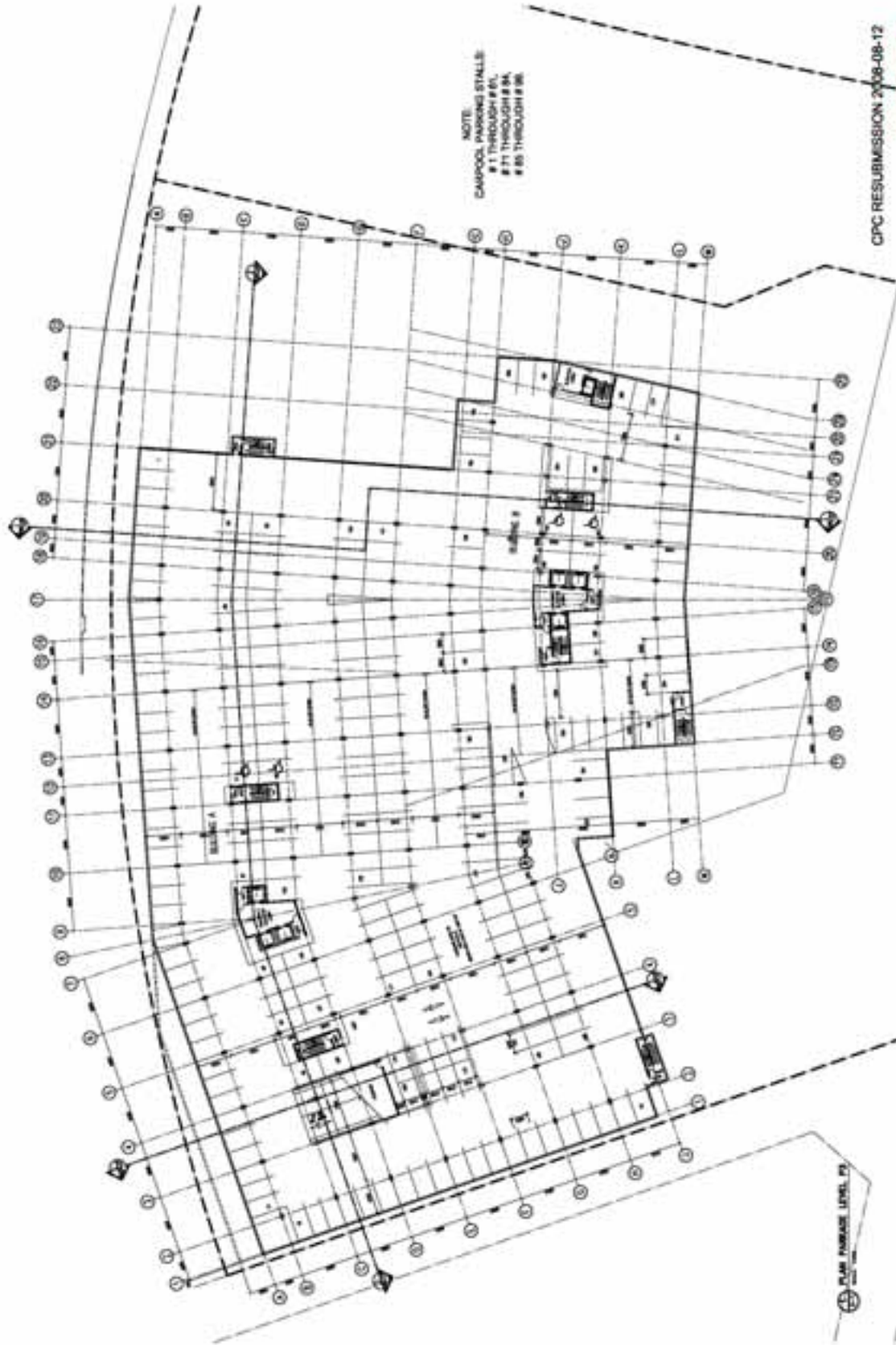


SCALE: 1/8" = 1'-0"  
DATE: 13 AUGUST 2008  
DRAWN BY: [Name]

**GARBAGE ROOMS**

WESTERN SECURITIES LTD - STADIUM CENTRE  
1841 UNIVERSITY DRIVE N.W., CALGARY, ALBERTA

CPC RESUBMISSION 2008-08-12



CPC RESUBMISSION 2008-08-12



OP 2.1  
13 AUGUST 2007

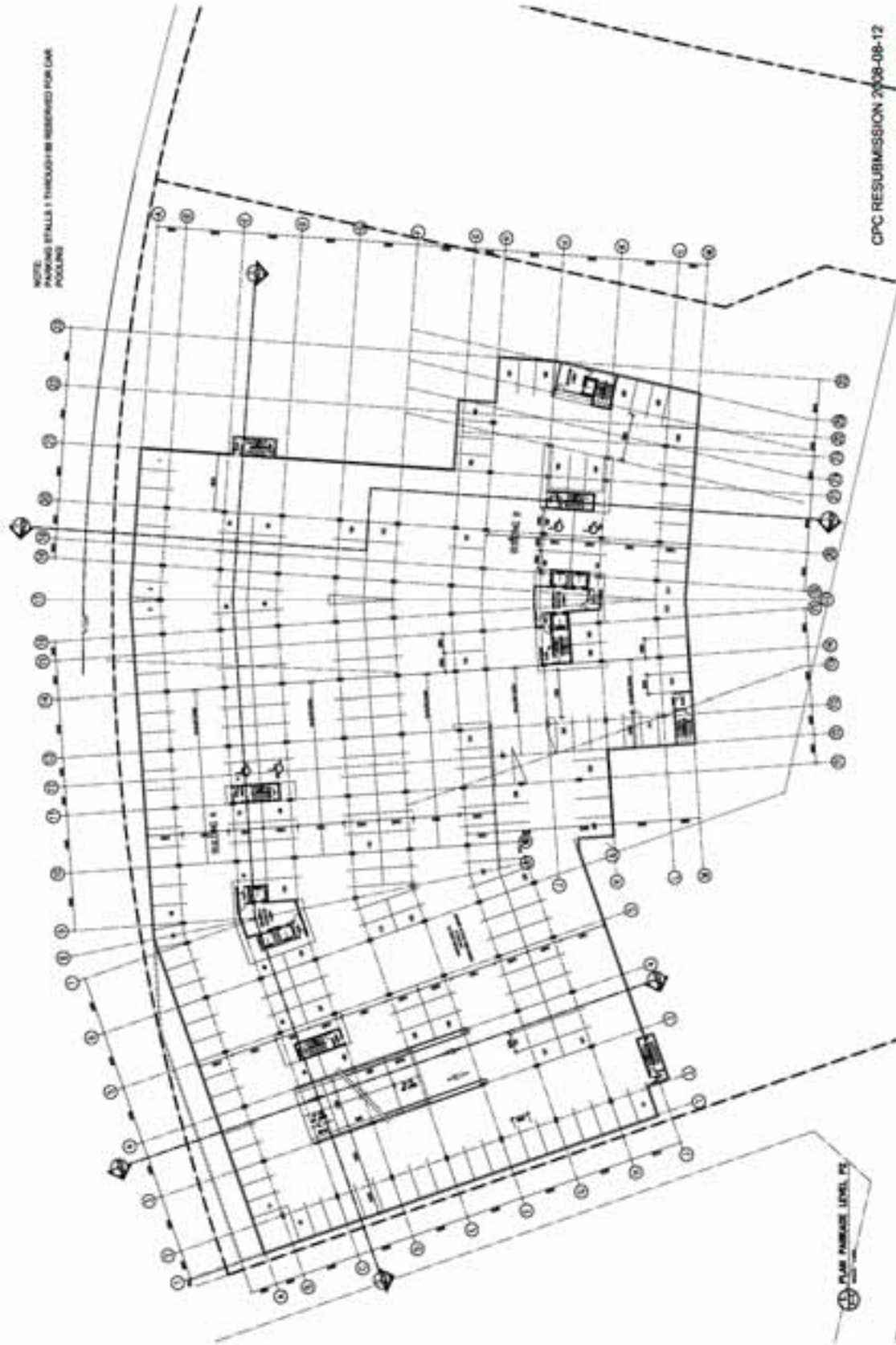
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DATE: 13 AUGUST 2007

PLAN - PARKADE LEVEL P3

WESTERN SECURITIES LTD - STADIUM CENTRE  
1841 JORDAN DRIVE, N.W., CALGARY, ALBERTA





NOTE:  
PARKING SPACES 1 THROUGH 88 RESERVED FOR CAR  
POOLING

CPC RESUBMISSION 2008-08-12

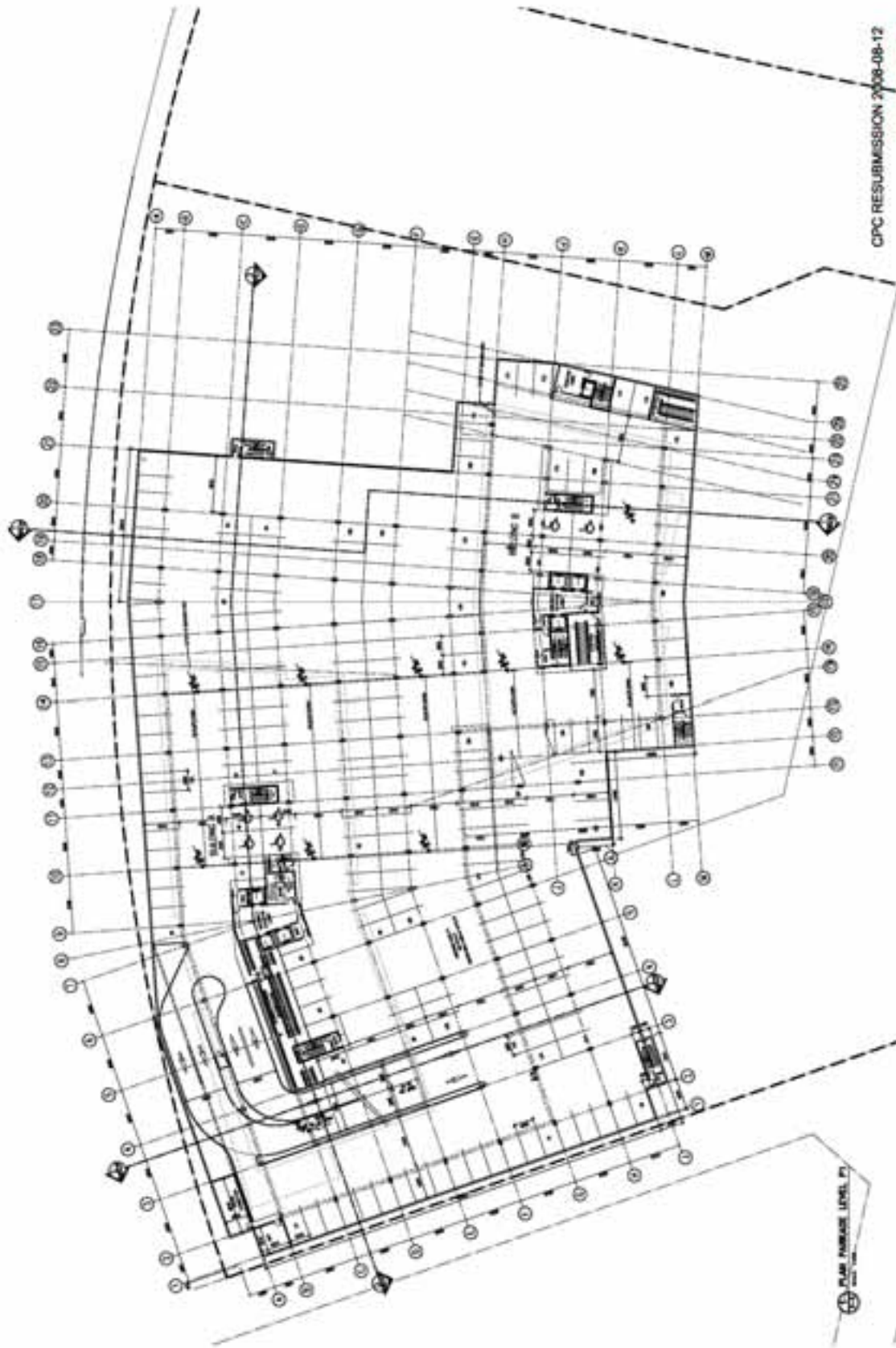


DP 2.2  
13 AUGUST 2008

SCALE: 1:200

PLAN - PARKADE LEVEL P2

WESTERN SECURITIES LTD - STADIUM CENTRE  
1841 LAMBROSE DRIVE, N.W., CALGARY, ALBERTA



PLAN PARKADE LEVEL P1

CPC RESUBMISSION 2008-08-12



DP 2.3  
13 AUGUST 2008

SCALE: 1:200  
DATE: 13/08/08

PLAN - PARKADE LEVEL P1

WESTERN SECURITIES LTD - STADIUM CENTRE  
1841 LAMBROSE DRIVE, N.W., CALGARY, ALBERTA



PLAN - GROUND FLOOR

CPC RESUBMISSION 2008-08-12

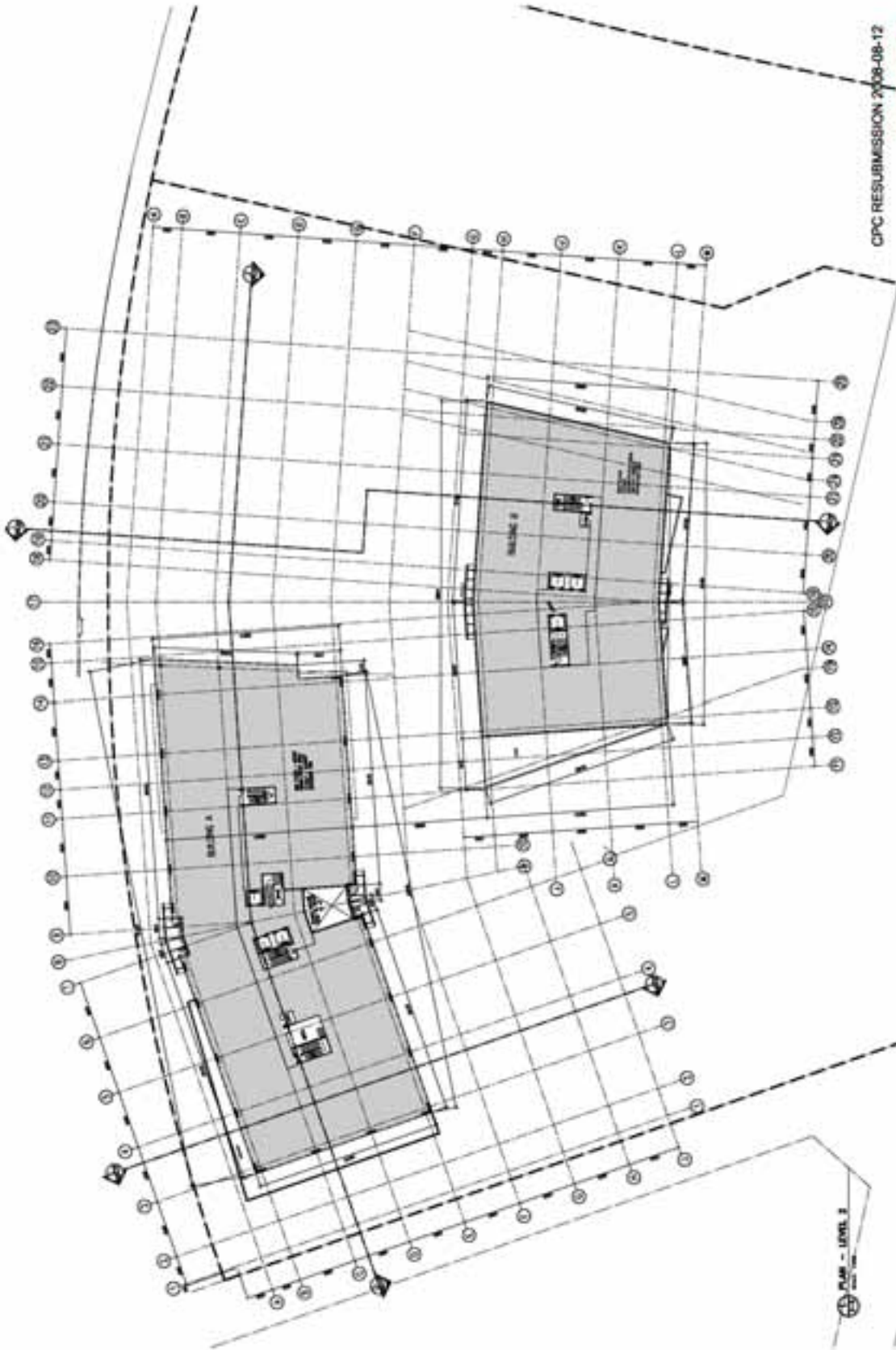


DP 2.4  
12 AUGUST 2008

SCALE: 1:200

PLAN - GROUND FLOOR

WESTERN SECURITIES LTD - STADIUM CENTRE  
1841 JARDINE DRIVE, N.W., CALGARY, ALBERTA



PLAN - LEVEL 2

CPC RESUBMISSION 2008-08-12

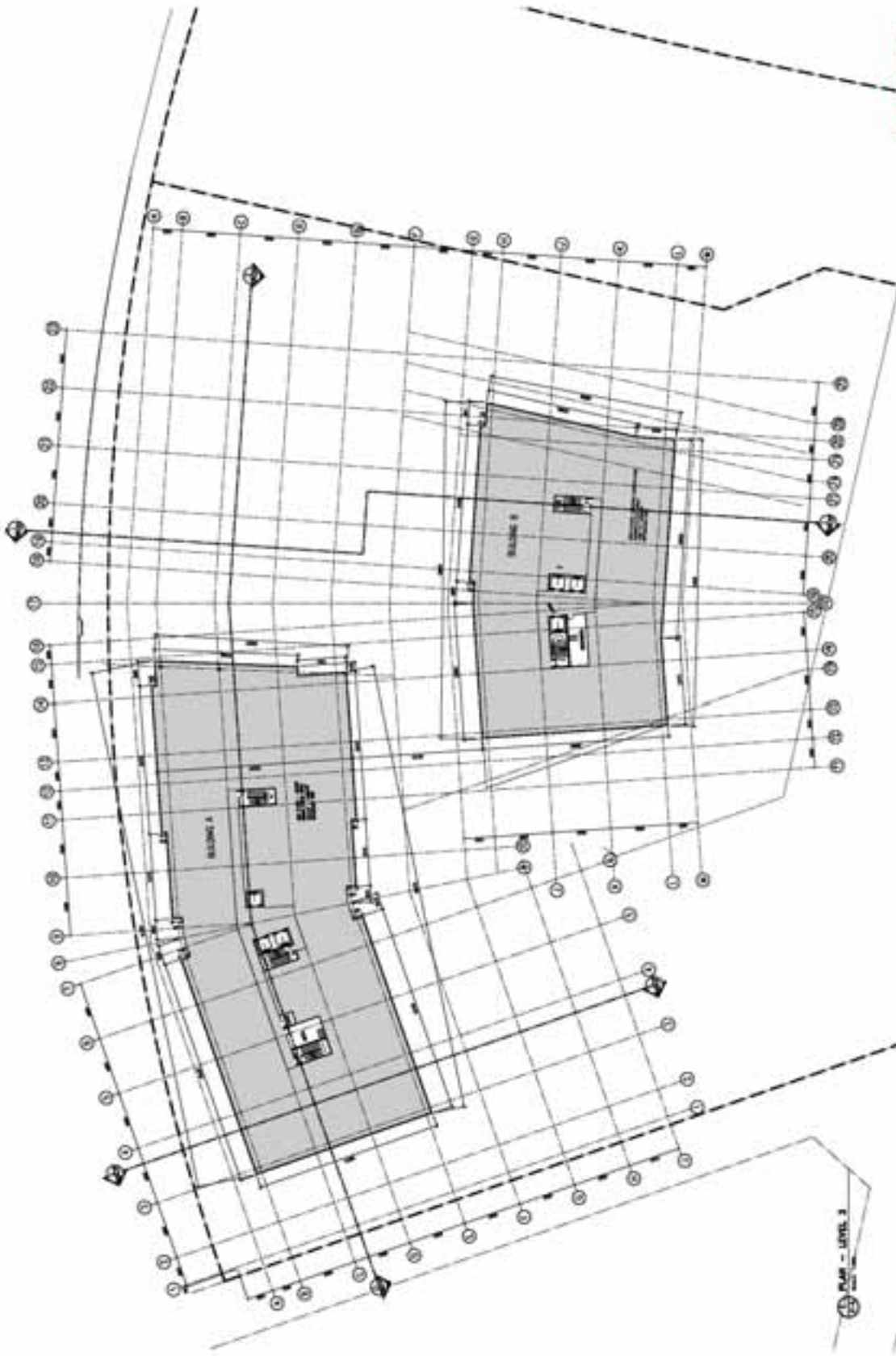


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13 AUGUST 2008

SCALE: 1:200

PLAN - LEVEL 2

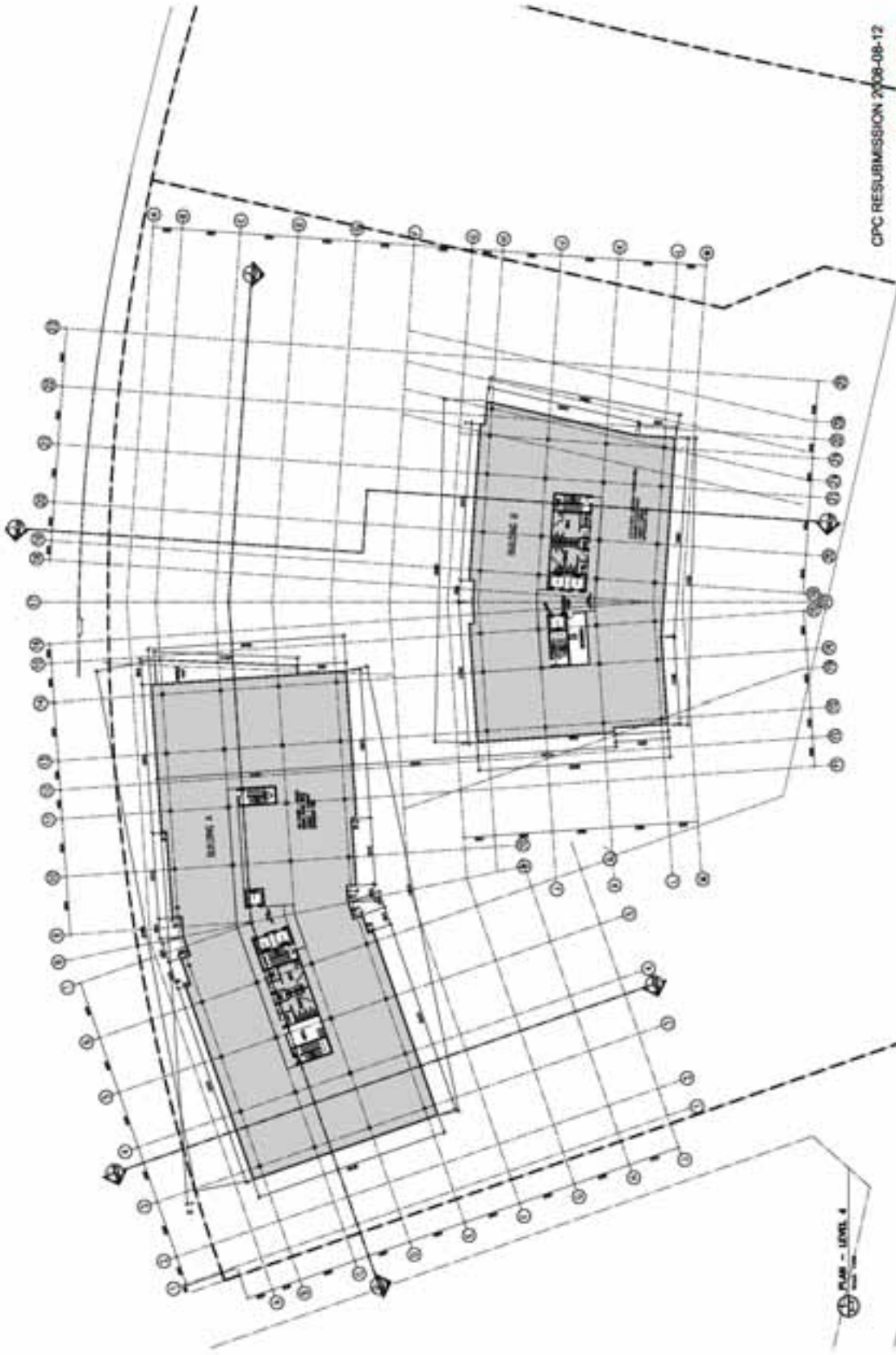
WESTERN SECURITIES LTD - STADIUM CENTRE  
1941 JARDINE DRIVE, N.W., CALGARY, ALBERTA



Cpr 2.6  
13 AUGUST 2008  
SCALE: 1:200  
WESTERN SECURITIES LTD. 1841 LORRIE DRIVE, N.W., CALGARY, ALBERTA

PLAN - LEVEL 3

WESTERN SECURITIES LTD - STADIUM CENTRE  
1841 LORRIE DRIVE, N.W., CALGARY, ALBERTA



PLAN - LEVEL 4

WESTERN SECURITIES LTD - STADIUM CENTRE  
 1841 JIMMIE DRIVE, N.W., CALGARY, ALBERTA

PLAN - LEVEL 4

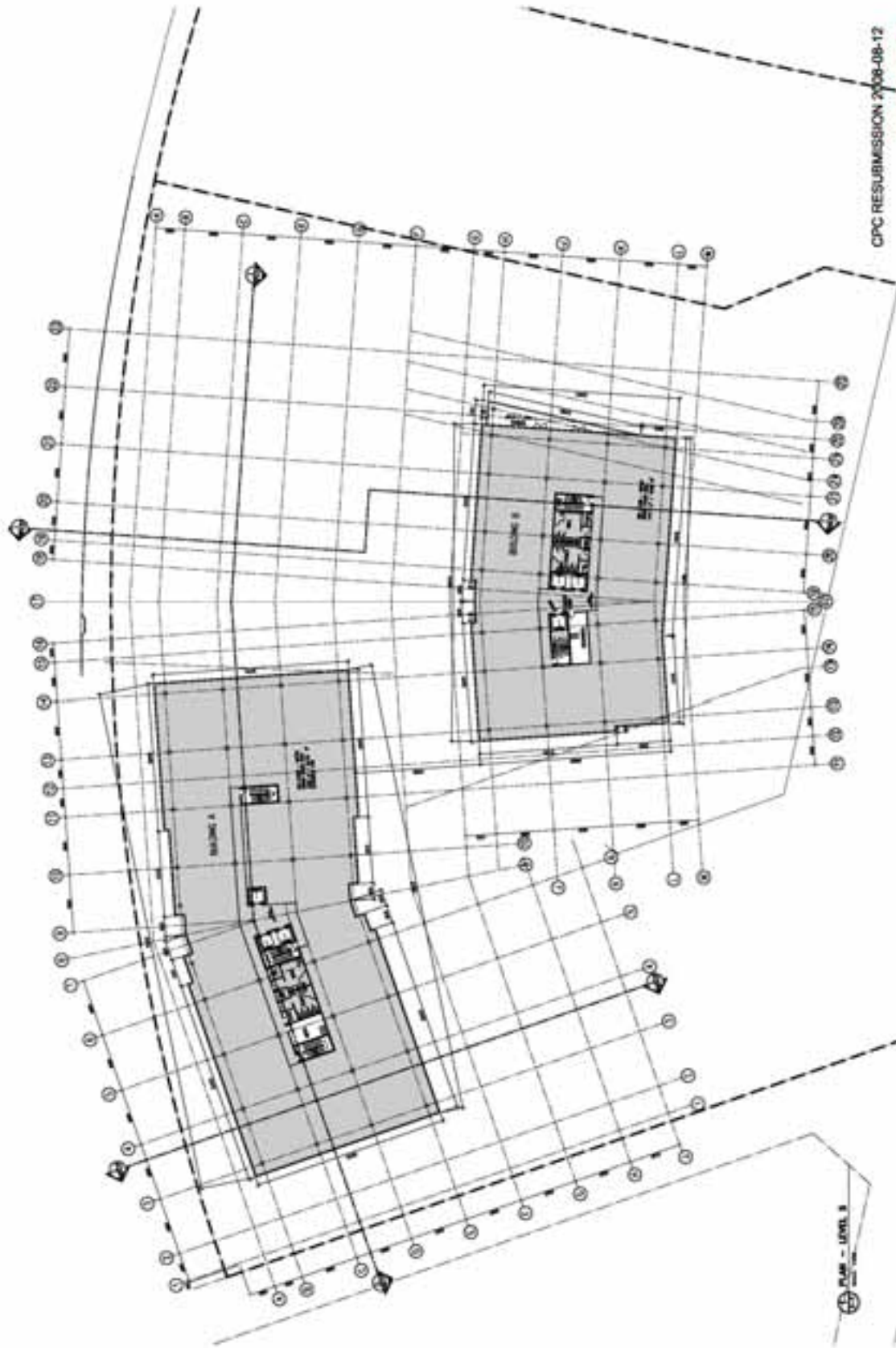
SCALE: 1:200

DATE: 13 AUGUST 2008  
 DCP 2.7

CPC RESUBMISSION 2008-08-12







PLAN - LEVEL 5

CPC RESUBMISSION 2008-08-12

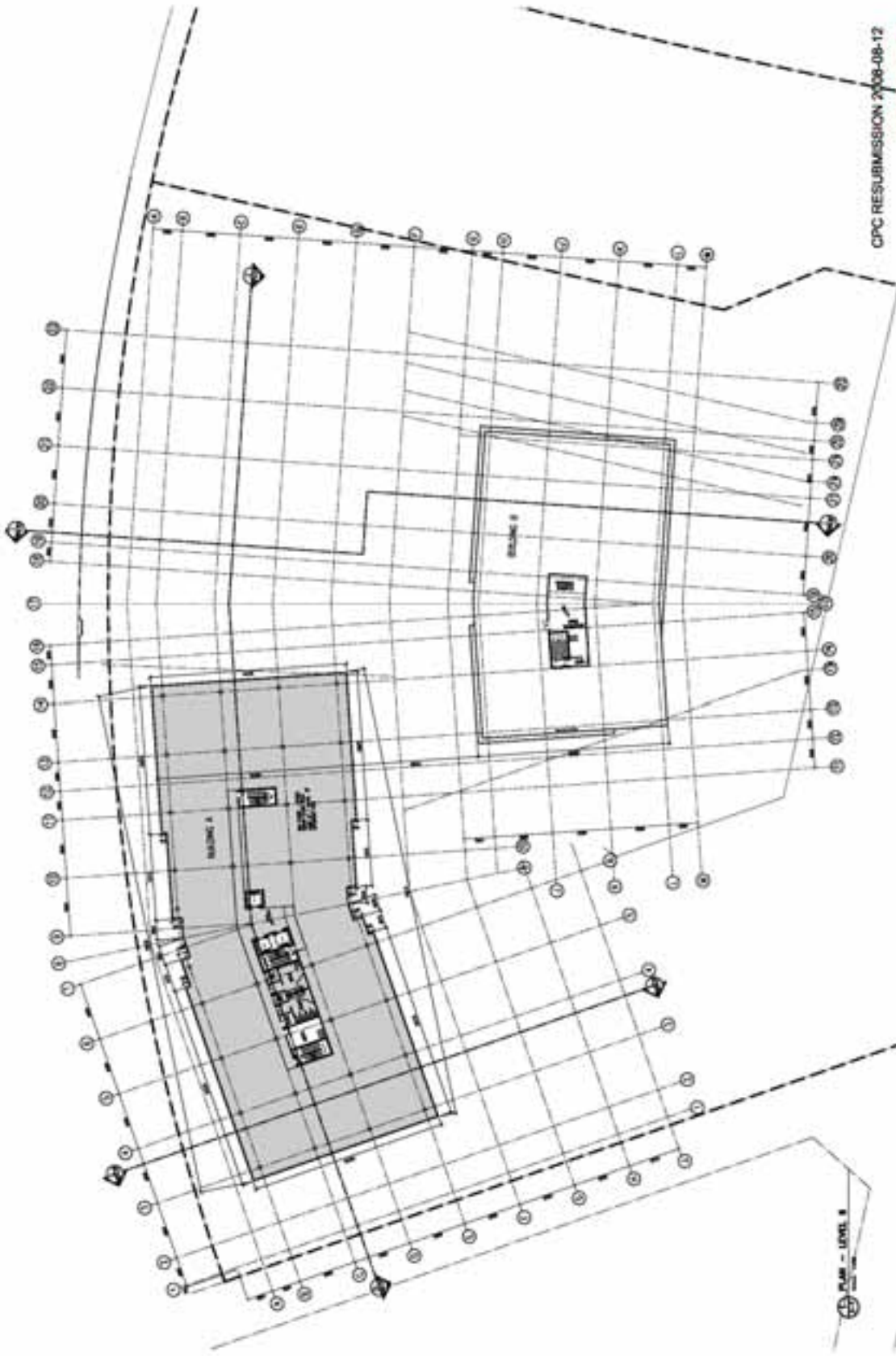


DP 2.0  
13 AUGUST 2008

SCALE: 1:200  
DATE: 13/08/08

PLAN - LEVEL 5

WESTERN SECURITIES LTD - STADIUM CENTRE  
1841 JENNIFER DRIVE, N.W., CALGARY, ALBERTA



PLAN - LEVEL 6

CPC RESUBMISSION 2008-08-12

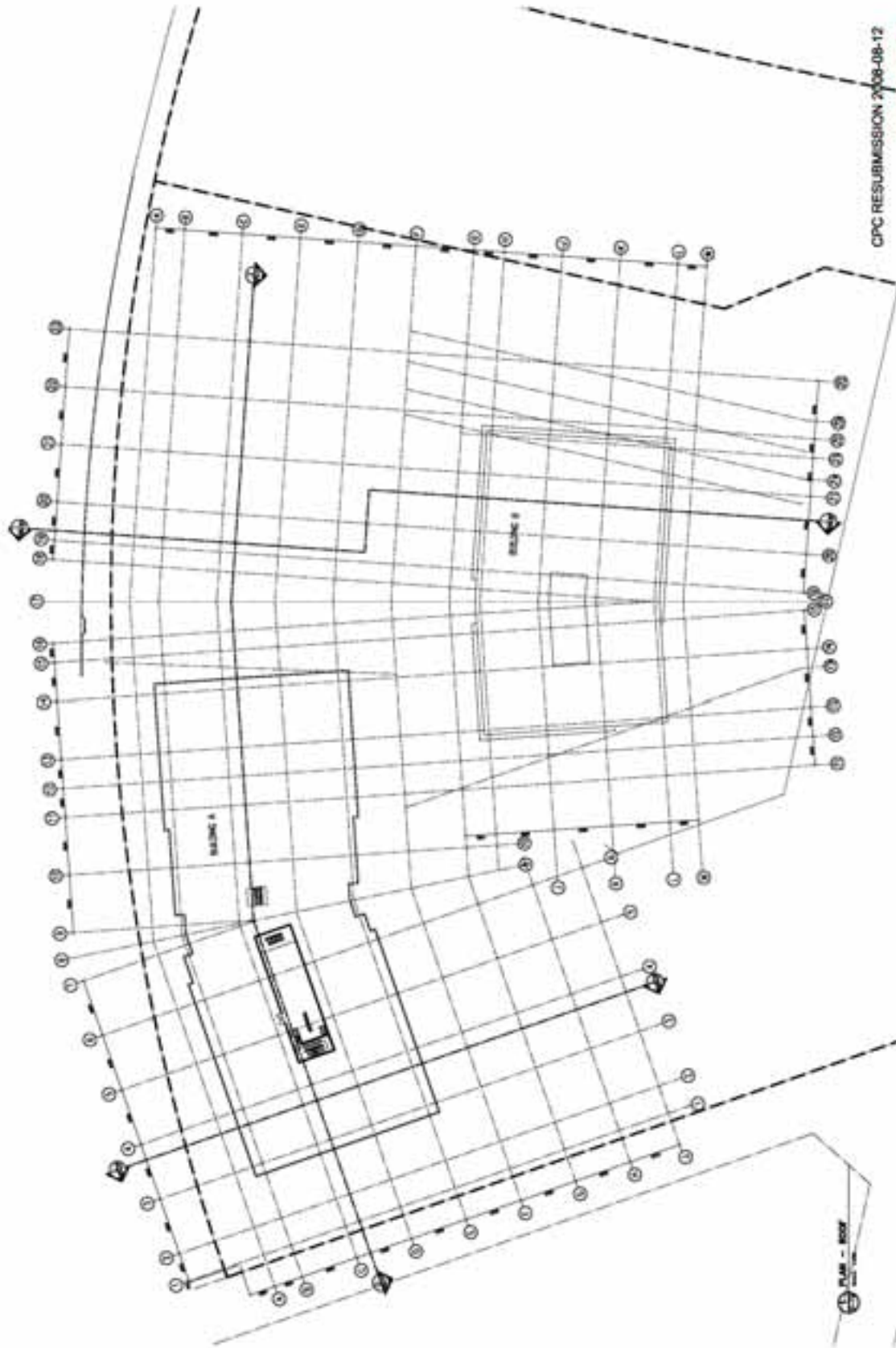


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13 AUGUST 2008

SCALE: 1:200

PLAN - LEVEL 6

WESTERN SECURITIES LTD - STADIUM CENTRE  
1841 LAMBROSE DRIVE, N.W., CALGARY, ALBERTA



PLAN - ROOF

CPC RESUBMISSION 2008-08-12



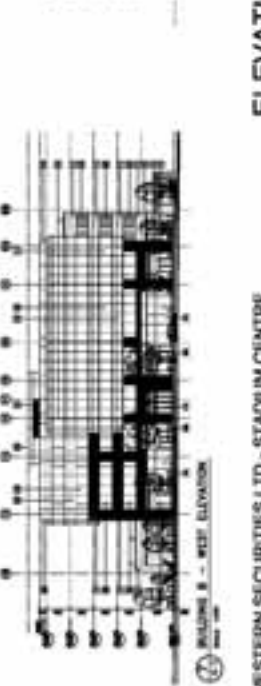
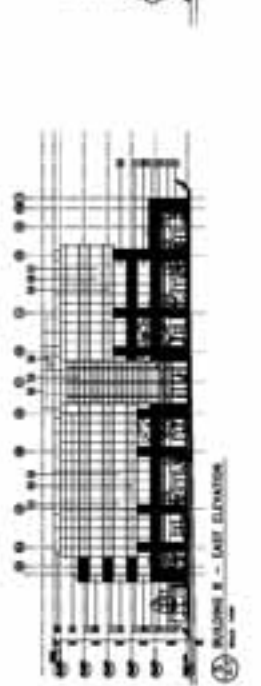
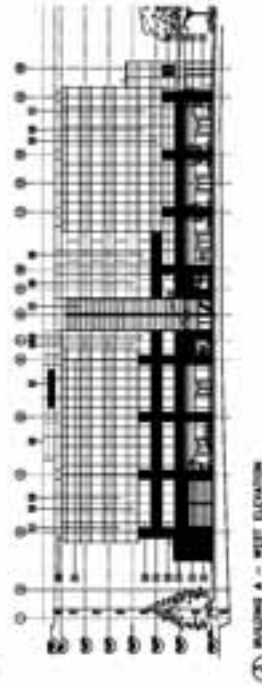
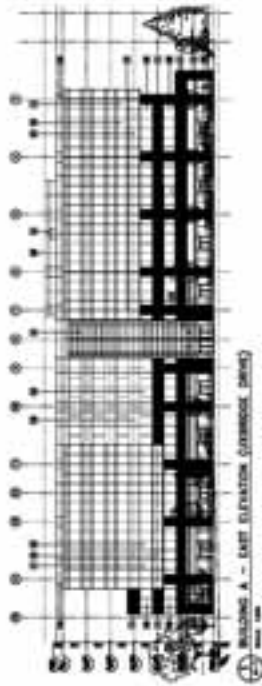
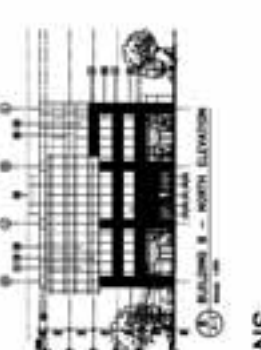
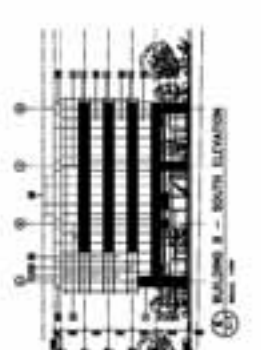
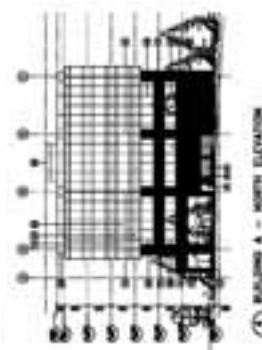
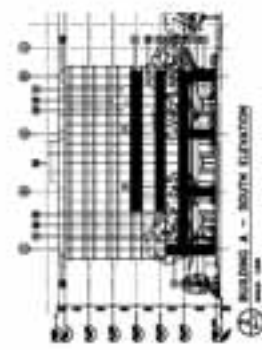
DP 2.10  
13 AUGUST 2008

SCALE: 1:200  
DATE: 13/08/08

PLAN - ROOF

WESTERN SECURITIES LTD - STADIUM CENTRE  
1941 JENNIFER DRIVE, N.W., CALGARY, ALBERTA

- MATERIALS LEGEND**
- 1. CONCRETE TO MATCH EXISTING OR AS SHOWN IN SECTION - 20' MIN. COMPRESSIVE STRENGTH
  - 2. EXTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 18" MIN. COMPRESSIVE STRENGTH
  - 3. INTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 15' MIN. COMPRESSIVE STRENGTH
  - 4. EXTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 12' MIN. COMPRESSIVE STRENGTH
  - 5. INTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 10' MIN. COMPRESSIVE STRENGTH
  - 6. EXTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 8' MIN. COMPRESSIVE STRENGTH
  - 7. INTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 6' MIN. COMPRESSIVE STRENGTH
  - 8. EXTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 4' MIN. COMPRESSIVE STRENGTH
  - 9. INTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 3' MIN. COMPRESSIVE STRENGTH
  - 10. EXTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 2' MIN. COMPRESSIVE STRENGTH
  - 11. INTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 1' MIN. COMPRESSIVE STRENGTH
  - 12. EXTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 0' MIN. COMPRESSIVE STRENGTH
  - 13. INTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 0' MIN. COMPRESSIVE STRENGTH
  - 14. EXTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 0' MIN. COMPRESSIVE STRENGTH
  - 15. INTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 0' MIN. COMPRESSIVE STRENGTH
  - 16. EXTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 0' MIN. COMPRESSIVE STRENGTH
  - 17. INTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 0' MIN. COMPRESSIVE STRENGTH
  - 18. EXTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 0' MIN. COMPRESSIVE STRENGTH
  - 19. INTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 0' MIN. COMPRESSIVE STRENGTH
  - 20. EXTERIOR FINISH TO MATCH EXISTING OR AS SHOWN IN SECTION - 0' MIN. COMPRESSIVE STRENGTH



CPC RESUBMISSION 2008-08-12

SCALE: 1/8" = 1'-0"  
 DP 3.1  
 13 AUGUST 2007

**ELEVATIONS**

WESTERN SECURITIES LTD - STADIUM CENTRE  
 1841 JARDINE DRIVE, N.W., CALGARY, ALBERTA



1. BUILDING A - EAST ELEVATION (JARBOODE DRIVE)  
A-1 - 2008-08-12



2. BUILDING A - WEST ELEVATION  
A-2 - 2008-08-12



3. BUILDING A - SOUTH ELEVATION  
A-3 - 2008-08-12



4. BUILDING A - NORTH ELEVATION  
A-4 - 2008-08-12



5. BUILDING B - EAST ELEVATION  
B-1 - 2008-08-12



6. BUILDING B - SOUTH ELEVATION  
B-2 - 2008-08-12



7. BUILDING B - WEST ELEVATION  
B-3 - 2008-08-12



8. BUILDING B - NORTH ELEVATION  
B-4 - 2008-08-12

- MATERIALS LEGEND:**
- 100 - CONCRETE ALUMINUM FINISH, AS ALUMINUM - METALLIC BLUE
  - 101 - CONCRETE ALUMINUM FINISH, AS ALUMINUM - METALLIC GREEN
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CPC RESUBMISSION 2008-08-12

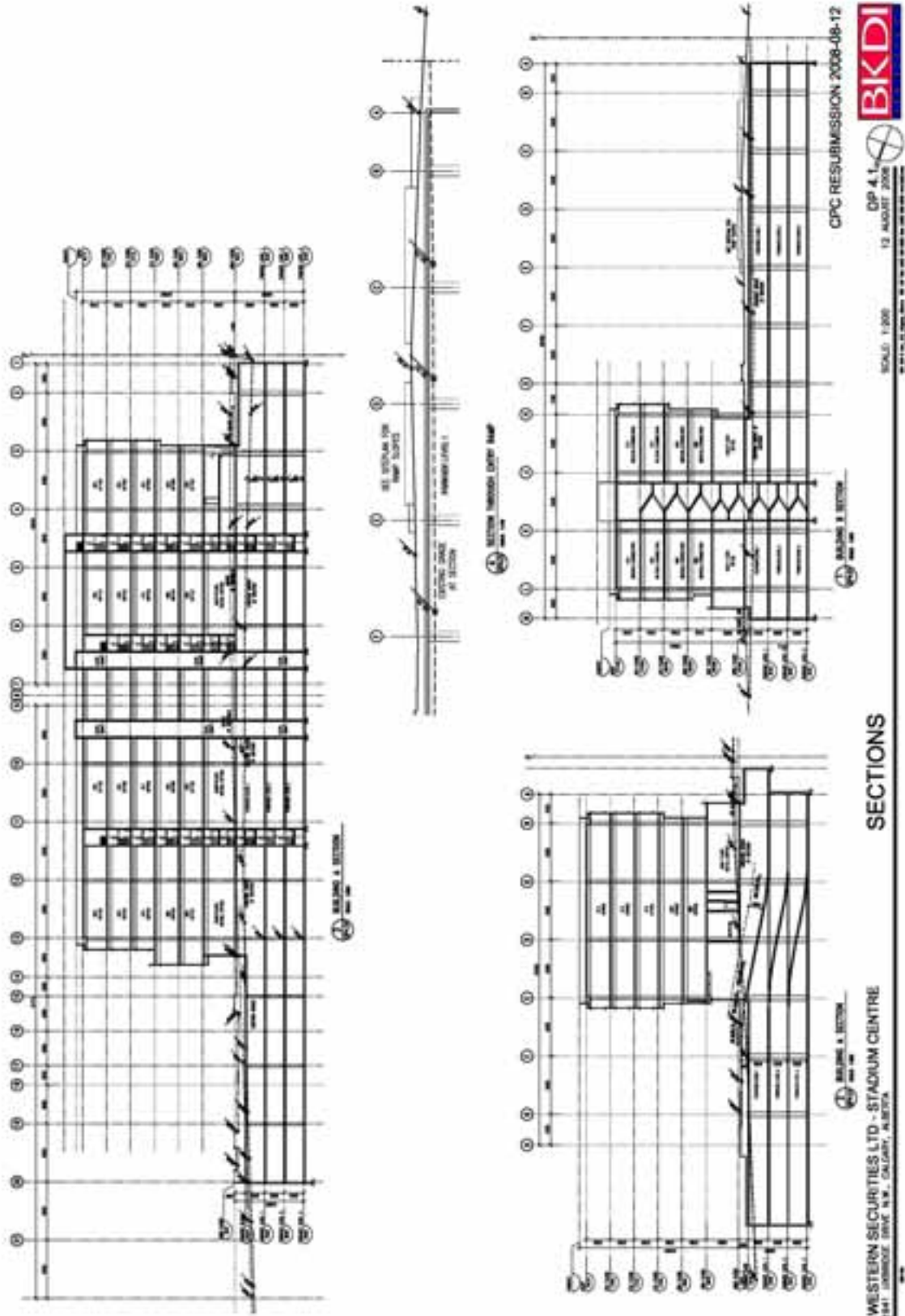


DP3.1C  
12 AUGUST 2008

SCALE: 1:1

ELEVATIONS

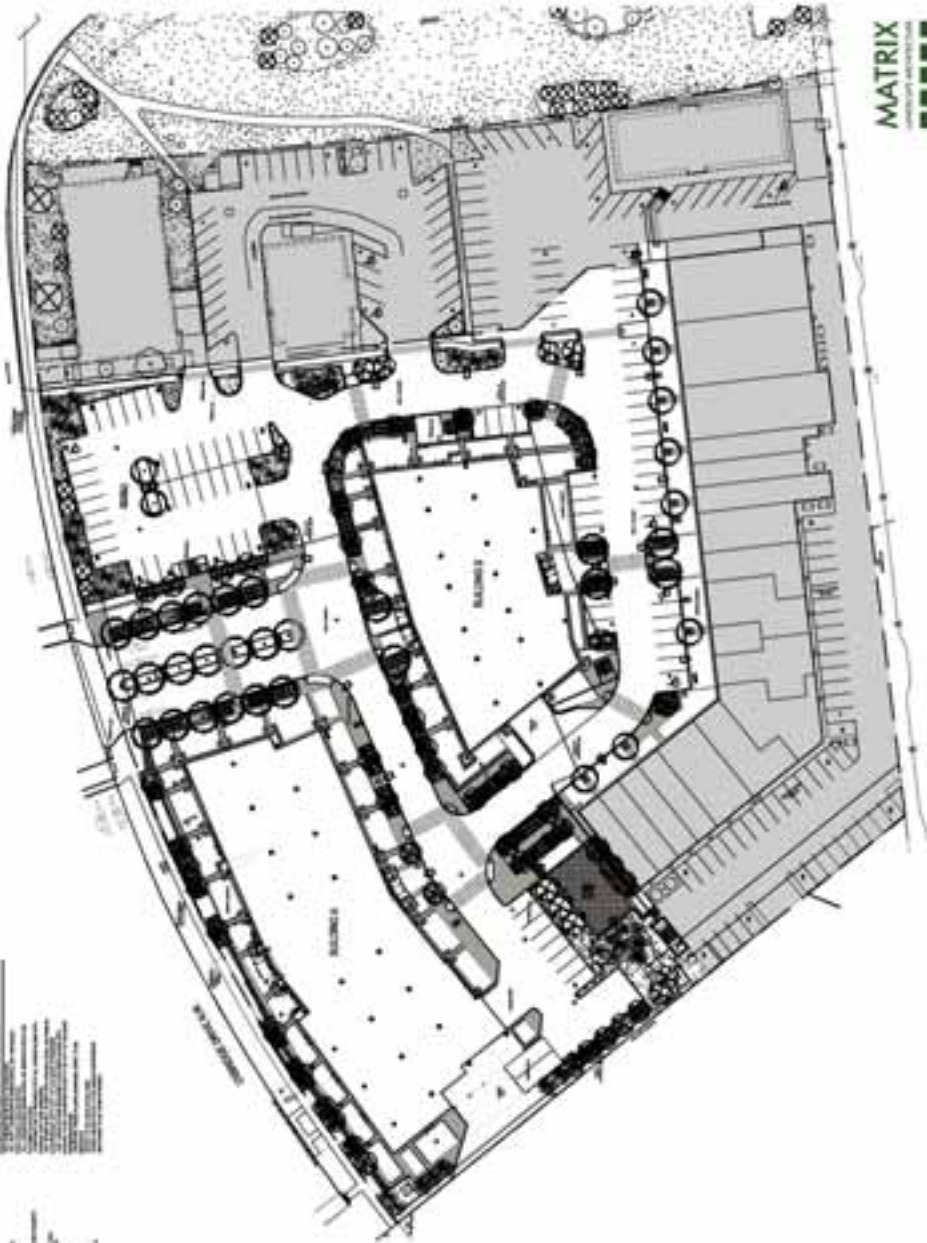
WESTERN SECURITIES LTD - STADIUM CENTRE  
100 JARBOODE DRIVE N.W., CALGARY, ALBERTA



**PROJECT INFORMATION**

PROJECT NAME	WESTERN SECURITIES LTD - STADIUM CENTRE
CLIENT	WESTERN SECURITIES LTD
DESIGNER	BKDI
DATE	27 AUGUST 2008
DRAWING NO.	DPL1.1
SCALE	1:500
PROJECT ADDRESS	181 LAMBTON DRIVE S.W., CALGARY, ALBERTA
PROJECT CONTACT	ALAN THORNTON
PROJECT PHONE	(403) 243-1100
PROJECT FAX	(403) 243-1101
PROJECT EMAIL	ALAN@WESTERNSECURITIES.COM
PROJECT WEBSITE	WWW.WESTERNSECURITIES.COM
PROJECT PLAN NO.	2/L1.1
PROJECT PLAN DATE	27 AUGUST 2008
PROJECT PLAN SCALE	1:500
PROJECT PLAN AUTHOR	BKDI
PROJECT PLAN CHECKER	BKDI
PROJECT PLAN APPROVER	BKDI

NO.	SYMBOL	DESCRIPTION
1	(Symbol)	Existing Building
2	(Symbol)	Existing Parking
3	(Symbol)	Existing Landscape
4	(Symbol)	Proposed Building
5	(Symbol)	Proposed Parking
6	(Symbol)	Proposed Landscape
7	(Symbol)	Proposed Walkways
8	(Symbol)	Proposed Planting
9	(Symbol)	Proposed Fencing
10	(Symbol)	Proposed Signage
11	(Symbol)	Proposed Utilities
12	(Symbol)	Proposed Access
13	(Symbol)	Proposed Driveways
14	(Symbol)	Proposed Walls
15	(Symbol)	Proposed Gates
16	(Symbol)	Proposed Bollards
17	(Symbol)	Proposed Benches
18	(Symbol)	Proposed Light Fixtures
19	(Symbol)	Proposed Street Furniture
20	(Symbol)	Proposed Artwork
21	(Symbol)	Proposed Water Features
22	(Symbol)	Proposed Stormwater Management
23	(Symbol)	Proposed Security Features
24	(Symbol)	Proposed Safety Features
25	(Symbol)	Proposed Accessibility Features
26	(Symbol)	Proposed Other Features



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26	(Symbol)	Proposed Other Features

## UNIVERSITY HEIGHTS COMMUNITY ASSOCIATION

July 24, 2008

City of Calgary  
Development and Building Approvals  
P.O. Box 2100, Sta. M  
Calgary, AB  
T2P 2M5

Attention: Giyan Brenkman

Dear Sir:

**Re: DP2006-3587 at 1941 Uxbridge Drive NW**  
**Proposal for Stadium Shopping Centre**



The University Heights Community Association has had an opportunity to review BDKI's proposed plans referenced as drawing number 205.41 amendment dated April 7<sup>th</sup>, 2008.

In addition to the referenced plans we have also reviewed the CPAG Detailed Team Review dated May 30, 2008; the South Shaganappi Communities Sustainability Plan dated July, 2007 as well as land use bylaw IP2007 which was effective June 1, 2008.

After having reviewed this material, the University Heights Community Association has a number of serious concerns relative to the subject application.

### **General comments**

The subject site zoning is defined as C-C2 and it is made very clear within the current bylaws that the applicable zoning requires development that is characterized by designing mixed use buildings that would incorporate integrated residential and commercial development while ensuring that the proposed development is sensitive to the existing and surrounding residential communities.

With respect to the footprint relative to the area of the parcel, 8500 m<sup>2</sup> planned in Phase 1 is a gross overdevelopment of the allowed 6000 m<sup>2</sup> bylaw that limits for any single use. This proposal is presented as a Phase 1 development identifying office and medical use only with references to an undefined additional development shown as a footprint only.



It is our expectation that any development **shall** comply with the C-C2 bylaws in addition to the South Shaganappi Communities Sustainability Plan. This proposal in its current form is rejected by our community on the basis that it does not comply with current land use bylaws and also does not meet the criteria that identifies this site as an important Urban Core Village within the surrounding communities.

**On this point as well as the following points, this proposal and any submissions in its current form should be rejected.**

#### **Size of development**

Although the parcel is identified as being zoned C-C2, this site does not meet the minimum size requirement to be considered for a C-C2 designation but rather befits a C-C1. This site is 2.43 hectares in size which is 24% smaller than the minimum site size required for the C-C2 designation. The current land use designation is out of proportion with the site.

Given this information alone and the fact that a C-C2 related development requires a site area of 3.2 to 12 hectares, the proposed development is not appropriate for this site **and cannot be approved**. The Stadium shopping center is very small and any planned development should be considered using good and appropriate stewardship. This has not been done.

If C-C2 was the correct designation then any related development to be considered on this site should be very modest as well as appropriate while fully complying with the definition of an Urban Core Village as per the South Shaganappi Communities Sustainability Plan. Items to be considered when integrating any new development into an existing community must include, height, mass, usage, architectural aesthetics, landscaping, parking and pedestrian/cycling friendly plans. **It is very clear that little or no consideration has been made to ensure these considerations were made when designing this proposed development for the University Heights and surrounding communities.**

#### **The Proposed Development does not meet the C-C2 Purpose requirements:**

The stated purpose of C-C2 development as articulated in the LUB is clear. Key components include: comprehensively designed developments (757(1)(c)) with a range of use, sizes, and types (757(1)(d)), comprising buildings that are slightly higher than nearby low density residential areas (757(1)(e)), combining commercial use with office and residential in the same development (757(1)(f)), using building locations, setback areas and landscaping to buffer residential districts from commercial developments (757(1)(g)), and connecting public sidewalks to and between the buildings (757(1)(i))

- The proposal **does not present a comprehensively designed development** but rather a single phase of an as yet undisclosed site development plan.

- The proposal **does not present a wide range of use sizes and types**. Two specific uses are defined "office" and "medical". The generic "commercial" use is specified for the ground floor area (but not the specific types of commercial use). The usage designations are also inconsistent on the plans. Usage designations on pages DP2.5 to DP 2.9 differ from those on DP 3.1, and the "office" usage area is not compliant with the bylaw.
- The proposal **does not respect the surrounding context**. Fronting a 75 foot high monolith of glass and steel onto the residential community across the street, does not represent **"buildings that are slightly higher** than nearby low density residential areas."
- The proposal **does not combine commercial with office and residential** in the same development. There is **no** residential component at all in the development as is required.
- The proposal **does not make effective use of setbacks and landscaping to buffer residential districts** from commercial developments. The DP review indicates that the proposal fails to meet minimum landscaping requirements in the setback areas, lacking not only the correct type of landscaping (soft), but also lacks the minimum provisions for trees and shrubs. The proposal is deficient by 42 trees and 96 shrubs.
- The proposal includes overlays of the proposed 29<sup>th</sup> street interchange but **does not indicate the integration with the 29th street bike path** network.

**This development proposal does not meet any of the key "purpose" criteria that define the intended land use and context for development of this site.**

**The Proposed Development does not meet the Use Area requirements (764):**

The maximum area for the specified uses in C-C2 is 6000 m<sup>2</sup> (LUB764). The plans indicate the GFA in building "A" is 11,074m<sup>2</sup> and the use specified as "office". This **contravenes the bylaw requirement by 5,074 m<sup>2</sup>** or almost double the allowable usage area. This is unacceptable. **Use Area limitations must be strictly enforced, particularly since this site is smaller than the required LUB area.**

The ground floor area is approximately 3,392 m<sup>2</sup> and designated as commercial, however, the **specific commercial uses have not been defined in the plans. All proposed uses must be clearly identified and located on the plans.**

**The proposed development does not provide adequate parking (770):**

Parking is an extremely sensitive matter within our community as our neighbourhood is constantly challenged by overflow parking from McMahon Stadium, Foothills Hospital and the University as well as 2 schools and 2 Churches. Two serious issues are noted:

The plans do not indicate the required parking for construction crews and local business (including access routes) during construction. These factors will seriously impact the communities and local businesses attempting to operate during any construction phase. Business staff, construction, and customer parking during the various construction phases should be accounted for and indicated on the plans. BKDI had promised to supply this information at our Community Association meetings but have not done so.

The DP review indicates that the proposed development once constructed will be **127 parking stalls short** of minimum requirements. This is unacceptable. **Parking requirements must be met or exceeded.**

**The Proposed Development does not adequately address lighting (Div 4, 63, 64, 65):**

The residential community will be significantly impacted by all lighting sources both from within the building and all exterior lighting sources. **Mitigation measures should be detailed in a lighting plan** that would include such things as: automatic light shut off systems and activation times as well as shading and blinds for interior light sources; shielding details, locations, elevations, and illumination planes for exterior light sources.

**The Proposed Development does not adequately address landscaping (693):**

Landscaping and conservation/enhancement of the urban canopy is highly valued in the community. The current proposal has not sufficiently provided contextual landscape buffering between the commercial and residential district nor have they met the minimum soft landscaping requirements of the LUB. A deficiency of 42 trees and 96 shrubs is simply unacceptable.

**We encourage all developers to not just meet, but exceed the statutory requirements as an enhancement to the development wherever possible.**

**The Proposed Development does not indicate shadowing on the adjacent communities:**

**No information** on the impacts of shadowing the adjacent properties, particularly the residential district across the street as well as the Church located on the north side of the property has been provided. We would expect to be provided with an all season shadow impact study.

**The Proposed Development does not adequately address transportation:**

The proposal does not provide documentation indicating the service rating of the proposed intersection as indexed against the full site's trip generation (i.e. estimated trip demand once site is fully developed). **The report should include impacts to the 16<sup>th</sup> Avenue and 29<sup>th</sup> street intersection as well as local streets within the University Heights Community especially during peak times.**

### **General Recommendations:**

The South Shaganappi Communities Sustainability Plan is based upon significant community involvement and is entirely consistent with the City's Land Use Bylaw IP2007, Municipal Development Plan, and current policy initiatives such as Plan It Calgary. More specifically, the Urban Village Core concept promoted by the South Shaganappi Communities Sustainability Plan expresses the vision that SSADC, our member Community Associations, and our community residents have for strategic sites within South Shaganappi, including the Stadium Shopping Centre site.

The University Heights Community Association not only encourages but strongly recommends that the Applicant and Approving Authority utilize the South Shaganappi Communities Sustainability Plan in the design and evaluation of the subject application.

Our community as well as the SSADC would also suggest that future development submissions for this site include the following:

- a comprehensive full site development plan with phased construction details;
- a parking plan addressing staff, customer, and construction parking during and after each phase of construction;
- a detailed landscaping plan noting the sidewalk and bike path integrations with the public pathway network;
- a transportation plan including TOD initiatives and traffic control studies;
- a lighting plan that address impacts of building lighting (internal and external) to the surrounding communities;
- a shadow study;
- clearly identified uses and usage locations within the development;
- **plans that are compliant with the LUB and incorporate the South Shaganappi Communities Sustainability Plan.**

### **Close:**

The University heights Community Association is an a part of the South Shaganappi Area Development Council which is a group of volunteers representing a population base of over 25,000 residents from the five South Shaganappi Communities of Montgomery, Parkdale, St Andrews Heights, University Heights, and Varsity.

Collectively, we are focused on quality sustainable development within our communities and endeavour to achieve collaborative solutions as opposed to simple opposition. Within University Heights alone, we have had a great deal of experience with development applications given our location near McMahon Stadium, Foothills and Children's Hospitals as well as the University. We have been successful ensuring that appropriate development is achieved for all for the most part but there have been negative impacts because of the sheer volume of development in our area.

Future development at the Stadium Shopping center should take this into consideration. **It is unfortunate that this specific application fails to meet the minimum requirements not only for the LUB but also for the community itself.**

As the most impacted and directly affected stakeholder group in the matter of planning and development within our community, the University Heights Community Association **strongly opposes this specific development proposal.**

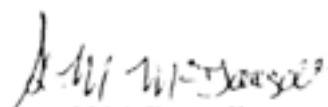
Should you have any questions with respect to our response please contact the undersigned via the email addresses shown and please include James Carss, President of the University Heights Community Association at [james-carss@oconnor-associates.com](mailto:james-carss@oconnor-associates.com).

Sincerely,

**UNIVERSITY HEIGHTS COMMUNITY ASSOCIATION**



Ron Vermeulen  
Director, UHCA  
[ron@landsolutions.ca](mailto:ron@landsolutions.ca)



Gerald McDougall  
Development Officer, UHCA  
[gmmcdougall@shaw.ca](mailto:gmmcdougall@shaw.ca)



Neil MacKenzie  
Resident, UHCA  
[neil.mackenzie@shaw.ca](mailto:neil.mackenzie@shaw.ca)

cc: Alderman Dale Hodges  
Alderman Druh Farrell

**ST. ANDREWS HEIGHTS COMMUNITY ASSOCIATION****2504 13 Ave. N.W., Calgary, AB. T2N 1L8**

July 16, 2008

Giyan Brenkman  
City of Calgary  
P.O. Box 2100, Station M  
Calgary, AB  
T2P 2M5

**Re: DP 2006-3587 at 1941 Uxbridge Drive NW  
(Proposal for Stadium Shopping Centre)**

I am writing on behalf of the St Andrews Heights Community Association to express our concern over the proposed development at the Stadium Shopping Centre. We **Object to and Oppose** the subject Development Permit application. We support the comments and objections put forward in the SSADC response of July 15, 2008. In addition, we raise the following specific concerns.

The present Stadium Shopping Centre is a valuable asset to the surrounding communities as a destination for valued merchants. We were especially pleased to see Billingsgate, Cobbs and Redwater Grill move in recently. We are concerned about the immediate impact that construction will have on these businesses – many of which are independent and family-run. Construction will disrupt access to these businesses, affecting parking in their immediate vicinity for more than a year and render access for the disabled virtually impossible. Once the towers are complete, the existing businesses will be completely eliminated from street-view. Residents in St. Andrews and throughout the South Shaganappi region value the businesses already in Stadium Shopping Centre and we are concerned that some may not survive this redevelopment.

Severe traffic congestion at the 29th street/16th avenue intersection is all ready a problem for the surrounding communities, especially first thing in the morning, at the end of the work day, and during hospital changes shifts. Without a full interchange, this intersection can not accommodate the additional cars and access to the shopping centre. This creates problems accessing the hospital by visitors, employees and emergency services, access to Foothills Professional Building and access to the surrounding communities including St Andrews. This will also present increased danger to pedestrians, especially children walking to University Elementary School.

**ST. ANDREWS HEIGHTS COMMUNITY ASSOCIATION****2504 13 Ave. N.W., Calgary, AB. T2N 1L8**

---

We are also concerned about parking for businesses during the construction period. I have been to the site regularly on weekday evenings and weekends and have had difficulty finding parking on some evenings. The restaurants currently on site are very popular and are a destination frequently visited by people requiring parking. This site is also paid overflow parking for the Stampeder's games at McMahon Stadium which helps reduce parking demands on the surrounding communities such as St. Andrews.

The new development plans increase the floor area by more than 3-fold yet the parking is only increased by 1.9-fold. With parking and traffic congestion all ready a problem at this location, redevelopment will compound these problems and we are concerned this will also negatively affect the existing businesses.

The proposed towers will increase this site's density substantially. Stadium Shopping Centre is located in a primarily low density residential neighbourhood. Redevelopment on the scale proposed will have a significant impact on the current context and character of this part of the University Heights community. In addition, it will significantly change the streetscape and appearance of the area for the surrounding residential properties along 29<sup>th</sup> St and Uxbridge Drive. Our concern is that this will become an industrial-like area and negatively impact the surrounding communities.

We strongly support the University Heights Community Association and the South Shaganappi Area Development Council in opposing this development proposal. You can reach me at 403-968-6716 if needed.

Sincerely,

Liz Murray  
President

St. Andrews Heights Community Association

cc Alderman Druh Farrell  
Vince Walker, Chairman, South Shaganappi Area Development Council

**PARKDALE COMMUNITY ASSOCIATION**

3512 - 5th Avenue NW, Calgary AB, T2N 0V7  
Tel: (403) 283-5767 E-mail: parkdale@telusplanet.net

**TO:** Giiyan Brenkman (gyian.brenkman@calgary.ca)  
City of Calgary  
Development and Building Approvals  
P.O. Box 2100, Station M  
Calgary, AB T2P 2M5

**DATE:** July 15, 2008

**RE: DP2006-3587 AT 1941 UXBRIDGE DRIVE NW  
PROPOSAL FOR STADIUM SHOPPING CENTRE**

Parkdale Community Association's (PCA) expresses its support of the University Heights Community Association (UHCA) and the South Shaganappi Area Development Council (SSADC) and **OBJECTS AND OPPOSES** the subject Development Permit (DP) application.

Both the PCA Board and the PCA Planning & Development Committee have extensively reviewed the subject application's documentation. In doing so, we have met with SSADC representatives and have supported their diligent efforts. As such, the PCA grounds for opposing the subject application are founded on the severe non-compliance issues with the applicable Land Use Bylaw and the South Shaganappi Communities Sustainability Plan, as articulated in the subject SSADC letter to you from Vince Walker, Chairman, dated July 15, 2008. Thus, those comments on what is wrong with the application and recommendations for correction will not be repeated here.

Should you have any questions regarding this response letter, please contact me at 283-9185 or by e-mail at [bernie@novocconsult.com](mailto:bernie@novocconsult.com). Also, please notify me, as the PCA representative, of any concerns or decisions regarding this application.

Sincerely,

*(Electronically sent - original signed copy available)*

Bernie Novokowsky,  
President, and  
Chairman, Planning and Development Committee  
Parkdale Community Association

cc Alderman Druh Farrell  
Secretary, Parkdale Community Association  
File, Parkdale Development Review Committee







July 15, 2008

CPAG Team:

Giyan Brenkman  
Dino Di Tosto  
Marty Richardson  
Aimee Pugao

Sent Via Email:

Giyan Brenkman  
Dino Di Tosto  
Marty Richardson  
Aimee Pugao  
[DP\\_circ@calgary.ca](mailto:DP_circ@calgary.ca)  
Alderman Druh Farrell  
Alderman Dale Hodges  
SSADC

**Re: DP2006-3587 at 1941 Uxbridge Drive NW  
(a.k.a. Stadium Shopping Centre)**

Dear Members of the CPAG Review Team,

Having reviewed the following materials: BDKI drawing 205.041 amended April 7, 2008; CPAG Detailed Team Review – 3 dated May 30, 2008; in conjunction with the South Shaganappi Communities Sustainability Plan, dated July 2007; and the new land use bylaw IP2007, effective June 1, 2008; **The South Shaganappi Area Development Council (SSADC) has several concerns with this application.**

**General:**

The plans indicate what might be considered a phase 1 development footprint of approximately 8,500 m<sup>2</sup> incorporating only two defined uses (Office and Medical), which are currently in violation of the 6,000 m<sup>2</sup> bylaw limitation for any single use. The plans also indicate an **undefined** future development footprint of approximately 18,000 m<sup>2</sup> noted as future underground parking.

Recognizing that this site is a valued Urban Village Core for our communities, we cannot support a partial development proposal that is neither compliant with the

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City of Calgary land use bylaw, nor our South Shaganappi Communities Sustainability Plan.

The site is defined as C-C2. This zoning is characterized by comprehensively designed mixed use buildings incorporating integrated residential and commercial developments, contextual sensitivity to surrounding residential districts, and comprehensive pathway/sidewalk integration into and within the development.

Our expectation is that any development proposals must meet the criteria of the C-C2 Land Use District (including purpose and usage areas) in addition to complying with the South Shaganappi Communities Sustainability Plan.

**The current submission does not meet any of these criteria and should be refused.**

**The proposed development is far too large for the site:**

This development is unique in that its site area of approximately 2.43 hectares does not meet the minimum 3.2 hectare requirement for C-C2 land use but rather fits the C-C1 land use bylaw which allows up to 3.2 hectares. The C-C1 land use has a FAR 1.0 which is not consistent with the FAR 3.0 from the previous C-3 land use designation. The result is a land use designation that is out of proportion with the site.

C-C2 is intended for parcels between 3.2 and 12 hectares (LUB 757). At best, **Stadium is a "very small" C-C2 site and development should be stewarded accordingly.**

The treatment of height, massing, usage, architectural aesthetics, landscaping, parking, and pedestrian/bike friendly integration should be appropriately utilized to reflect what may be termed a modest C-C2 development, contextually framed around an Urban Village Core as defined in the South Shaganappi Communities Sustainability Plan (p 10 and 12).

**The Proposed Development does not meet the C-C2 Purpose requirements:**

The stated purpose of C-C2 development as articulated in the LUB is clear. Key components include: comprehensively designed developments (757(1)(c)) with a range of use, sizes, and types (757(1)(d)), comprising buildings that are slightly higher than nearby low density residential areas (757(1)(e)), combining commercial use with office and residential in the same development (757(1)(f)), using building locations, setback areas and landscaping to buffer residential districts from commercial developments (757(1)(g)) , and connecting public sidewalks to and between the buildings (757(1)(i))

- The proposal **does not present a comprehensively designed development** but rather a single phase of an as yet undisclosed site development plan.
- The proposal **does not present a wide range of use sizes and types**. Two specific uses are defined "office" and "medical". The generic "commercial" use is specified for the ground floor area (but not the specific types of commercial use). The usage designations are also inconsistent on the plans. Usage designations on pages DP2.5 to DP 2.9 differ from those on DP 3.1, and the "office" usage area is not compliant with the bylaw.
- The proposal **does not respect the surrounding context**. Fronting a 75 foot high monolith of glass and steel onto the residential community across the street, does not represent "**buildings that are slightly higher than nearby low density residential areas.**"
- The proposal **does not combine commercial with office and residential** in the same development. There is no residential component at all in the development.
- The **proposal does not make effective use of setbacks and landscaping to buffer residential districts** from commercial developments. The DP review indicates that the proposal fails to meet minimum landscaping requirements in the setback areas, lacking not only the correct type of landscaping (soft), but also lacks the minimum provisions for trees and shrubs. The proposal is deficient by 42 trees and 96 shrubs.
- The proposal includes overlays of the proposed 29<sup>th</sup> street interchange but **does not indicate the integration with the 29th street bike path network.**

**This development proposal does not meet any of the key "purpose" criteria that define the intended land use and context for development of this site.**

**The Proposed Development does not meet the Use Area requirements (764):**

The maximum area for the specified uses in C-C2 is 6000 m<sup>2</sup> (LUB764). The plans indicate the GFA in building "A" is 11,074m<sup>2</sup> and the use specified as "office". This **contravenes the bylaw requirement by 5,074 m<sup>2</sup>** or almost double the allowable usage area. This is unacceptable. **Use Area limitations must be strictly enforced, particularly since this site is smaller than the required LUB area.**

The ground floor area is approximately 3,392 m<sup>2</sup> and designated as commercial, however, the **specific commercial uses have not been defined in the plans. All proposed uses should be clearly identified and located on the plans.**

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**The proposed development does not provide adequate parking (770):**

Parking is an extremely sensitive matter among our communities as our neighbourhoods are constantly challenged by overflow parking from McMahon Stadium, Foothills Hospital and the University. Two serious issues are noted:

The plans do not indicate the required parking for construction crews and local business (including access routs) during construction. These factors will seriously impact the communities and local businesses attempting to operate during construction phase. Business staff, construction, and customer parking during the various construction phases should be accounted for and indicated on the plans.

The DP review indicates that the proposed development once constructed will be **127 parking stalls short** of minimum requirements. This is unacceptable. **Parking requirements must be met or exceeded.**

**The Proposed Development does not adequately address lighting (Div 4, 63, 64, 65):**

The residential community will be significantly impacted by all lighting sources both from within the building and all exterior lighting sources. **Mitigation measures should be detailed in a lighting plan** that would include such things as: automatic light shut off systems and activation times as well as shading and blinds for interior light sources; shielding details, locations, elevations, and illumination planes for exterior light sources.

**The Proposed Development does not adequately address landscaping (693):**

Landscaping and conservation/enhancement of the urban canopy is highly valued in the community. The current proposal has not sufficiently provided contextual landscape buffering between the commercial and residential district nor have they met the minimum soft landscaping requirements of the LUB. A deficiency of 42 trees and 96 shrubs is simply unacceptable.

**We encourage all developers to not just meet, but exceed the statutory requirements as an enhancement to the development wherever possible.**

**The Proposed Development does not indicate shadowing on the adjacent communities:**

**No information** on the impacts of shadowing the adjacent properties, particularly the residential district across the street, has been provided.

**The Proposed Development does not adequately address transportation:**

The proposal does not provide documentation indicating the service rating of the proposed intersection as indexed against the full site's trip generation (i.e. estimated trip demand once site is fully developed). **The report should include impacts to the 16<sup>th</sup> Avenue and 29<sup>th</sup> street intersection assuming the 37th street overpass is fully operational.**

**General Recommendations:**

The South Shaganappi Communities Sustainability Plan is based upon significant community involvement and is entirely consistent with the City's Land Use Bylaw 1P2007, Municipal Development Plan, and current policy initiatives such as Plan It Calgary. More specifically, the Urban Village Core concept promoted by the South Shaganappi Communities Sustainability Plan expresses the vision that SSADC, our member Community Associations, and our community residents have for strategic sites within South Shaganappi, including the Stadium Shopping Centre site.

The SSADC would encourage the Applicant and Approving Authority to consider the South Shaganappi Communities Sustainability Plan in the design and evaluation of the subject application.

The SSADC would also suggest that future development submissions for this site include the following: a comprehensive full site development plan with phased construction details; a parking plan addressing staff, customer, and construction parking during and after each phase of construction; a detailed landscaping plan noting the sidewalk and bike path integrations with the public pathway network; a transportation plan including TOD initiatives and traffic control studies; a lighting plan that address impacts of building lighting (internal and external) to the surrounding communities; a shadow study; clearly identified uses and usage locations within the development; **plans that are compliant with the LUB and the South Shaganappi Communities Sustainability Plan.**

**Close:**

The South Shaganappi Area Development Council is a group of volunteers representing a population base of over 25,000 residents from the five South Shaganappi Communities of Montgomery, Parkdale, St Andrews Heights, University Heights, and Varsity.

We are focused on quality sustainable development within our communities and endeavour to achieve collaborative solutions as opposed to simple opposition.

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As a stakeholder group in the matter of planning and development within our communities, **we strongly support the University Heights Community Association in opposing this development proposal.**

We would be happy to provide member representation and expertise as required to assist University Heights and the developer/owner/architect in reaching a collaborative development solution.

Sincerely

Vince Walker  
Chairman  
South Shaganappi Area Development Council.  
[Vince.Walker@encana.com](mailto:Vince.Walker@encana.com)  
403 645-6207

**ST. ANDREWS HEIGHTS COMMUNITY ASSOCIATION****504 13 Ave. N.W., Calgary, AB. T2N 1L8**

November 12, 2007

Giyen Brenkman  
City of Calgary  
P.O. Box 2100, Station M  
Calgary, AB  
T2P 2M5

I am writing on behalf of the St Andrews Heights Community Association and its members to express our concern over the proposed development at the Stadium Shopping Center. The present Stadium Shopping Center is a valuable asset to the surrounding communities as a destination center for valued merchants. We were especially pleased to see Billingsgate and Redwater Grill move in over the last year.

We are concerned about the immediate impact the construction process will have on the current businesses. The construction process will disrupt access to these businesses and make them difficult to see after the proposed towers are complete. We value the businesses already in Stadium Shopping Center and we are concerned that some of them may not survive this redevelopment.

We already see traffic congestion problems at the 29th street/16th avenue intersection, especially first thing in the morning, at the end of the work day and when the hospital changes shifts. Without a full interchange, this intersection will not be able to handle the additional cars and access to the Shopping Center site will be difficult. This carries over into problems accessing the hospital by visitors, employees as well as emergency services, access to Foothills Professional Building and the Foothills Village/St Andrews Community off of 29<sup>th</sup> St. Additionally, the Stadium Shopping Center access will be difficult to handle in the design of a full interchange especially with the proposed amount of traffic movements.

We are also concerned about parking for businesses during the construction period. I have been to the site regularly on weekday evenings and especially on weekends and have had difficulty finding parking on some evenings. The restaurants currently on site are very popular and are a destination frequently visited by people requiring parking. This site is also paid

**ST. ANDREWS HEIGHTS COMMUNITY ASSOCIATION****504 13 Ave. N.W., Calgary, AB. T2N 1L8**

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overflow parking for the Stampeder's games at McMahon Stadium which helps reduce parking demands on the surrounding communities such as St. Andrews.

The new development plans increase the floor area by more than 3 fold yet the parking is only increased by 1.9 fold. With parking already a problem on some nights at this location, it will become a significant problem if this development goes ahead. We are concerned this will also affect the viability of existing businesses.

The proposed towers will increase the density substantially on this site. This site is located in a primarily low density residential neighbourhood and will have a significant impact on the current context and character of this part of the University Heights community. In addition, it will significantly change the streetscape and appearance of the area for the surrounding residential properties along 29<sup>th</sup> St. Our concern is that this will become what is essentially an industrial like area and negatively impact the surrounding communities.

Sincerely,

Liz Murray  
President  
St. Andrews Heights Community Association



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University Heights Community Association  
c/o 3219 Utah Place NW Calgary AB T2N 4A8

August 30, 2007

Development Circulation Controller  
Development and Building Approvals #8073  
PO Box 2100 Station M  
Calgary AB

Via email: DP.circ@calgary.ca

Dear Sirs,

Re: Development Permit DP2006-3587

At a community meeting on December 13, 2006 an estimated 90 to 100 residents attended an information session held at University Elementary School to discuss the previous proposed development of the Stadium Shopping Centre. Subsequent to the meeting written comments were received from occupants of more than 50 local residences, representing more than 10% of the community. All of the comments were negative toward the proposed development.

On 2007-08-13 the board members of the University Heights Community Association (UHCA) met to review and discuss the present proposed development of the Stadium Shopping Centre. We concluded that the proposed development suffers from the same deficiencies as the previous development proposal. Our response to the previous proposed redevelopment was presented to the City in a letter dated 2006-12-22.

We find the proposed development to be even larger than that proposed previously, with proportionately less parking and greater trip generation potential. These are significant issues in our community because of the limited access to the community and the lack of other parking areas. We note that the previously requested single entrance/exit point has been implemented but, based on the drawings, it does not appear to be designed to work with future roadway changes so this change cannot be considered an improvement.

Perhaps the reason that the proposed development has so many apparently irresolvable issues is because it is the wrong development for this site. In our

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University Heights Community Association  
c/o 3219 Utah Place NW Calgary AB T2N 4A8

opinion the proposed development is not a community shopping centre but something more suited for construction downtown or in a business park.

Yours truly,

University Heights Community Association

A handwritten signature in black ink, appearing to be 'J Carss', written in a cursive style.

James Carss  
President

Cc: Alderman Dale Hodges

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University Heights Community Association  
c/o 3219 Utah Place NW Calgary AB T2N 4A8

December 22, 2006

Development Circulation Controller  
Development and Building Approvals #8073  
PO Box 2100 Station M  
Calgary AB

Via email: DP.circ@calgary.ca

Dear Sirs,

Re: Development Permit DP2006-3587

At a community meeting on December 13, 2006 an estimated 90 to 100 residents attended an information session held at University Elementary School to discuss the proposed development. As we understand it, the proposed development will be constructed at the present site of the Stadium Shopping Centre, a community strip mall located in the community of University Heights. The shopping centre contains a bank, a pub, and a variety of single story retail shops and restaurants. The existing buildings will survive the development. The total area occupied by the existing buildings is 5,480 m<sup>2</sup>. A total of 440 parking stalls are provided. The site is accessed by 2 entrances off of Uxbridge Drive to the east. Uxbridge Drive is the main access route into the community. At the south end of the shopping centre Uxbridge Drive is 4 lanes wide. At the north end, Uxbridge Drive is 3 lanes wide with parking on the east side. 16 Avenue NW is located adjacent to reserve land located immediately south of the shopping centre.

The proposed development is comprised of 2, 5 story buildings with 3 levels of underground parking. The total developed area including the new and old buildings will be 21,111 m<sup>2</sup>. The total proposed number of parking stalls is 758. Site access will be by the existing entrances. A dual left turn is proposed from Uxbridge Drive to 16 Avenue. Although not part of the present development proposal, future large commercial buildings are apparently proposed for the property.

Subsequent to the meeting written comments were received from occupants of more than 50 local residences, representing more than 10% of the community.

All of the comments were negative toward the proposed development. Very simply, the proposed redevelopment does not add, nor improve anything to the existing residents of the community. The responses can be summarized as follows:

- 27 comments expressed concerns with traffic,
- 21 had issues with parking,
- 17 comments raised general concerns with the nature of the development,
- 7 had miscellaneous other concerns.

The most common concerns, traffic, parking, and the general nature of the development will be discussed in the following sections.

### **Traffic Concerns**

The proposed development does not include any enhancement or improvements to the existing site accesses although the proposed development will generate a significant number of additional trips compared to the existing development. The community is not well served by transit so almost all employees and clients/customers of the development are expected to arrive by private vehicle. Many of the additional trips will coincide with the existing weekday morning and afternoon rush hours as employees of the businesses located in the new buildings commute to and from their place of employment. We note that the proposed development contains medical consulting space, suggesting that many additional trips will be generated during weekday hours as people visit the medical facilities.

The main access route to the community of University Heights is Uxbridge Drive NW. The proposed development will be located immediately adjacent to Uxbridge Drive and all traffic to and from the development will travel on Uxbridge Drive. At present, the portion of Uxbridge Drive adjacent to the development contains a signalized intersection at 16th Avenue NW, entrance/exit from a Shell gas bar/convenience store/Tim Horton's restaurant, 2 entrance/exits from the development site, intersections with Ulster Road NW and Unwin Road NW, a pedestrian crosswalk, and a bus stop. This section of Uxbridge Drive is already considered hazardous by the community. Vehicles exiting the nearby Foothills Hospital area travel north on 29 Street NW which connects to Uxbridge Drive. These vehicles frequently enter our community for short-cutting purposes or to avoid lengthy turn delays at the 29 Street - 16 Avenue intersection. In general, many vehicles on Uxbridge Drive frequently ignore traffic signals, travel through occupied crosswalks and make illegal U-turns. To mid-December 2006

the Calgary Police Service report 17 accidents in the community between 16 Avenue and Unwin Road.

It is our opinion that traffic flow along Uxbridge Drive needs to be improved with safety and accessibility as the primary drivers. By proposing to not improve the existing development accesses and to not include traffic controls it is our belief that the property developers have given little thought to the residents who have to live with the long term affects of poor planning.

We believe that a proper, single, controlled access to the proposed development would better manage traffic in and out of the property. It would also eliminate traffic entering and exiting the south shopping centre entrance and minimize the congestion presently located immediately north of 16 Avenue. This is a safety concern that will only get worse as we see more traffic after the proposed development is complete. We also believe that the existing bus stop on Uxbridge Drive at the north end of the shopping centre should be improved to allow buses to pick up or unload passengers without blocking the flow of southbound traffic. Currently, when buses stop, they tend stop at an angle and block all other southbound traffic.

We understand that in the future a grade separated interchange could be constructed at the intersection of 16 Avenue and Uxbridge Drive. If this occurs then it our understanding that a median barrier will be installed north along Uxbridge Drive. If the developer proceeds with the present proposal, the traffic problem will become worse because all north-bound traffic will be forced to enter the shopping centre by a single, uncontrolled, entrance. In addition, people exiting from the Shell/Tim Horton's development will only be able to travel north. They will likely U-turn through the shopping centre to return to south bound travel. This will cause additional congestion and make a bad situation even worse.

We believe that a detailed transportation assessment should be carried out to identify all aspects of trip generation and travel routes. The assessment should consider the impacts of alternative intersection developments at 16 Avenue-Uxbridge Drive, should include all sources of traffic along the relevant portion of Uxbridge Drive/29 Street, and should consider the traffic created by complete redevelopment of the entire Stadium Shopping Centre property, not just the traffic generated by the proposed 2 buildings, and should present alternatives for site access, such as directly on and off 16 Avenue to the south.

### **Parking Concerns**

The proposed development includes 3 levels of underground parking to be constructed under the 2 new buildings. We note that while the developed area is increasing by 3.8 times, the amount of parking is increasing by only 1.7 times.

We are concerned with the quantity and quality of onsite parking spaces both during construction and subsequent to construction. The present parking lot is often full or nearly full. The community of University Heights is surrounded by large developments including hospitals, a university and a sports stadium. We are presently plagued with parking problems caused by these adjoining facilities. The issues associated with the sports stadium are transient and relatively minor compared to our ongoing concerns with parking stress created by the hospitals and the university. Rather than pay for parking at their destination, people travelling to these institutions have historically considered our community to be a source of free parking. The community has responded by implementing block-by-block parking controls on streets and in lanes. This remains an ongoing nuisance for the community because many of the parking zones have inconsistent durations and times. We cannot tolerate additional parking stress. Any additional development in an adjacent to the community must be completely self-contained with regard to parking, both during and after construction.

We are also concerned with community access to the shopping centre. Much of the surface parking indicated to remain at the start of construction is located behind the shopping centre building, is frequently occupied by garbage bins and is not located near any of the shop entrances. Some of the existing parking is difficult to access because of narrow traffic lanes, and sharp, blind corners. Surface parking located adjacent to the proposed buildings will be difficult to access during construction. Unusable parking spaces during and subsequent to construction should not be included in the count of available parking spaces.

As with most heated underground parking, we expect that the landlord will charge for the use of their facility. We are not opposed to charging, but are concerned by the reduction of free parking currently enjoyed by the existing merchants.

We have other concerns including the possibility that the underground parking area could become a hang-out for students and homeless people, that other than free parking would force many shopping centre users into the community for parking, and that the parking facilities could be leased out to non-tenants. We believe that all of these concerns must be addressed by the developer. A comprehensive parking study should be completed to determine the minimum parking requirements, given the existing parking demand, the projected traffic

demand, and the lack of transit. Leased parking at the shopping center should be restricted to tenants.

### **General Nature of the Development**

The commercial nature of the development is incompatible with a residential neighbourhood. We are very concerned that we will lose the businesses that now exist at the shopping centre and we will end up with commercial businesses that target the medical field only. This will in turn create a shopping centre with nothing to offer our community. As it stands now, we have a shopping plaza that services our community and is a part of our community. We do not want to end up a large pseudo-industrial facility because we are already surrounded by institutions.

We are concerned with the potential loss of valued community businesses. Visibility and access are key to the success of retail businesses. This development will limit access and parking for these retail and service outlets. During and after construction, their visibility will essentially be eliminated. It will be very difficult to ensure sustainable occupancy of the retail strip behind the proposed development. Consequently we are concerned that we will lose these businesses and merchants that are part of the fabric of our community.

A draft of the Community Sustainability Plan has recently been released by the South Shaganappi Area Development Council (SSADC). This plan describes a vision for the communities of the South Shaganappi area to be established as an urban village. Shopping centers such as the Stadium Shopping Centre are designated as Urban Village Cores and are proposed to include commercial, retail, restaurant, and public service uses with integrated dwellings.

The Urban Village Cores should provide community benefits that enhance the quality of life for all residents, should have high aesthetic standards, should increase connectivity for pedestrians by connecting to pathways and parks, should maintain rather than increase road capacity, and should achieve positive community benefits. In our opinion the proposed development does none of these.

### **Impact Mitigation**

To minimize the negative impact of the proposed development on the community we request that the following conditions be placed on any development permit:

- The redevelopment plan for the entire site should be proposed because future development could be more significant than the proposed development. Piecemeal development should not be allowed.
- The development permit should address the entire property, not just the area of the new buildings.
- A community-wide parking permit plan should be developed and implemented.
- A single, controlled shopping centre entrance should be developed to deal with all anticipated traffic for all anticipated site development. Other surrounding intersections should be enhanced to increase safety and reduce congestion.
- Adequate onsite parking must be provided. The parking should only be leaseable to tenants.
- The zoning should be changed to reduce the height of future buildings.
- Pedestrian access between the shopping center, the community and the Foothills Hospital area should be enhanced by features such as pathways, bike ways, and elevated pedestrian crossings.

### Summary

We believe that the developers need to focus on this development as being a community resource and something that will attract people and provide an open and safe social experience. In our opinion the proposed development does not provide any benefit to the community. Instead it will cause traffic congestion and parking problems. Unless the plan for the entire property is developed now so that the impacts can be properly mitigated any subsequent development will place even greater stress on the community. We believe that they can do better and that the community deserves better.

Yours truly,

University Heights Community Association



James Carss  
President