

PROPOSAL:
New: Hotel (157 Units), Multi-Residential Development (44 Units), Restaurant: Licensed – Medium, Restaurant: Food Service Only – Small, Retail Store.

APPLICANT: Clem Lau Architects and Designers	OWNER: You Lee Holding Company Ltd.
MUNICIPAL ADDRESS: 1227 MacLeod Trail SE and 234 - 13 Avenue SE	LEGAL DESCRIPTION: Plan C; Block 89; Lots 21 to 24 (Map 15C)
EXISTING LAND USE DISTRICT(S): Centre City Mixed Use District	
AREA OF SITE: 0.13 ha ± (0.32 ac ±)	
CURRENT DEVELOPMENT: 2 storey commercial development, and 2 storey single detached residential development	

ADJACENT DEVELOPMENT:

NORTH: Unpaved Surface Parking Lot

SOUTH: 13 Avenue SE, Unpaved Surface Parking Lot

EAST: MacLeod Trail SE, LRT Track, BMO Centre Surface Parking Lot

WEST: 2-3 Storey Single Detached Residential Dwellings

DEVELOPMENT SUMMARY			
RULE	BYLAW STANDARD	PROPOSED	RELAXATION
DENSITY	12.0 FAR	10.06 FAR	None
HEIGHT	No Maximum	69.5 m	None
YARDS (BUILDING SETBACK)	Minimum 3.0m Maximum 6.0m	3.17m Along South Property Line	None
VEHICLE PARKING	Hotel and Dwelling Units = 95 Stalls Retail and	Hotel and Dwelling Units = 92 Stalls Retail and Restaurant	Hotel and Dwelling Units = 3 Stalls Deficient

DEVELOPMENT SUMMARY			
RULE	BYLAW STANDARD	PROPOSED	RELAXATION
	Restaurant = 5 Stalls Visitor = 6 Stalls Loading = 2 Stalls	= 0 Stalls Visitor= 4 Stalls Loading = 1 Stall	Retail and Restaurant = 5 Stalls Deficient Visitor= 2 Stalls Deficient Loading – 1 Stall Deficient
BICYLCE PARKING	Class 1 = 22 Stalls Class 2 = 10 Stalls	Class 1 =36 Stalls Class 2 = 12	None
LANDSCAPING	Common amenity space outdoors must have no dimension less than 6.0m	Plans indicate a 3.38m dimension within outdoor common amenity space	-2.62m
	Common amenity space indoors must have a contiguous area of not less than 50m ²	Plans indicate a contiguous area of 27.91m ²	-22.09m ²
	Common amenity space indoors must have no dimension less than 6.0 m	Plans indicate dimensions as small as 4.78m	-1.22m
<p>EXTERIOR FINISH MATERIALS Walls: Arriscraft Renaissance Stone (Rocked, Sage), Arriscraft Renaissance Stone (Sandblasted, Wheat), Pre-Cast Concrete Trim (Light Beige), Metalix Overhead Garage Doors (Sage) Roof: Pre-Finished Metal Roof and Matching Trim, Pre Finished Metal Canopies Windows: Blue Tint Glass and Spandrel Panels</p>			

SUMMARY OF CIRCULATION REFEREES	
ENMAX	No Conflict
VICTORIA CROSSING BRZ	No Comment Received

<p>COMMUNITY ASSOCIATION (Beltline)</p>	<p>Support With Conditions: See Appendix V</p>
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<p>URBAN DESIGN REVIEW PANEL</p>	
<p>PANEL COMMENT</p>	<p>RESPONSE</p>
<ul style="list-style-type: none"> The Panel is concerned with the intensity of traffic both vehicular and pedestrian along Macleod Trail and 13 Avenue SE which will be generated by the proposed use. To improve this condition, the Panel suggests that a lay-by condition be implemented along Macleod Trail providing both car and bus drop-off areas. Improvements to the pedestrian realm in regards to widening of the pedestrian sidewalk along Macleod Trail should be compensated to accommodate the lay-by with the proper building design (colonnade). This should be coordinated with a detailed design of the Macleod Trail portion of the greenway. A similar successful solution for lay-by and building colonnade currently exists in the vicinity of the site to the south. (Stampede Station) 	<p>The applicant has filed a TIA which has been approved by the City. This expresses no concerns about the ability of the site to handle the traffic expected of the proposed uses. The future 13 Avenue Greenway has been a subject of consideration throughout. To further enhance that edge, a driveway was eliminated and the building storefront window was extended with active uses were introduced on that face and a new doorway added. The Applicant feels this to have been a positive and thorough response to the greenway in which it has been supported by the Beltline Planning Group.</p> <p>The Applicant, CPAG and the Beltline Community all wish to see a lay-by on Macleod Trail. Unfortunately, Transportation has consistently refused to consider this even though the Applicant's site has been shrunk by the taking of approximately (6.68 metres) of its property along Macleod Trail.</p>
<ul style="list-style-type: none"> The Panel encourages the Applicant to collaborate with the City with respect to the detailed design of the intersection/pedestrian realm/streetscape for the corner of 13 Avenue and Macleod Trail. The solution currently illustrated can be significantly improved. 	<p>The entire pedestrian area of 13 Avenue SE and Macleod Trail is to be a straight cooperation to collaborate with the City. We have been making revisions after revisions under the directions of Road and Parks departments.</p>
<ul style="list-style-type: none"> The Panel has concerns about the "symbolic" approach to the canopy/entrance facing Macleod Trail. The Panel feels this should be more authentically incorporated into the functional operation of the building and the detailed resolution of the urban realm. 	<p>The canopy at the Macleod Trail entrance has been revised to add practicality to this element by an additional layer of suspended glass canopy at a lower level for weather protection to pedestrians.</p>

<ul style="list-style-type: none"> The Panel feels the hierarchy of entrance expression should be further refined. At the moment, the primary entry has been downplayed in terms of both scale and architectural expression which is contrary to the functional/operational realities of the building. 	<p>The applicant has added emphasis to the corner entrance as they see it should be more frequently used.</p>
<ul style="list-style-type: none"> The Panel feels there are opportunities, yet unexplored, which could greatly enhance the quality of the urban realm/experience along both 13 Avenue SE and Macleod Trail. The Panel suggests the Applicant look for opportunities to provide outdoor seating areas for the restaurant facing 13 Avenue SE as well as the retail interface along Macleod Trail. The Panel suggests reconfiguring the main floor at the north end of the building to allow the proposed retail to abut the east wall of glazing. In both cases, the architecture could accommodate elements such as doors, operable windows, and second floor balconies, to more effectively animate the urban realm. The Applicant may also consider opening up the second floor restaurant to 13 Avenue SE. 	<p>The suggestion of an outdoor seating area which opens from the coffee area inside was well received and has been incorporated. And same with the north-east corner of the building where the retail store could have a larger and more direct exposing storefront to the street, the stairs are rotated to make room for additional store front facing for the retail. The windows on the second floor of the restaurant area facing onto 13 Avenue SE have been changed to operable windows.</p>
<ul style="list-style-type: none"> Opportunities to reinforce Macleod Trail as “gateway to the downtown” from the south require further study. The importance of the prominence of this site demands further consideration of the architecture given its visual prominence of the City skyline and its immediate proximity to the Stampede Grounds and its position within the Beltline. 	<p>The applicants have “simplified” the roof line as a suggestion by the panel. However, the applicants believe the building design provides a balance of classical and modern intertwined, that can stand the test of time and blends in comfortably with the community.</p>
<ul style="list-style-type: none"> Bicycle racks could be more appropriately located at the main entry rather than the symbolic entry along Macleod Trail. 	<p>The bicycle racks have been relocated to the south side along the greenway. Seating benches have also been added along the greenway’s pedestrian section.</p>

<ul style="list-style-type: none"> The Panel has concerns about the proposed solution regarding service / parking / loading access and its potential negative impact on surrounding road network and the negative impact on the quality of the public realm. Thirteenth Avenue and Macleod Trail pedestrian realms are considered important to the future of the area and should not be compromised in any way. 	<p>As explained during the discussion, the loading of supplies and garbage removal is to be done during the night (2 to 4 am) when pedestrian and other traffic is at the minimum during the day. The applicant has minimized the vehicular driveway to the smallest possible, along 13 Avenue SE, to minimize the day time traffic circulation impact produced by this site. The TIA study has shown the feasibility and the workability of the proposed site layout to be positive.</p>
<ul style="list-style-type: none"> The pedestrian realm should take into consideration the future 13 Avenue SE greenway requirements 	<p>The design of the 13 Avenue Greenway shall be a joint effort with Roads, Parks and the Applicants when the overall criteria of the greenway is established by the City.</p>

PLANNING EVALUATION

Introduction

This application proposes a 20 storey development within the Beltline community inclusive of 155 hotel suites, 44 residential dwelling units, as well as a Restaurant: Licensed – Medium, Restaurant: Food Service Only – Small, and Retail Store.

Site Context

The subject site is located at 1227 MacLeod Trail SE and 234 - 13 Avenue SE, on the northwest corner of 13 Avenue SE and MacLeod Trail SE. The site is characterized by a required setback area of 6.68 metres adjacent to MacLeod Trail, and 3.19 metres adjacent to 13 Avenue SE, as measured from the property line. The site has no rear lane, and exists with no significant landscape or topographical features.

Land Use District

The subject site resides within the Centre City Mixed Use District (CC-X) of Land Use Bylaw 1P2007. This district incorporates the widest range of uses available within the Beltline community, and is intended to provide for a mix of commercial, residential and a limited range of industrial uses on sites within the Centre City area.

All proposed uses, inclusive of Hotel, Multi-Residential, Restaurant: Licensed – Medium, Restaurant: Food Service Only – Small, and Retail Store are evaluated as appropriate within this district; however a number of bylaw relaxations are required in order to facilitate this development. These include modest projections into the required setback areas; undersized dimensions for both interior and exterior amenity spaces, as well as parking and loading deficits (see Development Summary).

Site Characteristics

The subject site currently contains the Deutsch Canadier Block Building at 1227 Macleod Trail SE. This building is listed as a Community Historic Resource on Calgary’s Inventory of

Evaluated Historic Resources, and has been deemed by the City Heritage department as meriting legal protection as a designated Municipal Historic Resource.

This building has however, been identified as one suffering from a lack of maintenance and upkeep in recent years, and is not in good condition. The Calgary Heritage Strategy identifies a strategy of incorporating elements of historic interpretation through the use of plaques, public art, concrete etchings, or other textural and photographic inserts. The applicant has chosen not to incorporate these design suggestions into the proposed scheme.

The remaining western portion of the site is displaced by a two storey single-detached residential development, with an at grade live-work component. No significant topographic or landscape features currently exist on the site.

Density

Density of the proposed project has been measured as 10.06 FAR. As per the Beltline Area Redevelopment plan, the maximum allowable density on this parcel is 12.0 FAR with a base density of 8.0 FAR before bonusing is required. Bonusing has been accounted for as per the following table:

Bonus Initiative	FAR Proposed for Initiative	Total FAR
Green Roof over 75% of Roof Surface	0.50 FAR	
Eliminate Use of Potable Water for Irrigation	0.10 FAR	
Reduced Development Footprint	0.10 FAR	
10% On-Site Energy Generation	0.20 FAR	
Beltline Community Investment Fund	1.16 FAR	
TOTAL		2.16 FAR

Site Layout & Building Design

The building is oriented primarily to the east, providing both the residential and the hotel primary pedestrian access from the MacLeod Trail frontage. Vehicle access to the site for the purposes of loading, parking, and taxi loading/drop-off is via a single overhead door along the southern façade of the structure, adjacent to 13 Avenue SE. The aforementioned drop-off area is located below grade due to the narrow frontage of the site on 13 Avenue SE, and its alternative egress being on the busy MacLeod Trail SE.

At grade uses are limited due to the small lot size, and include the hotel and residential lobbies, a small restaurant, a retail store, as well as the waste/loading area, and parkade ramp. Attempts at activating the façade have been provided through transparent glazing along the southeast corner of the façade, and re-orienting entrance doors to address street corner. Blue tint glazing is provided at grade along the front, or eastern face. Arriscraft renaissance stone is the prominent finishing material of the building, being used within all four elevations both at grade as well as throughout higher floors. Precast concrete panels are utilized for vertical elements framing both spandrel and blue tint glazing through the top 18 floors of the development. The

projecting roof element has been identified in plans as pre-finished metal. The development is stepped in at both the second floor, as well as the 15th floor, with horizontal pre-cast concrete trim lines placed at the 6th and 19th storeys respectively.

The north and west at grade elevations have been designed with temporary spandrel windows, in anticipation of future development occurring on adjacent properties which would be situated in close proximity to the property line.

P1 Public Realm Level

As highlighted by the Urban Design Review Panel, Administration finds the P1 level should be considered as part of the public realm given the lack of drop-off or lay-by facilities at grade. As such, all visitors to the site who are travelling by taxi or by personal vehicle will be welcomed to the site within the underground parking structure.

Upon arriving at the site, visitors would utilize the speaker box adjacent to the driveway to gain entry to the parkade. The first level of the parking structure contains a loading/waste and recycling area, passenger loading area, 7 visitor parking stalls, in addition to separate residential and hotel elevator lobbies. Keycard access will be required for residential floors, while hotel visitors can gain entry to the main floor of the development without access card, to allow visitors to check-in. Raised sidewalks have been provided linking stairwells to the central elevator lobbies on this level to emphasize its pedestrian priority. Upon descending further into the parkade and overhead garage door has been proposed within the P3 level of the structure which would delineate between hotel parking on the upper floors, and secured residential parking on lower levels. Bicycle parking has been provided in 2 locations on the P2 level, and in a single location in the southeast corner of the project on the P1 level.

Administration finds that a substantial amount of direction/instructional signage would be required both on the exterior of the building in addition to throughout the parking levels in order to ensure users understand this intended operation. No signage has been included within the proposed application.

Landscaping

The applicant has provided setbacks and pathway connections which would allow for integration into the 13 Avenue Greenway when fully constructed. An interim proposed finishing of sod adjacent to both roadways has been proposed by the applicant prior to the commencement of greenway construction, and MacLeod Trail enhancement.

A coloured exposed aggregate concrete walkway directly adjacent to the building, and abutting the City sidewalk is indicated on plans, providing access to all pedestrian entrances to the building, as well as the 12 bicycle stalls located along the eastern elevation. Four separate areas at grade have been denoted as 'flowering beds' responding to the future landscaped areas to be located within the public realm.

A private outdoor amenity space is proposed in the form of a rooftop deck. The rooftop design includes modest plantings along the building edge, which work towards the identification of this area as an active space as seen from grade, and the further activation of the façades as perceived from the public realm. A green roof has been proposed covering rooftop mechanical structures, with a 'rooftop garden' being proposed within amenity space located on the 21st floor. This amenity space utilizes geo-block pavers which will provide a surface that can be planted and retain stormwater, without being impacted by heavy foot traffic.

Site Access & Traffic

Due to heavy traffic volumes on the northbound MacLeod Trail SE, vehicular access is restricted along this roadway. As no rear lane exists on the site, residential guests, hotel guests, loading, waste and recycling, as well as taxi drop off locations to access the property are confined to a single driveway in the southwest corner of the property adjacent to 13 Avenue SE. Given the relatively narrow lot configuration, a turning disk was required within the loading bay to allow for City Standard vehicles to exit the site without reversing extended distances.

Given the absence of a lay-by area on the site, transportation has agreed to allowing the hotel operator to purchase movable signage which will denote a section of curb on the south side of 13 Avenue SE as a 'No Parking Temporary Loading Zone'. Prior to the arrival of a tour bus, the hotel operator would place the signage in this location to allow the bus to stop and unload visitors prior to leaving the site and parking in an alternate location. Visitors would cross 13 Avenue at the corner of MacLeod Tr. SE, and access the hotel via the corner entry doors.

Parking

A Transportation Impact Assessment (TIA) was required for this application, in part to support the required relaxation to the parking of this project. This reduced parking rate has been evaluated as appropriate given the projects' proximity to public transportation, its locale in a highly walkable community, its surplus of bicycle parking facilities in comparison to the requirements of the Land Use District, and the implementation of the 13 Avenue Greenway.

Legislation & Policy

Within this urban area of the Centre City, both the Beltline Area Redevelopment Plan, as well as the Centre City Plan applies to development proposed on the site. The following summary identifies policy sections which Administration has acknowledged as being unsatisfactorily addressed.

Vibrancy and Permeability

The proposed development fails to provide the types of interesting, engaging, and active façades at grade level, identified in sections of the Beltline ARP as below. The 13 Avenue SE façade incorporates functional uses inclusive of two overhead doors providing access to the parkade and loading area respectively, as well as a fire exit stairwell. This elevation is of particular importance, due not only to the 13 Avenue Greenway Policy, but also because of its high visibility to northbound only traffic on MacLeod Trail SE. While the MacLeod Trail frontage incorporates modestly higher amounts of visual permeability, the proposal still lacks a significant active use at grade level, which would work towards activating this façade. Active uses such as restaurant and gift shop, which were previously present at grade, are now relegated to the second floor, or eliminated from the proposal entirely. Administration finds the following Beltline ARP objectives have not been met within the proposed development:

- 4.3 Urban Mixed-use Areas
"To create vibrant pedestrian streets that provides activity throughout the daytime and evening hours."

- 4.3 Urban Mixed-use Areas
“To encourage and support the development of uses and built forms, other than just loading and vehicle access, that create activity and natural surveillance in rear lanes.”
- 4.3.2 General Urban Mixed-Use Area Policies
“Street front elevations shall be highly permeable and transparent by providing doorway entrances to the street and allowing for pedestrian views directly into the business along the majority of the façade.”
- 6.3.4 Service Access & Parking Areas
“Minimize the impact of access points on the pedestrian streetscape by keeping access widths to a minimum (consolidating with adjacent access points where possible) and using architectural or landscape treatments to minimize the visual impact of building openings and ramps, especially when viewed from public spaces.”

Building Legibility

The Beltline ARP encourages high standards of design at grade on street and avenue frontages. Administration finds the subject application fails to provide an innovative and aesthetically appropriate solution to the vehicle access and egress issues inherent within this site given the lack of rear lane, and its frontage on the heavily trafficked MacLeod Trail SE. The lack of pedestrian access points along the southern frontage is contrary to the ‘pedestrian first’ policies of City planning policies, effectively dedicating the eastern-most stretch of the 13 Avenue Greenway for vehicular functions. Hence, Administration finds the applicable Beltline ARP objectives have not been achieved within the proposed development and further comprises the goals of the ARP’s vision of a pedestrian oriented greenway along 13 Avenue S.

- 4.3 Urban Mixed-use Areas
“To encourage and support innovation and experimentation in how different uses can be combined within new and existing buildings.”
- 6.3.2 Fit within the Community Context
“On corner sites, the building form shall be oriented to both adjacent street frontages with both elevations given equal importance.”
- 6.2 Semi-Private Component
“The main building entrances shall be located so that they are clearly visible and identified and directly accessible from the public sidewalk.”

Specific Design Guidelines

The Beltline ARP provides specific design guidelines for new development to fit within the community context. Administration finds that the following guidelines have not been incorporated into the design considerations for the proposed building:

- *While tall buildings and towers are acceptable, lower buildings are preferred in order to maintain the historic quality and character of an area.*
- Towers or building mass above the cornice line should have a significant setback from the building base. The setback should be at least 3 metres, but 6 metres is preferred.

- The use of brick and masonry, in a colour palette that is representative of the warehouse era is strongly encouraged to be used on the building base. The use of veneer or artificial masonry products is discouraged.
- Building mass above the base should be distinct and subordinate to the base. Curtain-walls, extensive glazing and lighter colours are encouraged to reduce the visual “weight” of the tower, relative to the base.

Integration with Public Realm

No landscaping has been proposed at grade in an attempt to integrate the private realm with the public realm of the 13 Avenue Greenway and MacLeod Trail Urban Boulevard treatments. Additionally, the overall condition of driveway and associated curb-cut access to 13 Avenue SE does not respect the Greenway policies which call for pedestrian and cyclist priority. Additional opportunities have been missed in the location of amenity spaces for the project, as any such at grade spaces lack uses which would activate the transition edge. Administration finds the following Beltline ARP objectives have not been achieved within the proposed development:

6.2.1 Interfaces

“All new and redeveloped properties shall design the front setback treatment to complement and integrate with the public realm treatment of sidewalks and boulevards.”

6.3.3 Amenity Spaces

“Landscape improvements in setback areas should be coordinated and integrated with existing or planned streetscape improvements in the public right-of-way in order to create attractive interface/transitions from private to public realms.”

Heritage Interpretation

As spoken to within the ‘Site Characteristics’ section of this report, the development of this site involves the demolition of an existing building listed as a Community Historic Resource on Calgary’s Inventory of Evaluated Historic Resources. Interpretive elements, which celebrate this building as recommended by the City of Calgary Urban Design & Heritage team, and as alluded to within the Centre City plan, have not been implemented within this application. Additionally, the architectural style of the proposed development, as identified by the Urban Design Review Panel, does not reflect the surrounding context, as seen from grade level and the surrounding public realm. The quotation below is an excerpt from the Centre City Plan, and has been found to be incongruent with the proposed design.

- 4.2.6 Victoria Crossing Centre Policies (Centre City Plan)
“Reinforce the Heritage Character Area within this neighbourhood.”

Environmental Site Assessment

An environmental site assessment was not required.

Site Servicing for Utilities

All relevant deep utilities are immediately available to service the subject site.

Both a sanitary servicing study and a fire flow test are to be submitted by the applicant, which will identify any requirements to upgrade the existing water and sanitary infrastructure, due to the proposed intensification of the development site, and age of the of the existing mains adjacent to the development site.

Additionally, and prior to the release of the Development Permit, the applicant is to submit a Centre City Utility Levy payment, which includes funds that are to be collected for the future upgrading of water and sanitary infrastructure. Water Resources will upgrade the adjacent water and/or sanitary infrastructure, should deficiencies be confirmed, with the use of these Centre City Utility Levy funds.

Environmental Sustainability

A LEED checklist has been provided, and is included within the report as seen in Appendix III. Additionally, the applicant, through letter, has committed to the following specific elements of sustainable design:

- High efficiency heating and cooling systems
- High performance window/glass
- Thermo resistance of exterior wall to be in the R-26 and above rating
- Thermo resistance of the roof to be in the R-30 and above rating
- Extensive use of the energy saving LED lighting.

Community Association Comments

Comments were received from the Beltline Planning Group expressing support for the project, with more specific comments regarding the following:

- The recommendation of a hard landscaping treatment adjacent to MacLeod Trail SE due to high traffic volume, and the likelihood of plant materials deteriorating due to gravel, salt, etc.
- The support for a +15 style connection spanning MacLeod Trail SE connecting the hotel to the Stampede grounds.
- A recommendation for the incorporation of a lay-by within the existing pedestrian right-of-way adjacent to MacLeod Trail SE to allow for ease of taxi, visitor, and resident drop-off.

These items were considered by the applicant and Administration over the course of reviewing the application. Response to the above concerns has been addressed as follows:

- While the design for this portion of MacLeod Trail SE has yet to be confirmed, fescue grass mix and/or native fruiting shrub understory is to be implemented adjacent to roadways along 13 Avenue SE, and this condition is likely to be mirrored for MacLeod Trail SE.
- While the applicant contemplated the proposal of a +15 type connector westward to the Stampede grounds at the pre-application stage of this review, it should be noted that the this site is located outside of the downtown boundaries where +15 connections are supported, in addition to having a land use which would not provide for additional bonusing density for the construction of a bridge.

- The absence of adequate space to provide a lay-by has been a concern to Administration since the outset of this application, however new driveway crossings and/or lay-by's are not permitted on MacLeod Trail SE due to already heavy traffic patterns, and a desire to limit conflict between pedestrians and vehicles within the Downtown and Beltline communities.

Adjacent Neighbour Comments

No comments were received from adjacent neighbours.

CONCLUSION:

The proposal is not supported for the following reasons:

1. The development fails to meet numerous goals, objectives, and requirements of applicable planning policy inclusive of the Centre City plan and the Beltline Area Redevelopment Plan.
2. The application fails to respond to the prominent and unique corner context of the site, resulting in a project incompatible with the overarching goals and direction of the Beltline Community.
3. The lack of active uses as perceived from the public realm would detrimentally impact the current and future walkability of this gateway to the 13 Avenue Greenway, and fails to provide engaging and visually interesting façades.

CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION: REFUSAL

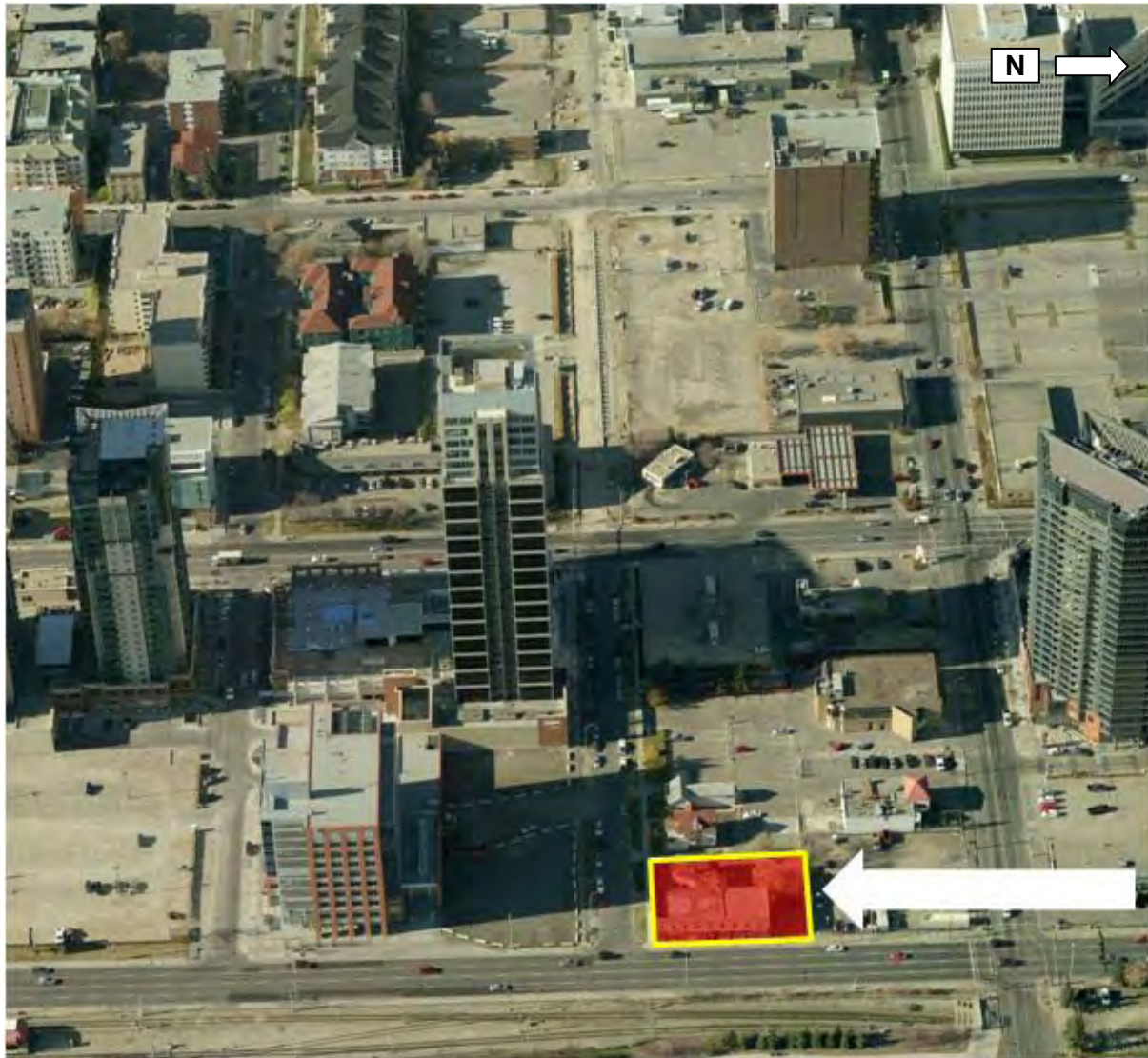
Recommend that Calgary Planning Commission **REFUSE** the proposed New: Hotel (142 Units), Multi-Residential Development (56 Units), Restaurant: Licensed – Small for the following reasons:

1. As per section 4.3 of the Beltline ARP, the development does not provide activity throughout the daytime and evening hours.
2. As per section 4.3.2 of the Beltline ARP, the development does not provide highly permeable and transparent elevations.
3. As per section 6.2 of the Beltline ARP, the main entrances of the development are not clearly visible from surrounding public sidewalks.
4. As per section 6.2.1 of the Beltline ARP, the development does not provide landscaping features within the setback areas.
5. As per section 6.3.2 of the Beltline ARP, the building has not been oriented to both adjacent street frontages with both elevations given equal importance.
6. As per section 6.3.4 of the Beltline ARP, the building does not minimize the visual impact of building openings, ramps, and overhead doors, when viewed from public spaces.

7. As per section 4.2.6 of the Centre City Plan, the building does not reinforce the heritage character area of this neighbourhood.
8. As per appendix d of the Beltline ARP, the proposed development has not incorporated the specific design guidelines to fit within the community context.

Joseph Yun
2012/August

Aerial Photo of Site



City Perspective





LOCATION PLAN
(NOT TO SCALE)

UNIT LABEL	TYPE	AREA	QUANTITY
A	HOTEL (QUEEN)	455 sq.ft.	24
B	HOTEL (QUEEN)	282 sq.ft.	12
C	HOTEL (QUEEN)	282 sq.ft.	12
D	HOTEL (DOUBLE QUEEN)	450 sq.ft.	11
E	HOTEL (DOUBLE QUEEN)	358 sq.ft.	11
F	HOTEL (QUEEN)	455 sq.ft.	24
G	HOTEL (QUEEN)	455 sq.ft.	24
H	HOTEL (QUEEN)	412 sq.ft.	12
I	HOTEL (QUEEN)	512 sq.ft.	12
J	HOTEL (QUEEN)	512 sq.ft.	12
K	HOTEL (DOUBLE QUEEN)	480 sq.ft.	1
L	HOTEL (QUEEN)	520 sq.ft.	1
M	APARTMENT (1 BR)	597 sq.ft.	8
N	APARTMENT (1 BR)	483 sq.ft.	8
O	APARTMENT (1 BR)	483 sq.ft.	12
P	APARTMENT (1 BR)	488 sq.ft.	15
Q	APARTMENT (1 BR)	597 sq.ft.	5
R	APARTMENT (1 BR)	597 sq.ft.	5
S	PRESIDENTIAL SUITE	1038 sq.ft.	1
TOTAL			201

LEGAL DESCRIPTION
 LOTS 21, 22, 23 & 24
 BLOCK 89
 MUNICIPAL ADDRESS
 234 - 13th AVENUE, S.E.
 & 127 - MACLEOD TR. S.E.

SITE AREA
 1,499.04 M² (13,994 sq.ft.)

ZONING
 OC-X

AMENITY AREA
 POOL = 134.1 M²
 INDOOR AMENITY AREA = 84.6 M²
 ROOFTOP PAID = 114.8 M²
 TOTAL = 413.5 M²
 (9.46 M² PER APARTMENT UNIT)

BIKE PARKING
 CLASS 1 (ON PARADE)
 P1 LEVEL = 8
 P2 LEVEL = 8
 TOTAL CLASS 1 = 38
 CLASS 2 (AT GRADE)
 12 SPACES

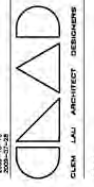
PARKING:
 166 SPACES ON PARADE
 ON 8 LEVELS
 (48% OF UNITS)

FLOOR LEVEL	FLOOR AREA
1	499,075 m ²
2	821.2 m ²
3 TO 13	6,38,87 m ² X 11 = 7,027.6 m ²
14	823.5 m ²
15	511.4 m ²
16 TO 20	511.4 m ² X 5 = 2,557 m ²
ROOF	147.9
TOTAL	12,040 m ²
F.A.R.	9.26

SITE AREA = 1,300.04 M² (13,994 sq.ft.)

NUMBER OF UNITS AND FLOORS:			
FLOOR LEVEL	HOTEL SUITES	APARTMENTS	PRESIDENTIAL SUITES
1	1	1	1
2	1	1	1
3 TO 13	13 X 11 = 143	-	-
14	1	1	1
15 TO 19	12	B X 5 = 40	-
20	1	4	2
TOTAL	155	44	2

TOTAL = 201 UNITS

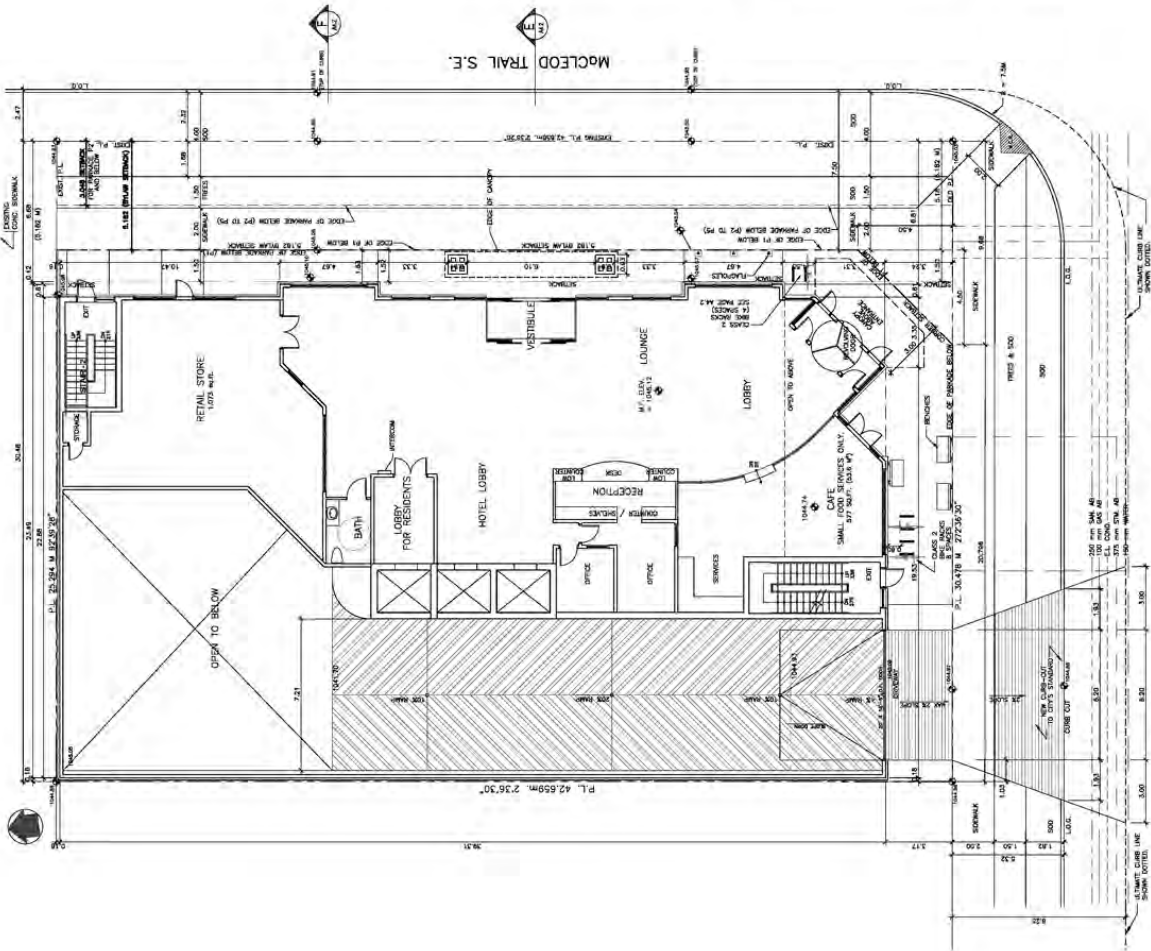


KOCANA
HOTEL &
SUITES

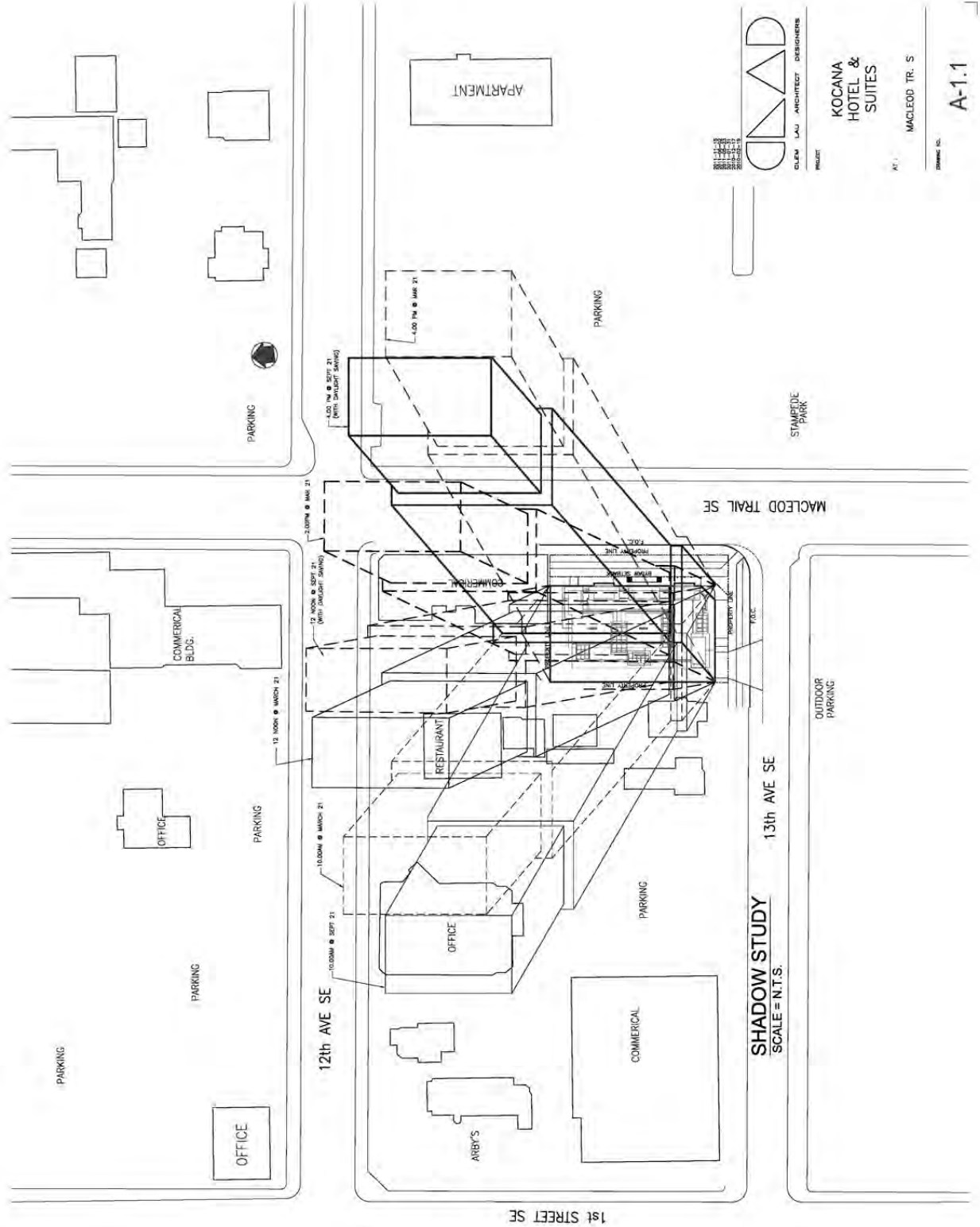
CLIENT: LAU ARCHITECT DESIGNERS
PROJECT: KOCANA HOTEL & SUITES
A-1: MACLEOD TR. S

A-1

DP2009-3829



1 SITE PLAN
SCALE 1:100

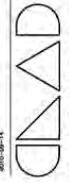




 DLAD ARCHITECT DESIGNERS
 KOCANA
 HOTEL &
 SUITES
 MACLEOD TR. S
 A-1.1

NOTES:
 WASTE COLLECTION ROUTE
 SURFACED WITH A STRUCTURE
 CAPABLE OF SUPPORTING
 MIN. 40,000 KG LOAD
 PICKUP TIMES PER WEEK FOR
 WASTE REMOVAL AS NEEDED.

DATE: 08-16-12
 BY: JLD
 CHECKED: JLD
 DATE: 08-16-12
 PROJECT: KOCANA HOTEL & SUITES
 CLIENT: KOCANA HOTEL & SUITES
 ARCHITECT: CULLEN LAU ARCHITECT DESIGNERS

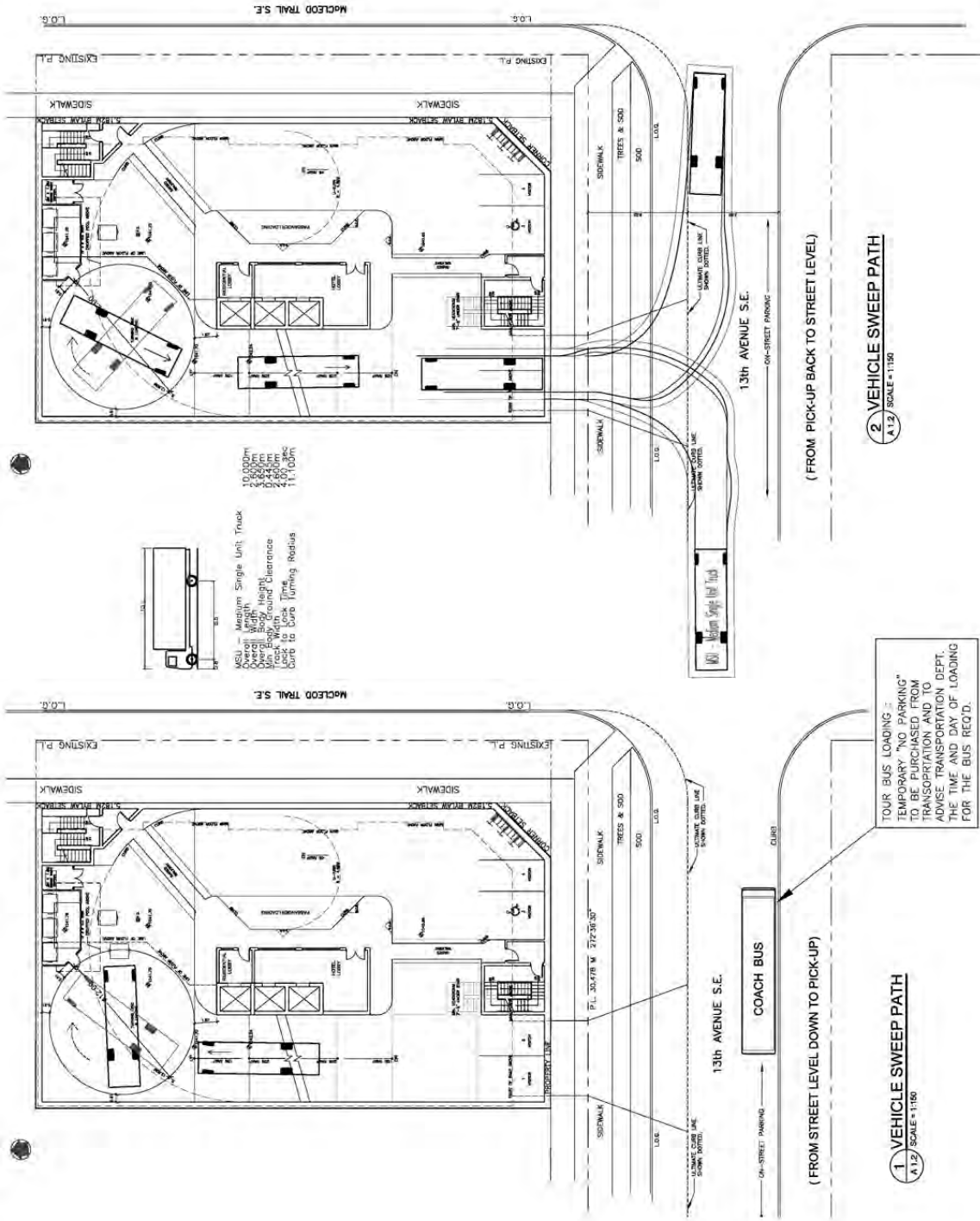


KOCANA
 HOTEL &
 SUITES

A1: MACLEOD TR. S
 DRAWN BY: [unintelligible]

A-1.2

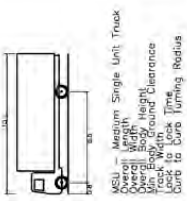
DP2009-3829

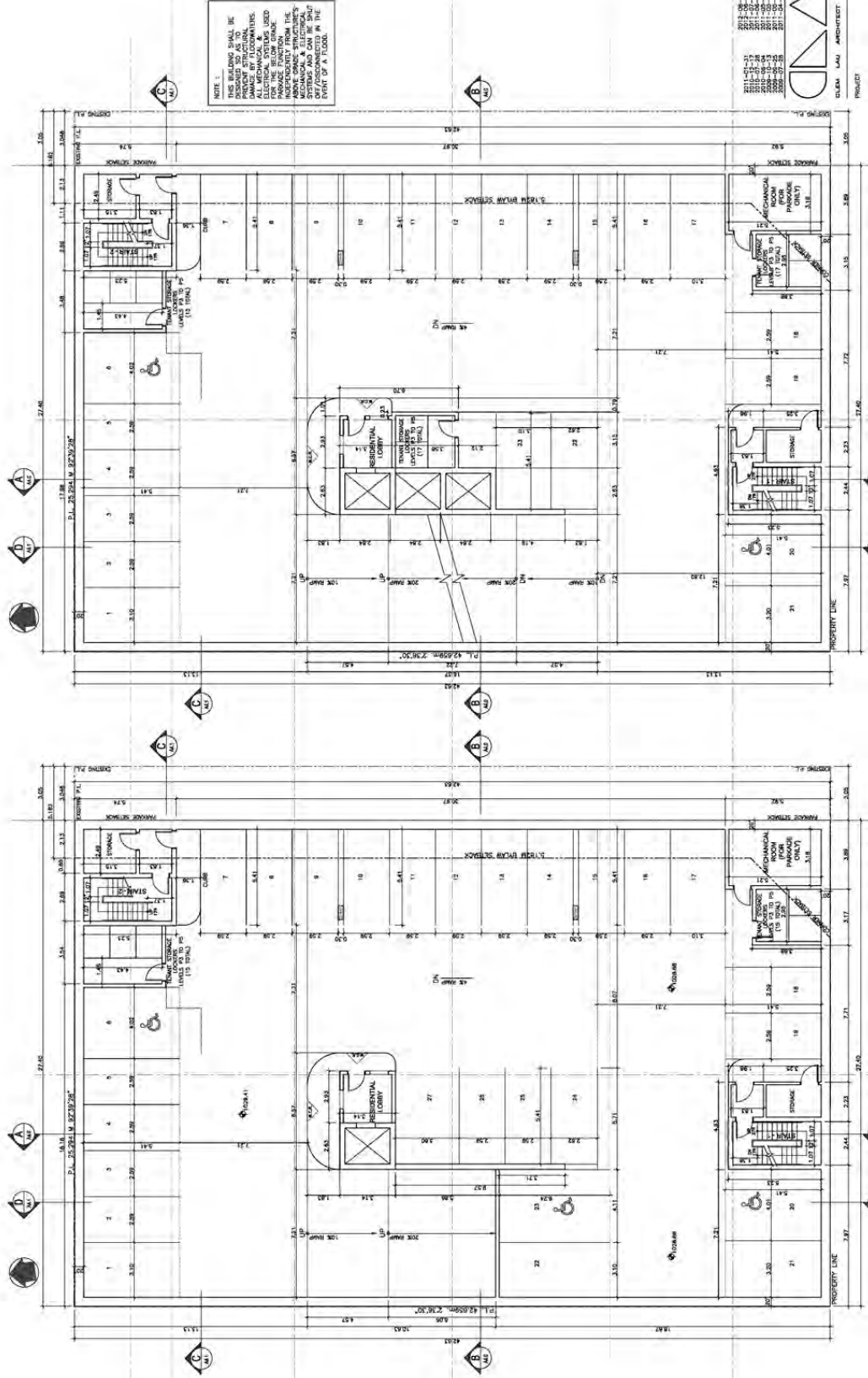


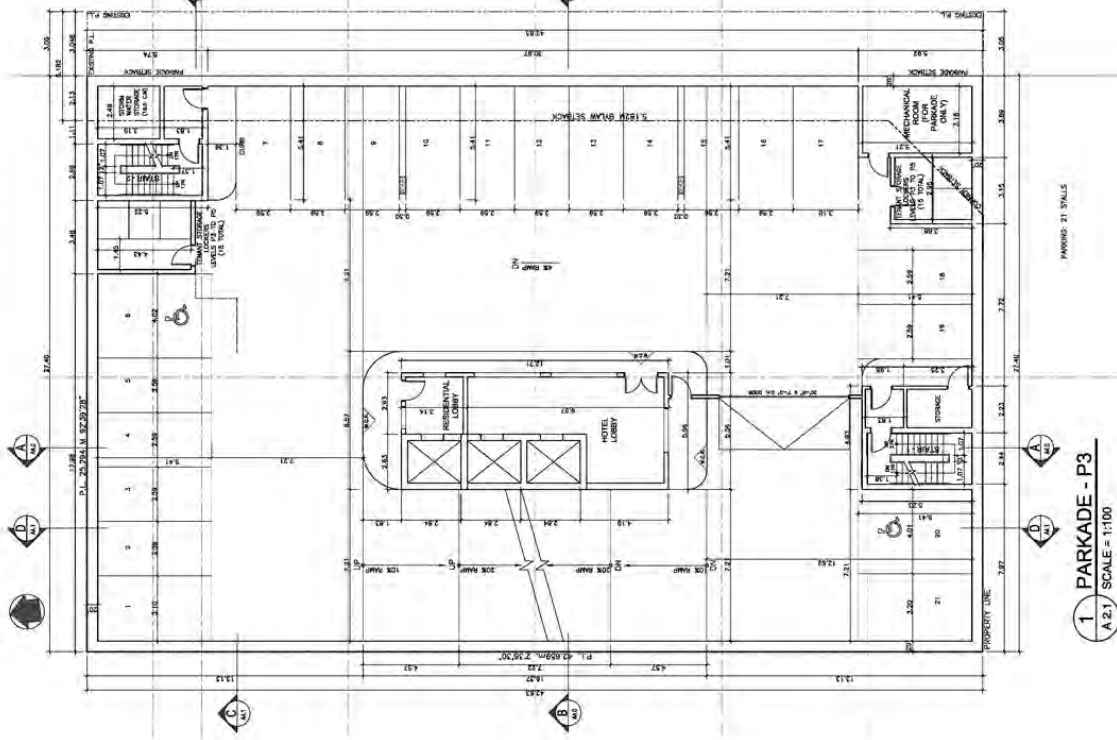
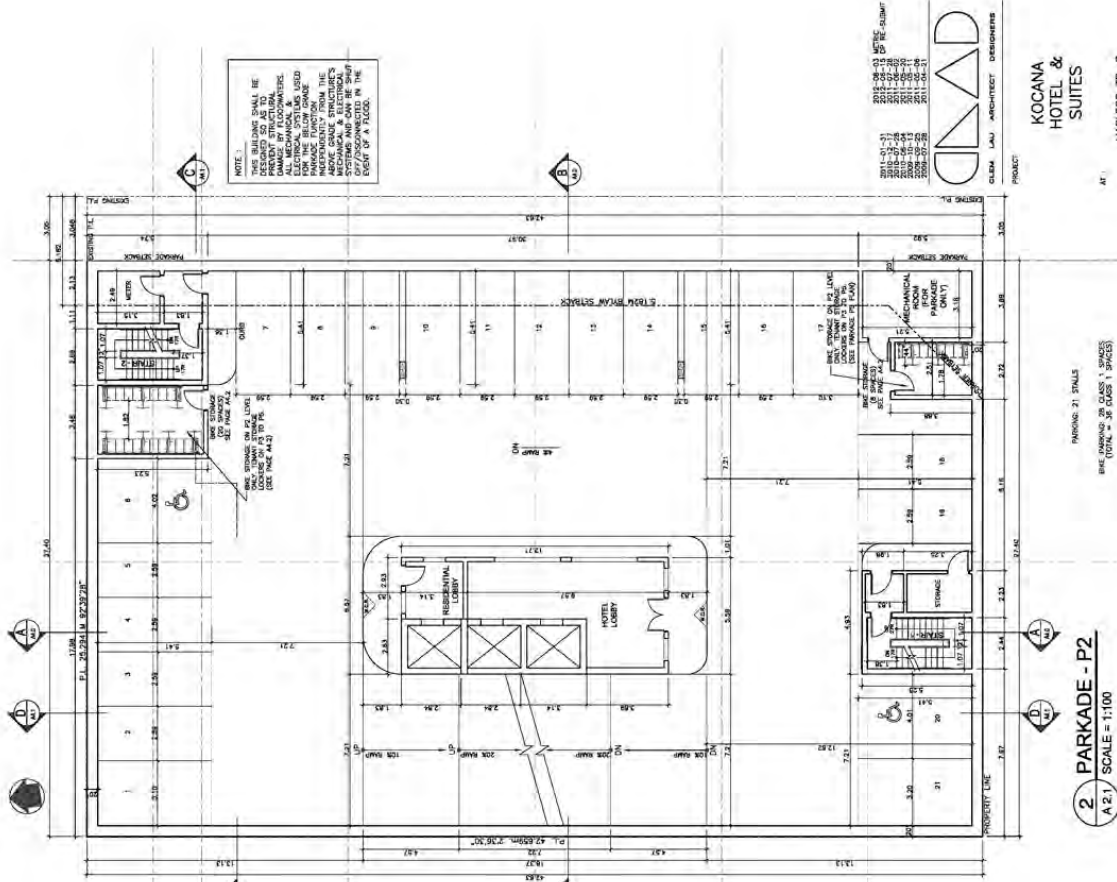
2 VEHICLE SWEEP PATH
 A.1.2 / SCALE = 1:150
 (FROM PICK-UP BACK TO STREET LEVEL)

TOUR BUS LOADING IS
 TEMPORARY "NO PARKING"
 TO BE PURCHASED FROM
 TRANSPORTATION AND TO
 ADVISE TRANSPORTATION DEPT.
 THE TIME AND DAY OF LOADING
 FOR THE BUS REQ'D.

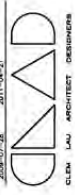
1 VEHICLE SWEEP PATH
 A.1.2 / SCALE = 1:150
 (FROM STREET LEVEL DOWN TO PICK-UP)







2011-01-21	REVISED
2011-01-21	REVISED
2011-01-21	REVISED
2011-01-21	REVISED
2011-01-21	REVISED
2011-01-21	REVISED
2011-01-21	REVISED
2011-01-21	REVISED
2011-01-21	REVISED
2011-01-21	REVISED
2011-01-21	REVISED

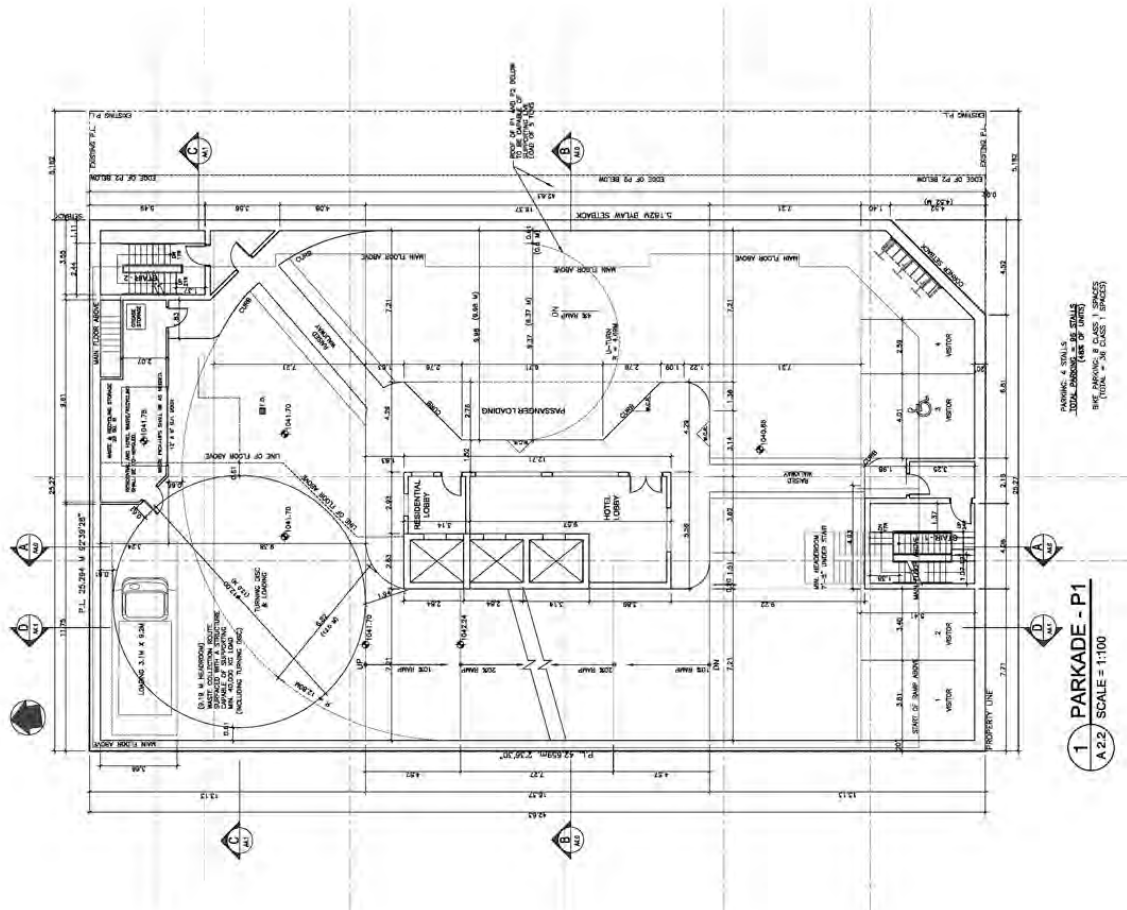


PROJECT
KOCANA HOTEL & SUITES
CLEEN LAU ARCHITECT DESIGNERS

PROJECT
KOCANA HOTEL & SUITES
CLEEN LAU ARCHITECT DESIGNERS

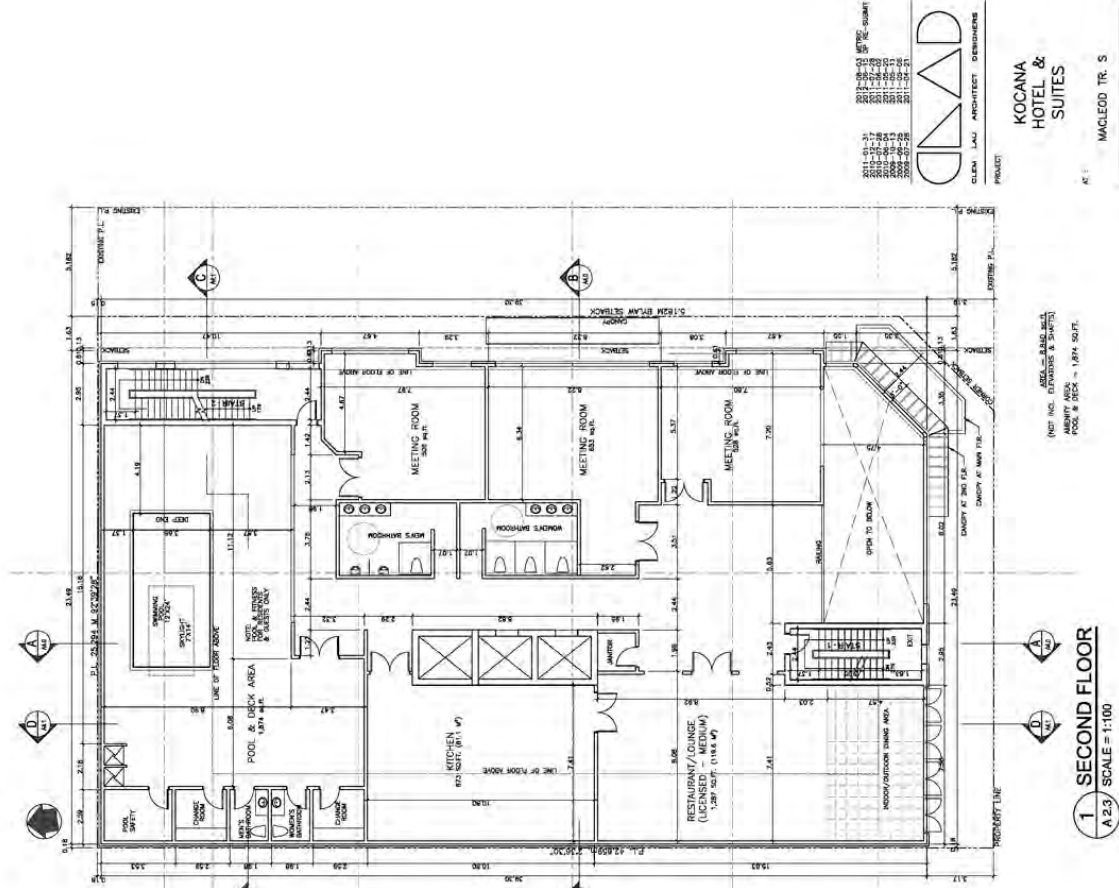
PROJECT
KOCANA HOTEL & SUITES
CLEEN LAU ARCHITECT DESIGNERS

PROJECT
KOCANA HOTEL & SUITES
CLEEN LAU ARCHITECT DESIGNERS

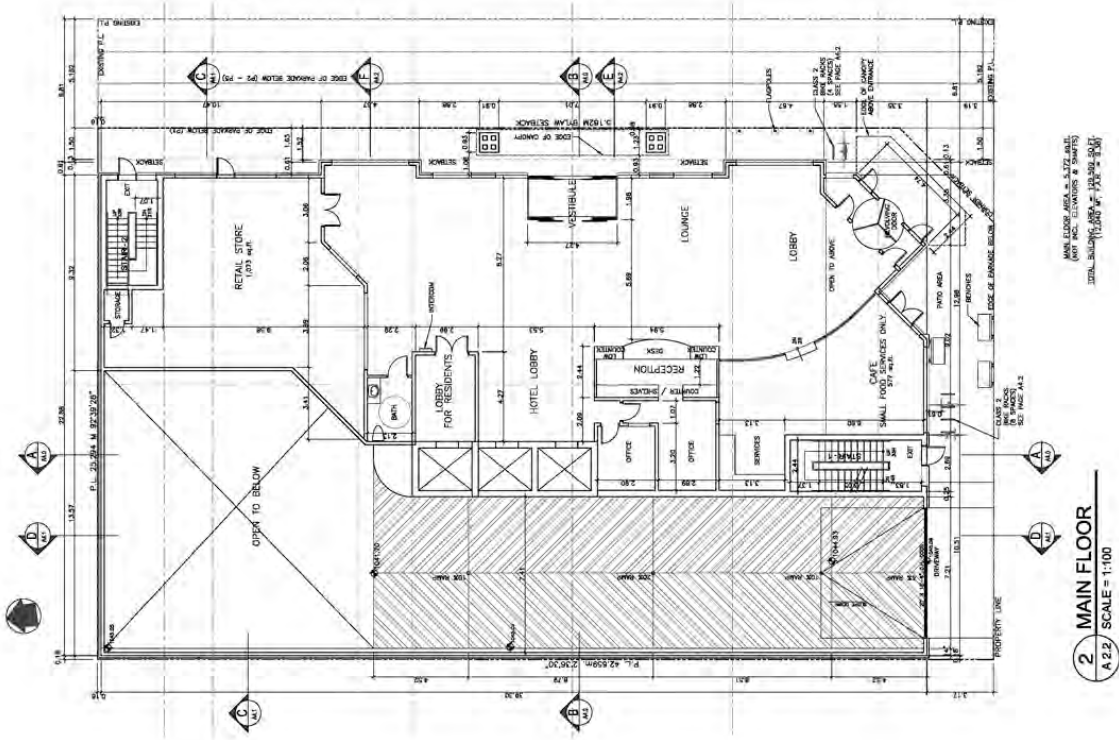


PARKING 4 STALLS
TOTAL PARKING 68 STALLS
BIKE PARKING 8 CLASS 1 SPACES
(TOTAL = 36 CLASS 1 SPACES)

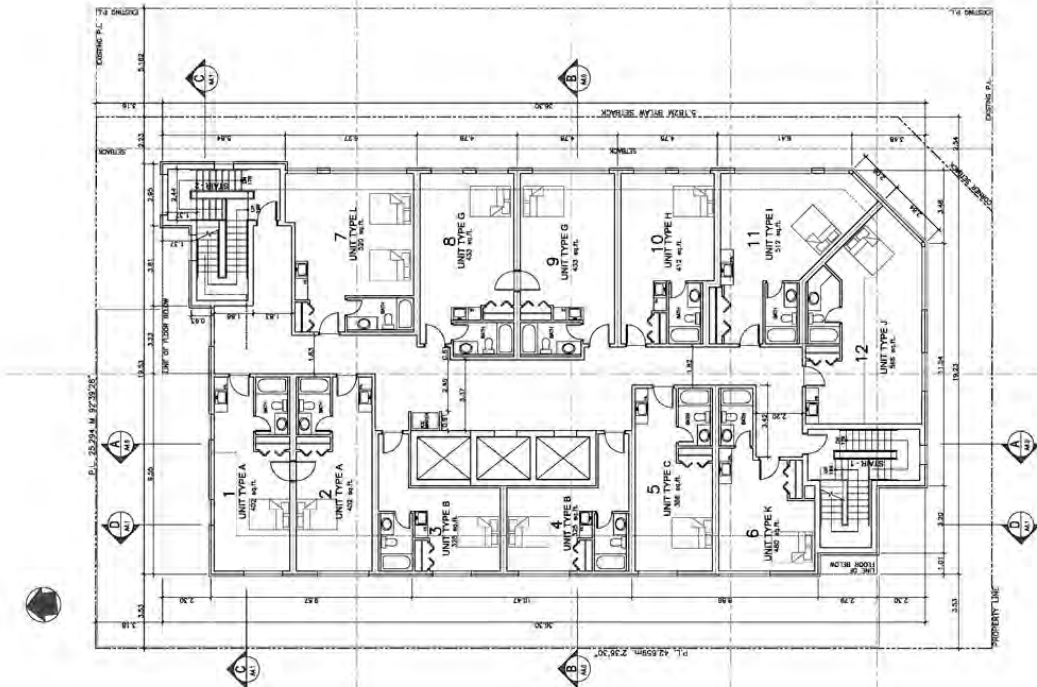
1 PARKADE - P1
SCALE = 1:100



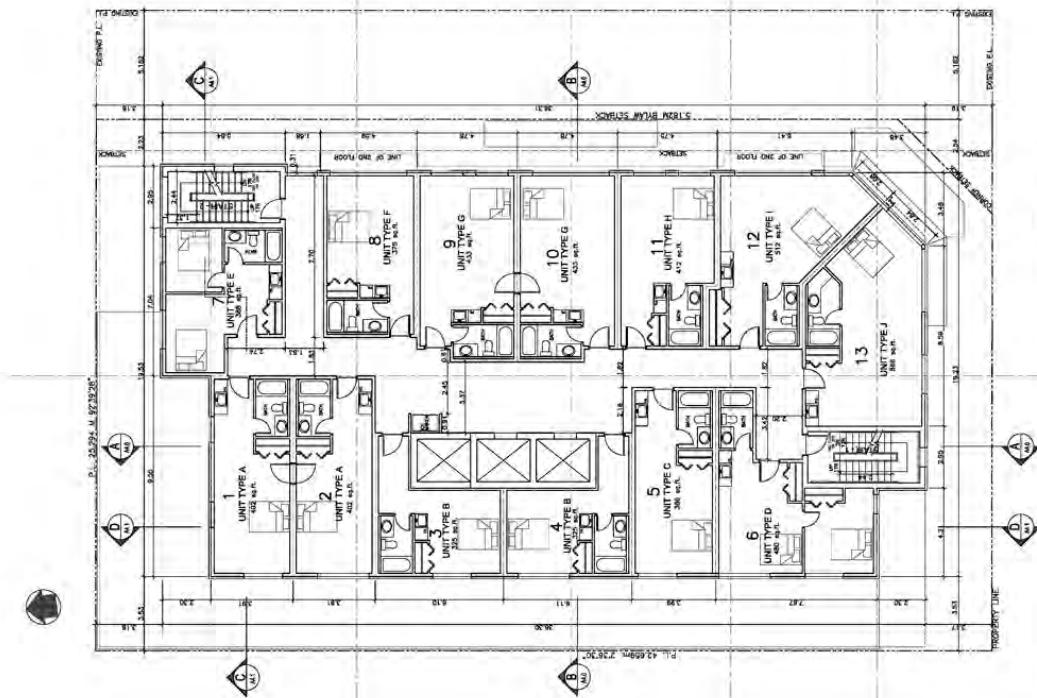
1 SECOND FLOOR
SCALE = 1:100



2 MAIN FLOOR
SCALE = 1:100

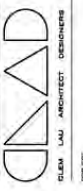


1 FLOOR 14
A23 SCALE = 1:100



2 TYPICAL FLOOR 3 - 13
A23 SCALE = 1:100

NO.	DATE	DESCRIPTION
01	2011-12-15	REVISED PER COMMENTS
02	2012-02-14	REVISED PER COMMENTS
03	2012-03-23	REVISED PER COMMENTS
04	2012-05-01	REVISED PER COMMENTS
05	2012-06-01	REVISED PER COMMENTS
06	2012-07-02	REVISED PER COMMENTS
07	2012-07-02	REVISED PER COMMENTS



DLAM LAU ARCHITECT DESIGNERS
PROJECT
KOCANA HOTEL & SUITES
AT MACLEOD TR. 5

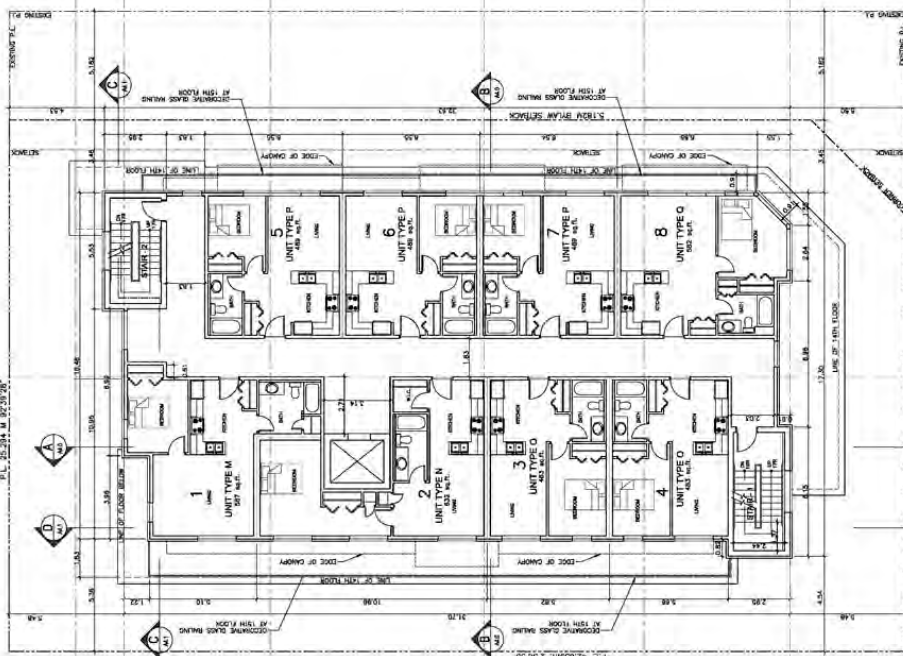
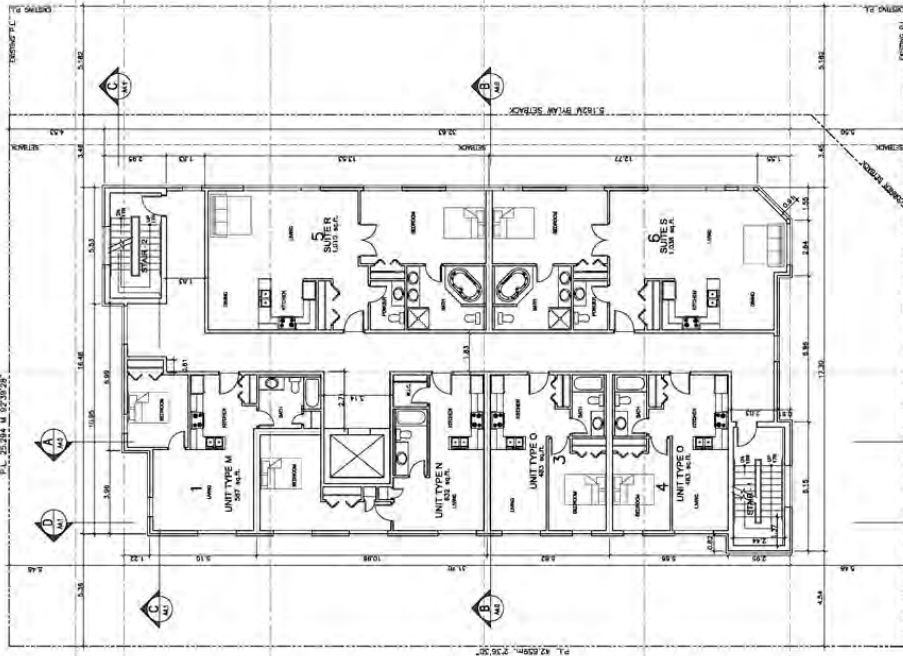
FORMING NO. A-2.4

NOTE: ALL DIMENSIONS ARE IN METERS.
UNITS: 1000 MM = 1 M, 1000 LITERS = 1 M³.

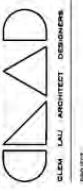
HOTEL SUITES

NOTE: ALL DIMENSIONS ARE IN METERS.
UNITS: 1000 MM = 1 M, 1000 LITERS = 1 M³.

HOTEL SUITES



2011-11-11	1-1
2011-11-11	1-2
2011-11-11	1-3
2011-11-11	1-4
2011-11-11	1-5
2011-11-11	1-6
2011-11-11	1-7
2011-11-11	1-8
2011-11-11	1-9
2011-11-11	1-10
2011-11-11	1-11
2011-11-11	1-12
2011-11-11	1-13
2011-11-11	1-14
2011-11-11	1-15
2011-11-11	1-16
2011-11-11	1-17
2011-11-11	1-18
2011-11-11	1-19
2011-11-11	1-20
2011-11-11	1-21
2011-11-11	1-22
2011-11-11	1-23
2011-11-11	1-24
2011-11-11	1-25
2011-11-11	1-26
2011-11-11	1-27
2011-11-11	1-28
2011-11-11	1-29
2011-11-11	1-30



**KOCANA
HOTEL &
SUITES**

PROJECT
ELEN LAU ARCHITECT DESIGNERS

AT
MACLEOD TR. S

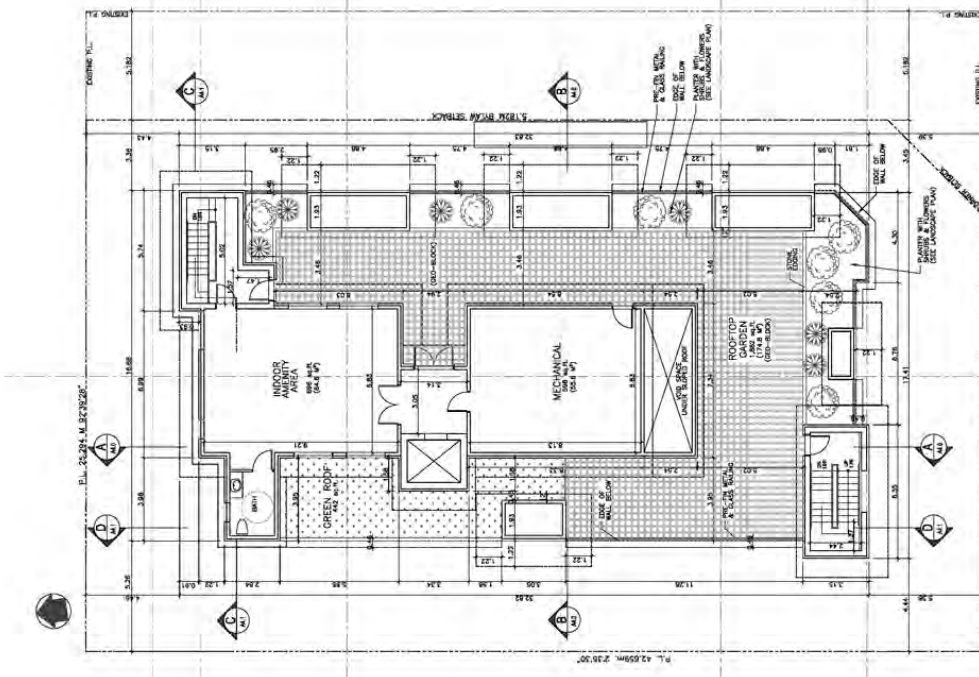
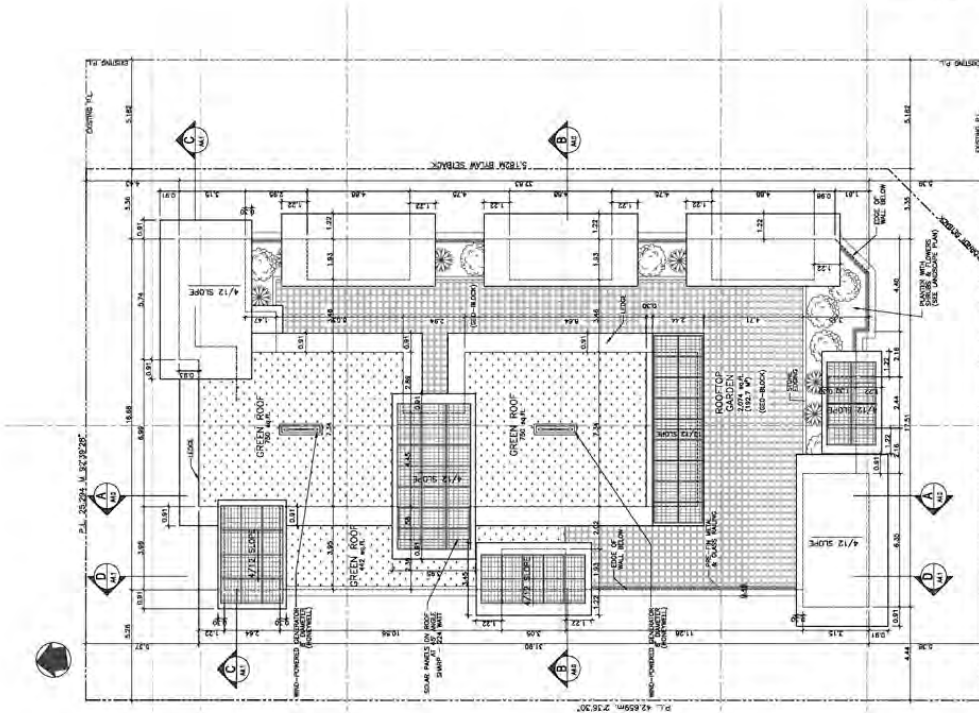
DRAWING NO
A-2.5

FOR ALL INFORMATION
PLEASE REFER TO THE
RESIDENTIAL SUITES
& PRESIDENTIAL SUITES
DRAWINGS A-2.1 TO A-2.4

2 FLOOR 20
SCALE = 1:100
A 2.4

FOR ALL INFORMATION
PLEASE REFER TO THE
RESIDENTIAL SUITES
& PRESIDENTIAL SUITES
DRAWINGS A-2.1 TO A-2.4

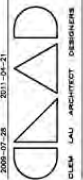
2 FLOOR 15 TO 19
SCALE = 1:100
A 2.4



1 ROOFTOP - SOLAR PANELS & GENERATORS
 A 2.5 / SCALE = 1:100

1 ROOFTOP - AMENITY AREA & MECHANICAL
 A 2.5 / SCALE = 1:100

2011.01.11
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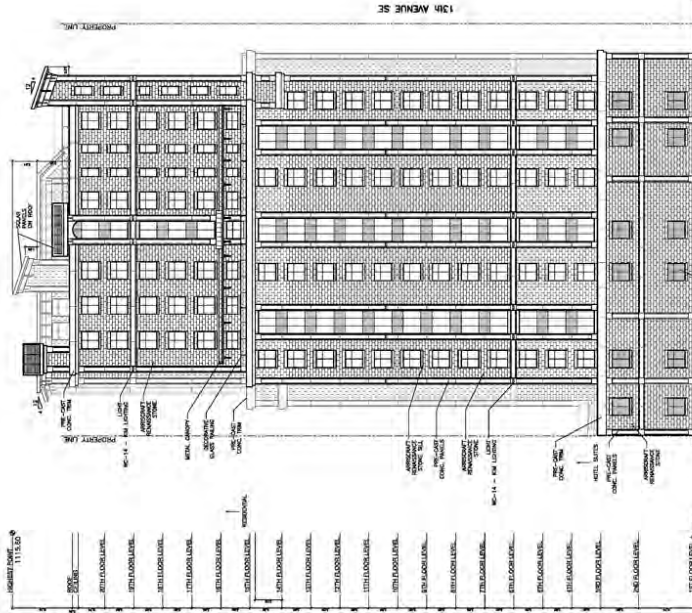


CLEM LAU ARCHITECT DESIGNERS
 PROJECT
 KOCANA HOTEL & SUITES
 AT 1 MACLEOD TR. S
 DRAWING NO. A-2.6

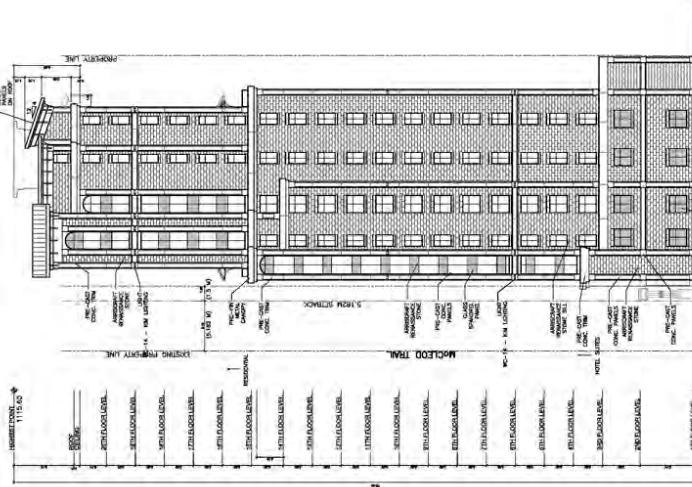
SCALE = 1:100
 TOTAL ROOF SURFACE = 5,704 SQ.FT.
 GREEN ROOF AREA = 1,842 SQ.FT.
 PLANTERS = 483 SQ.FT.
 TOTAL = 3,569 SQ.FT. (70%)

SCALE = 1:100
 AMENITY AREA
 ROOFTOP MECHANICAL = 586 SQ.FT.
 ROOFTOP GARDEN = 816 SQ.FT.
 TOTAL = 1,402 SQ.FT. (28%)

NOTE: ALSO SEE LANDSCAPE PLAN FOR MORE DETAIL ON PLANTS & SHEDS

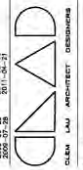


WEST ELEVATION
SCALE = 1/8" = 1'-0"



NORTH ELEVATION
SCALE = 1/8" = 1'-0"

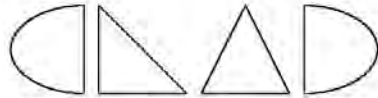
PROJECT NO. 1011
DATE 10/20/11
DRAWN BY JAC
CHECKED BY JAC
DESIGNED BY JAC
APPROVED BY JAC
PROJECT NO. 1011
DATE 10/20/11
DRAWN BY JAC
CHECKED BY JAC
DESIGNED BY JAC
APPROVED BY JAC



KOCANA
HOTEL &
SUITES

MCCLEOD TR. S
A-3.1

DESIGN: HOTEL & SUITES COLLEGE & MATERIALS
MASONRY - AFRICAN GRANITE BLOCKS - FRESH MORTAR - OLIVE GREY
CONCRETE - LIGHT GREY
METAL - POLISHED ALUMINUM
GLASS - CLEAR GLASS
FINISHES: GROUTED BRICK - FRESH MORTAR - OLIVE GREY
FRONT-LOAD CONCRETE TRAP - POLISHED ALUMINUM - OLIVE GREY
GLASS - CLEAR GLASS
FRONT-LOAD CONCRETE TRAP - POLISHED ALUMINUM - OLIVE GREY



clem lau architect designers inc.

2012-07-16

Planning Department
The City of Calgary
P.O. Box 2100 Stn 'M'
Calgary, Alberta
Fax : 268-1997

Att : Mr. Joseph Yun

RE : Kocana Hotel and condominium units
234 – 13th Avenue SE
Calgary, Alberta
D.P. 2009-3829

Design rationale.

We were asked by the client to do a hotel building using "classical" style and elements. The client wanted to avoid the contemporary "glass blocks" as they appear in the close-by vicinity.

The site conditions pose challenging design factors such as passenger and service loading, egress and exit of all vehicles as well as accommodating the 13th Avenue "Greenway" plan.

The exterior of the building is of Colonnade design with combination of curtain wall windows and traditional punch windows. The massing of the building consists of the base podium level, with a set-back mid-level, and further up with additional set-back top level. The exterior building materials are precast concrete column panels, Renaissance Stone cladding and windows with tinted glass.

All the loading/unloading of passengers and services are taking place at the First level underground parking. Protocol for the traffic operation has been established and approved by the Transportation department.

A Loading Layby has been requested on Macleod Trail for serving tourist buses, but was refused by transportation department. An alternative loading solution for the tour bus is to provide temporary loading space on the south side of 13th Avenue. This solution has been proved to solve the loading issue in other projects.

The roof top area of the building is a landscaped amenity area and also space for energy generating devices.

Clem Lau, M.R.A.I.C.



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

City of Calgary
Development and Building Approvals
Attention: **Carl Purvis**

VIA EMAIL

February 14, 2012

RE: DP2009-3829

Beltline Planning Group (BPG) has met with the applicant for a second time. BPG strongly supports this project in its updated form. We no longer have any reservations:

1. 13th Avenue/Macleod Trail Landscaping:

The applicant has informed us that The City will be constructing the 13th Avenue Greenway. We trust that this will be completed in a timely manner.

2. Possible +15 connection to Stampede:

We understand that The City has informed the applicant that a +15 connection would not be appropriate in this location. BPG accepts this direction.

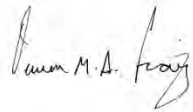
3. Lay-by on Macleod Trail:

In discussing this development permit, it was noted that a lay-by was not included for the hotel. This discrepancy has been addressed by using the first level of underground parking. BPG finds this creative solution acceptable.

BPG finds the updated design of this project to be a significant improvement. It is a valuable contribution to the streetscape along MacLeod Trail.

Thank you for your consideration,

Sincerely,

A handwritten signature in black ink, appearing to read "Owen M.A. Craig". The signature is written in a cursive style with a large initial 'O'.

Owen Craig,
Chair, Beltline Planning Group

Cc:
Development Circulations Controller (DP.Circ@calgary.ca)



LEED Canada-NC 1.0 Project Checklist

Project Name

City, Province

Yes ? No

Sustainable Sites 14 Points

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

Yes ? No

Water Efficiency 5 Points

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

Yes ? No

Energy & Atmosphere 17 Points

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

Yes ? No

Materials & Resources 14 Points

Yes ? No

Materials & Resources 14 Points

Y				Prereq 1	Storage & Collection of Recyclables	Required
				Credit 1.1	Building Reuse: Maintain 75% of Existing Walls, Floors, and Roof	1
				Credit 1.2	Building Reuse: Maintain 95% of Existing Walls, Floors, and Roof	1
				Credit 1.3	Building Reuse: Maintain 50% of Interior Non-Structural Elements	1
				Credit 2.1	Construction Waste Management: Divert 50% from Landfill	1
				Credit 2.2	Construction Waste Management: Divert 75% from Landfill	1
				Credit 3.1	Resource Reuse: 5%	1
				Credit 3.2	Resource Reuse: 10%	1
				Credit 4.1	Recycled Content: 7.5% (post-consumer + 1/2 post-industrial)	1
				Credit 4.2	Recycled Content: 15% (post-consumer + 1/2 post-industrial)	1
				Credit 5.1	Regional Materials: 10% Extracted and Manufactured Regionally	1
				Credit 5.2	Regional Materials: 20% Extracted and Manufactured Regionally	1
				Credit 6	Rapidly Renewable Materials	1
				Credit 7	Certified Wood	1
				Credit 8	Durable Building	1

Yes ? No

Indoor Environmental Quality 15 Points

Y				Prereq 1	Minimum IAQ Performance	Required
Y				Prereq 2	Environmental Tobacco Smoke (ETS) Control	Required
				Credit 1	Carbon Dioxide (CO₂) Monitoring	1
				Credit 2	Ventilation Effectiveness	1
				Credit 3.1	Construction IAQ Management Plan: During Construction	1
				Credit 3.2	Construction IAQ Management Plan: Testing Before Occupancy	1
				Credit 4.1	Low-Emitting Materials: Adhesives & Sealants	1
				Credit 4.2	Low-Emitting Materials: Paints and Coating	1
				Credit 4.3	Low-Emitting Materials: Carpet	1
				Credit 4.4	Low-Emitting Materials: Composite Wood and Laminate Adhesives	1
				Credit 5	Indoor Chemical & Pollutant Source Control	1
				Credit 6.1	Controllability of Systems: Perimeter Spaces	1
				Credit 6.2	Controllability of Systems: Non-Perimeter Spaces	1
				Credit 7.1	Thermal Comfort: Compliance	1
				Credit 7.2	Thermal Comfort: Monitoring	1
				Credit 8.1	Daylight & Views: Daylight 75% of Spaces	1
				Credit 8.2	Daylight & Views: Views 90% of Spaces	1

Yes ? No

Innovation & Design Process 5 Points

				Credit 1.1	Innovation in Design	1
				Credit 1.2	Innovation in Design	1
				Credit 1.3	Innovation in Design	1
				Credit 1.4	Innovation in Design	1
				Credit 2	LEED® Accredited Professional	1

Yes ? No

Project Totals (pre-certification estimates) 70 Points