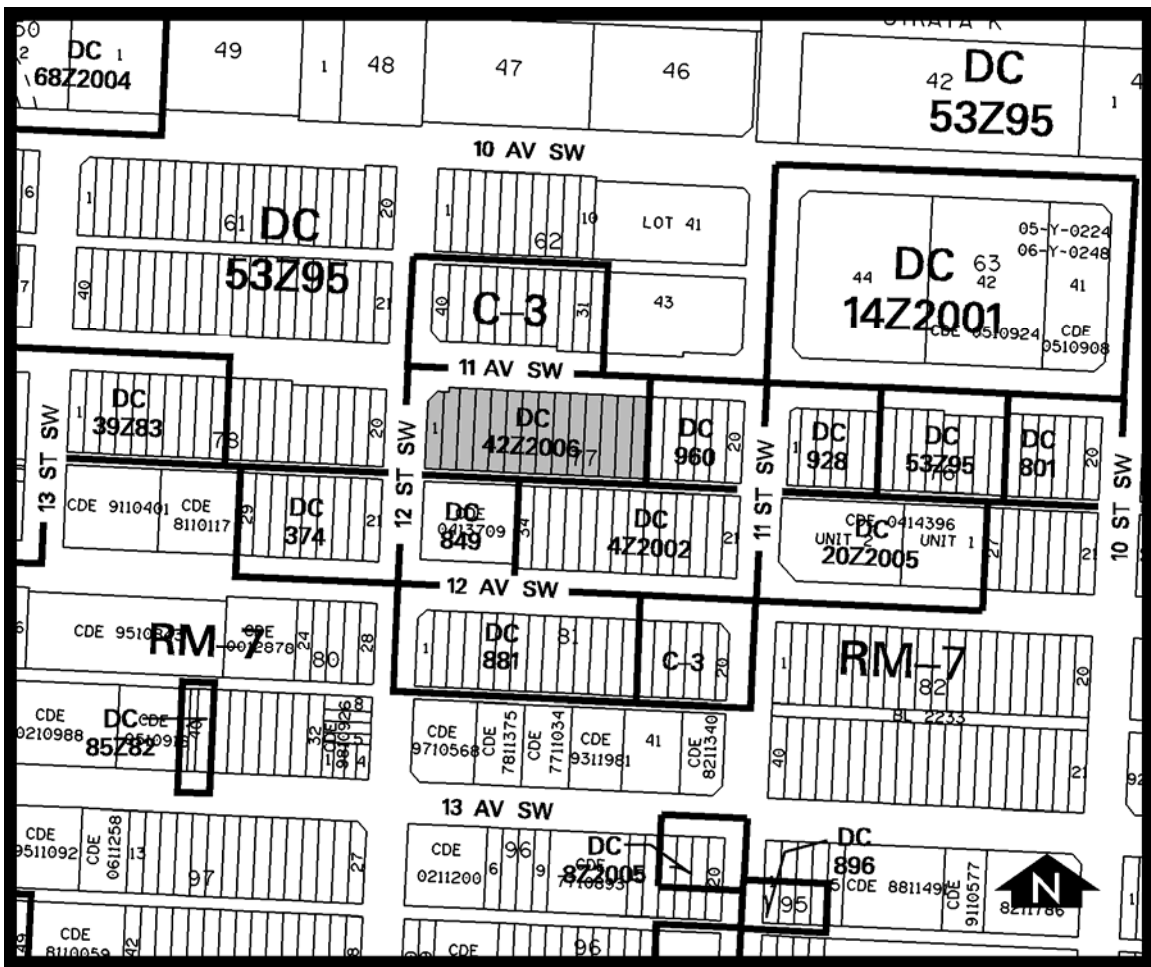


REPORT TO THE CALGARY PLANNING COMMISSION

DEVELOPMENT PERMIT		ITEM NO: 4	
CPC DATE:	2006 November 16		
DP NO:	DP2006-2279		

BELTLINE
(Ward 8 - Alderman King)



PROPOSAL:
Apartment Building (476 units) with commercial uses at grade.

APPLICANT: Poon McKenzie Architects	OWNER: Homburg Kai Developments Ltd.
MUNICIPAL ADDRESS: 1215, 1219, 1221, 1227, 1231, 1235 and 1239 – 11 Avenue SW and 1110 – 12 Street SW	LEGAL DESCRIPTION: Plan A1, Block 77, Lots 1 to 14 (Map 16C)
EXISTING LAND USE DISTRICT(S): DC Direct Control District (42Z2006)	
AREA OF SITE: 0.422 ha ± (1.042 ac ±)	
CURRENT DEVELOPMENT: A mix of one and two storey office/retail buildings	

ADJACENT DEVELOPMENT:

NORTH: Single and two storey commercial buildings

SOUTH: Apartment Buildings, two storey commercial buildings;

EAST: Office Buildings

WEST: Office Buildings

DEVELOPMENT SUMMARY			
RULE	BYLAW STANDARD	PROPOSED	RELAXATION
DENSITY	A maximum of 12.0 FAR	10.85 FAR	None
HEIGHT	Podium 16 metres	Podium 12.2 metres	None
PARKING	0.9 stalls/unit residential (424 stalls) 0.15 stalls/unit visitor (64 stalls) 1 stall/100 m net floor area for commercial uses (13 stalls)	501 Stalls required 657 Stalls provided	None
LANDSCAPING	40% of the site (can be located at the top of the podium)	63% of the site – 1651m on the podium, 923m at grade	None

EXTERIOR FINISH MATERIALS

Podium: Wood Panels, Transparent glass, and metal accents

Tower: Wood Panels, Transparent glass, and metal accents

Roof: White PVC Roofing Membrane at tower top, Green Roof at top of Podium

PLANNING EVALUATION

Introduction

This Development Permit is for a 476 unit apartment building in the Beltline consisting of two towers of apartment units on a podium of Commercial retail/restaurant spaces and residential units.

Site Context

The site is located at the southeast corner of 11 Avenue and 12 Street SW. The area is a mix of high density residential, two storey commercial, and mid rise office buildings. There are two high rise residential developments within 200 metres of the site – Vantage Pointe located one block to the west along 11 Avenue, and Stella/Nova towers, located two blocks southeast of the project.

Legislation & Policy

Development of this site is guided by the policies of the Beltline Area Redevelopment Plan (Approved by Council May 2006). The application is contained within the Urban Mixed Use area of the Plan. Within this area, the policy calls for:

- Promotion of live-work units in a variety of configurations;
- Vibrant pedestrian streets that provide activity throughout the daytime and evening hours;
- Street front elevations that are 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; and
- Creation of streetscapes that respond to the context of the particular area.

As well, the policy identifies key design initiatives for development such as:

- Front setbacks should incorporate trees or other urban planting treatments with hard-surface treatments and may accommodate a variety of commercial activities, including restaurant patios, display areas, and entrance plazas;
- Building edges that are oriented toward a public right of way should be lined with uses that create activity and provide natural surveillance;
- All parking areas shall be concealed from view from public spaces and ideally are located underground;
- The base of a building should be designed to create a human scaled street wall and establish a strong visual rhythm;

- In order to reduce the massing impacts of high density buildings, a floor plate regulation of 930 metres applies in this area above the 25 metre height of a buildings;
- Building bases are encouraged to use masonry or other durable materials and other architectural details that establish a strong visual rhythm with human scaled elements;
- All rooftops, including podium and tower tops are encouraged to incorporate landscape amenities or green roofs in order to achieve aesthetic and environmental benefits;
- The minimum horizontal separation between any two tall buildings shall be 24 metres for buildings taller than 36 metres; and
- Particular attention should be given to the lighting of public and private areas at-grade to provide effective and attractive at-grade light. Special effects, including flood lighting of the tower portion and tower top portion may be included if it does not negatively impact surrounding properties.

This site is located within one of the “character areas” defined in the Beltline ARP, where a combination of land uses and buildings have combined to create areas that are identifiable as having special or unique qualities that are different from neighbouring areas. This site is located in the Design District. The intent of policy for this area is to allow for the expansion of eclectic and innovative design of buildings within the area.

Land Use District

The Direct Control District accommodating this project was approved by City Council in 2006 May. Contained within those guidelines are provisions for yards, building design, and landscaping.

Density has been determined through application of the Density Bonusing system contained in the Beltline Area Redevelopment Plan. This bonus system allows for additional floor area if certain public amenity features are provided. The proposed project complies with this policy direction.

The overall density achieved is 10.85 FAR. The following table illustrates how areas have been apportioned to the various bonus categories.

BONUS	F.A.R.
Base Density	8.0
Green Roof	0.5
Use of water efficient landscaping/water use reduction (eliminate use of potable water for irrigation)	0.1
Installation of Heat Recovery Ventilator and Central water heat recovery systems.	0.1
Contribution to the Beltline Community Investment Fund	2.15
TOTAL	10.85

As part of the bonusing, the applicant is utilizing the sustainable features portion of the plan to achieve additional density for the project. 0.6 FAR has been achieved through the green roof, and through the elimination of potable water for landscaping (see the landscaping section for further details). Under the sustainable building features of the Beltline ARP, the Approving Authority has flexibility to consider items that are not contained within the plan. Administration is recommending an extra 0.1 FAR be granted based on two features that will be provided within the building: a heat recovery ventilator for the common property areas, and central water heat recovery units that shall be installed on the central drain lines. While these features are not on the list, they meet the intent and spirit of the Beltline ARP to consider other sustainable features that achieve environmental benefits.

Heat recovery ventilators are mechanical air-exchange systems that can capture up to 90% of the heat content from stale indoor air being exchanged for fresh outside air. These systems work by passing the air streams from a heat-exchange core, generally made with multiple aluminium or plastic plates. HRV's capture heat from the outgoing air during heating seasons to warm the incoming air; and in cooling season, heat from the incoming air is transferred to the outgoing air to help prevent warming of the building while providing fresh air.

Central water heat recovery systems are installed around the hot water pipes. Drainwater heat recovery units enable an exchange of heat from grey water to the incoming water, by capturing the heat when the draining of hot water is simultaneous with usage (i.e. showering).

The applicant has chosen to contribute to the Beltline Community Investment Fund for the remainder of the density. This payment shall be made at the current rate at time of release of the Development Permit.

The amount of additional density is reasonable given the site access and its location within the beltline, the design merits of the building and the amenities provided for the benefit of the public.

Site Layout & Building Design

The project is a 476 unit apartment building on a podium of commercial retail spaces and residential apartments. The main floor of the project is commercial uses that are located along 11 Avenue SW and 12 Street SW. Along both these streets, an arcaded area is provided in front of the CRU entryways. This arcade has a greater depth along the 11 Avenue elevation (4.9 metres) than along the 12 Street elevation (2.1 metres). To respond to the grade change along 11 Avenue, the applicant has terraced the arcade to allow for half of the storefront units to enter directly from the street with minimal use of stairs. While this works well in both locations, a prior to release condition has been added to address the design at the corner of 11 Avenue and 12 Street to better respond to this edge.

Vehicular entry for the project is accessed off the back lane at the rear of the building. Along the rear lane, commercial parking stalls have been provided in an arcaded area. Rolling security grills have been provided to shelter the parking during non-retail hours. While this approach does not achieve the effect of animating the rear lane (as per the community comments), it is an approach that has been supported in other projects within the Beltline. Based on the small amount of commercial parking, and the increased issues with containing all parking underground, administration accepted the parking at grade.

Above the main floor, the residential component of the project begins. To achieve a greater podium, a central bank of apartment units is provided to read as a stronger base for the project.

At the fifth floor, the project separates into the two residential towers. The west tower is 28 floors, while the east tower is 32 storeys. Both projects have a distinctive rooftop which houses the mechanical and elevator cores. There is a tower separation of 28 metres for the project, which exceeds the requirement in the Beltline ARP. As well, the floor plates for the project

are 707 square metres. While this exceeds the 650 metre guideline in the ARP, the applicant has demonstrated there is minimal additional impact on adjacent properties through their shadow diagrams and streetscape drawings.

The project is a mix of glass and wood panelling with metal accents. The wood panelling is a material used on many projects in Scandinavian countries, and has tested for durability in winter climates. At the podium level, signage has been provided in two locations; individual storefront signage has been shown along the arcaded area for the tenants, with three large signs to demarcate the building addresses and overall building name for the project. As the site is within the design district, the signage was not deemed to be out of scope with the character of the area.

The application was circulated to the Urban Design Review Panel; their full comments are contained in APPENDIX III. The Panel was impressed by the design of the project, particularly the pedestrian friendly streetscape and has no significant issues or concerns. While the panel commented about the widening of the sidewalk along 12 Street SW, this relates to the comment from the Beltline Community about a narrowing of the carriageway with an expanded public realm.

Landscaping

Required landscaping for this development has been provided at the top of the podium. In order to achieve 0.5 additional FAR for the site, a green roof has been provided. (Defined in the ARP as a system of plants, growing medium, and root/waterproof membranes that, as a whole, act to maximize the available environmental benefits on the roof of any type of building). The second storey of the podium is a combination of natural prairie/ornamental grasses and individual terraces for the project. At the fifth floor, an amenity area has been provided for the project. The natural prairie grasses have been continued from the second storey of the podium. Clusters of trees have been planted along the second and fifth storeys interspersed with Junipers and snowberry bushes.

The applicant has provided upgrades to the streetscape and public realm along 11 Avenue and 12 Street SW. Street trees have been shown along the 11 Avenue SW elevation (subject to line assignment). Street paving of various concrete bandings has been provided along 11 Avenue and 12 Street SW.

Site Access & Traffic

There is one vehicular access for the project off the rear lane. Loading and Garbage shall be accessed off the rear lane in a separate area.

Parking

Parking has been provided at a rate of 1.2 stalls per unit, which is above the bylawed requirement of 0.9 stalls. There is no maximum requirement for parking in this area. Bicycle storage facilities have been provide at grade and on the first floor of the parkade.

Site Servicing for Utilities

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

Environmental Site Assessment

No issues or concerns arose.

Community Association Comments

A letter of support was received from the Beltline Planning Group (see comments in APPENDIX III). They commented on the requirement for four sided buildings, with the rear lane being “as active and safe as possible”. While there is not as much activity along the rear lane at grade as other projects, measures have been taken to ensure this area is as safe as possible. They also commented on a narrowing of the carriageway along 12 Street SW. This is outside the scope of the Development Permit. While there is discussion about bylawed setbacks on other streets, there has been no intent to narrow carriageways within the Beltline.

CONCLUSION:

The proposal is supported for the following reasons:

1. The project meets the development goals of the Beltline Area Redevelopment Plan.
2. The high density development is compatible with adjacent development along 11 Avenue SW.
3. The public realm, podium development, and environmental features of this project provide for a unique project.

CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION: APPROVAL

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

Prior to Release Requirements

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

Planning:

1. Submit a total of six complete sets of amended plans (file folded and collated) to the File Manager that comprehensively address all prior to release conditions of all Departments as specified below. In order to expedite the review of the amended plans, one plan set shall highlight all of the amendments;
2. Payment is required for contribution to the Beltline Community Investment Fund equivalent to 2.1 FAR at the rate current at the time of payment;
3. Revise the drawings showing a different treatment of the 11 Avenue and 12 Street commercial entrance. A separate drawing showing this area with a highly articulated pedestrian scaled elements and signage opportunities shall be provided;
4. Provide more details of the lighting for the arcade for the project;
5. Provide more details of the signage proposed for the project. Include dimensions, method of attachment to the building, and any proposed lighting.

6. Revise the landscaping plans deleting the underground irrigation note and replacing it with the details of the rain harvesting system to comply with the 0.1 sustainable building features bonus;
7. Show the roof membrane on the drawings;

Urban Development:

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

Calgary Roads

- a. Property lines dimensioned from the lip gutter and the back of sidewalk;
- b. All adjacent boulevards graded at 2% up from the top of curb to the existing or ultimate property line. This will allow for installation of future sidewalk. Any deviation resulting from excessive cuts or fills must be approved by Calgary Roads;
- c. Removal of encroachments (stair handrails & bike racks (2)) from within the bylaw setback;
- d. The width of the boulevard along 12 Street does not meet the minimum width of 3.5 meters to permit tree planting. Remove these trees from all submitted plans or provide a public access easement along 12 Street to achieve the minimum boulevard width (building columns must be moved back);
- e. The City of Calgary is currently in the process of developing a standard for tree trenches. Contact Andy Ho of Roads @ 268-5030 for further information to revise tree trench detail for proposed trees along 11 Avenue. Also, provide a longitudinal cross section of the proposed tree trench;
- f. Existing lane is not paved (the developer has indicated concrete on the site plan). The developer will be required to pave the entire length of the lane adjacent to the proposed development, not just a small strip for the rolling out garbage bins; and
- g. Provide details of all projections (parapets, light fixtures, signs, canopies, entry features, signage, etc.) over existing and ultimate property lines, including overhang dimensions and vertical clearances to sidewalk. All projections should be designed to minimize the formation of ice that can break off and fall onto pedestrians using the sidewalk. Flat horizontal elements should be sloped to avoid accumulation of snow and ice. Provide details for decorative pilasters at adjacent to main entry on 11 Avenue.

Calgary Waterworks

- a. An adequate water meter room adjacent to an exterior wall where the services enter building.

Waste and Recycling Services

- a. Screening of garbage storage/storage collection area required;
- b. Relocation/screening of existing garbage collection facilities required;
- c. Provide additional grade information to ensure 2% maximum slope at storage/staging/collection location(s);
- d. Overhead door(s) required for storage location;
- e. Provide waste/recycling facilities for each phase of development; and
- f. Contact the Waste and Recycling Services Technical Assistant at 230-6646.

9. The developer shall submit a Sanitary Sewer Study required to identify potential impact and/or "pinch points" within the public sanitary sewer system which will be resultant of the ultimate flows generated by the proposed development. Associated costs will be at the expense of the developer. Alternative cost sharing arrangements may be made to the satisfaction of the Director of Water Resources. For further information contact the Leader of Engineering at 268-1786;
10. The developer shall remit payment to address the requirements of the Business Units as listed below:

Calgary Roads (CERTIFIED CHEQUE)

- a. Approved driveway crossings
 - b. Driveway crossing closures
 - c. Sidewalks
 - d. Wheelchair ramps
 - e. Curb and gutter
 - f. Concrete / asphalt lane paving
 - g. Streetlight upgrading
 - h. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Calgary Roads personnel;
11. The developer shall provide a letter of understanding to accept responsibility for providing the necessary waste and recycling service for the proposed development. The letter must be signed by the land owner.

The letter should state the following:

Company letterhead or Land Owner's Name and Address

Development Permit Application #: _____

Date: _____

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

Signature of land owner _____;

Transportation:

12. A Transportation Demand Management (TDM) program will be required. Contact Ron Schafer, TDM Specialist, at 268-1629 for more information;
13. Provide operating protocol for the proposed parkade overhead door;
14. Provide signage along the frontage of the building on 11 Avenue SW directing retail and visitor traffic to the parkade entrance off of the lane. As well. provide signage along the frontage of the building directing cyclists to extra Class 2 bike parking that can be accessed off of the lane;

15. Provide convex mirrors at the parkade entrance to the lane to avoid conflicts with vehicles leaving the parkade and vehicles in the lane;
16. As all parking is to be constructed in Phase 1, any parking in excess of that required for phase 1 may be constructed but shall be operated as Short Stay parking only (1-4 hours) and shall be labelled as such on the plans for the different parkade levels until the completion of construction of phase 2. These short stay stalls shall also be shown in the parking calculations on drawing A1.01;

Permanent Conditions

Planning:

17. 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;
18. No changes to the approved plans shall take place unless authorized by the Development Authority;
19. A Development Completion Permit shall be applied for, and approval obtained, prior to any occupancy. Call the Development Field Inspection Group at 268-5491 to request that a Field Inspector conduct a site inspection and sign the Development Completion Permit;
20. This approval recognizes Two (2) phases on the approved plans. A Development Completion Permit may be issued for each phase. The podium, underground parking, and one tower shall be completed prior to issuance of a Development Completion Permit for that phase;
21. Fascia signage shall be placed only in the designated sign area as indicated on the approved plans and shall not require a development permit;
22. Upon completion of the main floor subfloor, proof of the geodetic elevation of the constructed subfloor must be submitted to and approved by the Development Authority prior to any further construction proceeding;
23. All enclosed parking areas shall have walls and ceilings painted a white or light colour and have a lighting system to meet the average minimum lighting illumination of 54 LUX;
24. Parking areas shall be for the sole use of residents, customers, or staff and their guests. Parking stalls shall not be sold or leased to the general public for the purpose of long stay parking in the downtown core;
25. If this development is to be condominiumized visitor parking stalls indicated on the approved plans shall remain as common property;
26. 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.

Urban Development:

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

All reports are to be prepared by a qualified professional and shall be to the satisfaction of Alberta Environment, the Calgary Regional Health Authority and The City of Calgary.

Prior to issuance of a Development Completion Permit, a letter from a qualified professional who prepared a Phase 3 environmental site assessment report is to be issued to The City of Calgary in which the qualified professional certifies that the remediation/risk management plan has been carried out to the satisfaction of the Alberta Environment and the Calgary Regional Health Authority will also be required.

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

28. The developer shall be responsible for the cost of public work adjacent to the site in City rights-of-way, as required by the Manager of Urban Development, including but not being limited to:
- a. Removal of any existing facilities not required for the new development (old driveways and redundant services, etc.);
 - b. Relocation of works (survey monuments and underground/overhead utilities, etc.);
 - c. Upgrading of works (road widening and watermain upgrading, etc.);
 - d. Construction of new works (lane, paving, sidewalks, curbs, etc.); and
 - e. Reconstruction of City facilities damaged during construction.

All work performed on public property shall be done in accordance with City standards and include, but not necessarily be limited to driveways, walks, curbs, gutters, paving, retaining walls, stairs, guard rails, street lighting, traffic signs and control devices, power and utility poles, electrical vaults, transformers, power lines, gas lines, communication lines, water lines, hydrants, sanitary lines, storm sewer lines, catch basins, manholes, valves, chambers, service connections, berms, swales, fencing and landscaping.

Every effort will be made to identify the cost of public works associated with this development in advance of work proceeding; however, in some cases, this will be impossible to predict. Where the actual cost exceeds the estimate, the developer shall pay the difference, upon receipt of notice, to The City;

29. Indemnity Agreements are required for any work to be undertaken adjacent to or within The City Right-of-Way or setback areas for purpose of shoring, tie-backs, piles, sidewalks, lane paving, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in City rights-of-way and setback areas must be removed to the satisfaction of the Manager of Urban Development, at the developer's expense, upon completion of foundation work;
30. In accordance with the Encroachment Policy adopted by Council on June 24, 1996, and as amended on February 23, 1998, (retaining walls, planters, entry features, building projections) are not permitted to extend into The City Right-of-Way. New encroachments that are a result of this development are to be removed at the developer's expense, prior to issuance of a Development Completion Permit;
31. The developer shall submit an "As Constructed Grade Certificate" signed and sealed by a Professional Engineer, registered Architect, or a Professional Land Surveyor confirming that the development has been constructed in functional compliance with the Development Site Servicing Plan. Certification is to be completed within the timelines specified in the Lot Grading Bylaw 32M2004. Functional compliance is solely determined by The City to mean compliance with all City Bylaws, Standards, Specifications and Guidelines;

Transportation:

32. A 2.134 metre bylawed setback exists on 11 Avenue SW. No permanent construction of building shall take place within this setback;
33. As all parking is to be constructed in Phase 1, any parking in excess of that required for phase 1 may be constructed but shall be operated as Short Stay parking only (1-4 hours) until the completion of construction of Phase 2.
34. Transportation Demand Management (TDM) programs and initiatives should be developed, implemented and integrated into the ongoing management of the proposed development. The aim of the program is to reduce the number of drive-alone trips to the site, reduce parking demand and meet proposed trip reduction targets;

Facility management shall appoint a traffic demand management (TDM) coordinator to develop strategies for a TDM program, to implement, manage and to monitor TDM program results to meet trip reduction targets;

The developer and future site managers shall provide a written commitment to promote and monitor the TDM program to reduce peak hour site-generated vehicle traffic and report on the TDM program to the Director of Transportation Planning annually;

Advisory Comments

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

Planning:

35. Building Regulations provided the following comment -- Building services that penetrate a fire separation shall be fire stopped to maintain the integrity of the separation. Details of the fire stop shall be provided in the building permit application and approved before the issuance of the permit (2.3.1.1(1));
36. This development permit approval makes no provision for revisions. Revised plans shall be submitted to, and approved by, the Development Authority;
37. Any of the conditions of the development permit approval may be appealed. If you decide to file an appeal, it must be submitted to the Manager, Subdivision and Development Appeal Board (Plaza Level, Municipal Building, #8110) within 14 days of receipt of this letter;
38. All measures relating to handicapped accessibility in the design of this project shall be maintained and operable for the life of the building, including those which are required through the building permit process;
39. In addition to your Development Permit, you should be aware that a Building Permit is also required. Once your Development Permit application has been approved, you may apply for a Building Permit. Please contact Building Regulations at 268-5311 for further information;
40. All trees and shrubs indicated on the approved site plan including those indicated in the adjacent boulevard to be retained shall be protected during all phases of construction. If any trees or shrubs die at any time during construction or after, they must be replaced by trees or shrubs of comparable species and size to the satisfaction of the Development Authority;

Urban Development:

41. The developer is advised that the property line is 4.0 m from lip of gutter, 0.3 m from back of sidewalk on 11 Avenue SW;
42. The developer is advised that the property line is 3.1 m from lip of gutter, 0.3 m from back of sidewalk on 12 Street SW;
43. The developer is advised that a bylaw setback of 2.134 m is required adjacent to 11 Avenue SW as per the Land Use Bylaw;
44. The developer is advised that a corner cut of 4.5 m x 4.5 m is required adjacent to 11 Avenue & 12 Street SW in addition to the bylaw setback;
45. The developer is advised that Calgary Roads is responsible for determining whether the existing sidewalks, driveway crossings, street lighting, curb and gutter, etc., are to City standards. Replacement and/or rehabilitation would be at the developer's expense;
46. Concrete lane paving is requested adjacent to the proposed site;
47. Water connection is available from 11 Avenue SW (150mm CI, 1910). Maintain 3.0m separation between water lines and trees;

48. Show details of proposed changes to servicing and metering on Development Site Servicing Plan. Provide adequate water meter room where services enter building. If static pressure exceeds 550 kPa install pressure reducing device after meter;
49. Show all proposed and existing shallow utilities on the Development Site Servicing Plan;
50. The developer is advised that the water service connection is to be constructed under an Indemnification Agreement;
51. Review with Fire Prevention Bureau for on-site hydrant coverage. A stamped approved plan by Fire Prevention Bureau to be submitted with the Development Site Servicing Plan for Building Permit approval. Contact FPB at 268-5378;
52. A check-valved looped watermain required to service this site;
53. Existing water service to be killed by City Waterworks and a new service installed at developer's expense;
54. No construction permitted over existing water lines;
55. If further subdivision occurs in the future (including strata subdivisions), each titled parcel MUST have separate service connections to a public mains (water and sanitary);
56. The size of service installed needs to be compatible with the size of the main (i.e. if they want a 250mm service, then they need to upgrade the main to a 250mm). If services are required to be larger than the main in which it connects, it is obvious that the public main is undersized for the site requirements. In this case, upgrades will be required at the developer's expense;
57. It will be the responsibility of the developer to repair, at their expense, any damage to the adjacent public mains or mains in which they connect during the construction of the site as per the current Waterworks Specifications. The watermains are 90 years and older and although there has been minimum breaks during their life span, any disturbance during construction such as a new service connection or other alterations can cause breaks. Lead joints of old cast iron mains are very sensitive to ground movements;
58. Sanitary sewer connection is available from 11 Avenue SW;
59. Storm sewer connection is available from 11 Avenue SW;
60. Show all existing and proposed sewers on the development site servicing plans at the Building Permit stage;
61. Drainage from all underground or covered parking areas is to be directed towards the sanitary sewer system, as per Sewer Service Bylaw 24M96;
62. All open run-off shall drain to on-site storm sewer and covered ramp shall drain to sanitary sewer;
63. The allowable stormwater run-off coefficient shall be 15%;
64. Ponding is required for 1:100 year storm events;

65. Direct all roof drainage to on-site storm;
66. All building openings, ramps, etc., adjacent to trap lows are to be min, 0.3 meters higher than the maximum water elevation at the 1:100 year depth or depth of spill, whichever is greater;
67. Contain storm run-off on site;
68. Controlled stormwater discharge required;
69. All on-site sewers are to be designed to City of Calgary specifications;

Transportation:

70. Transit, carpooling and active travel choices should be encouraged and promoted;
71. The developer/owner should emphasize and encourage the use of transit by employees. The applicant is advised that the site is about 600 m away from the 10 Street LRT station. This distance is a 10 minute walk for most people and could reasonably be travelled on foot along 11 Street, which is a major road with sidewalks on both sides;
72. Pedestrian routes are to be free of obstacles that would interfere with the accessibility of pedestrians using wheelchairs. Sidewalks are to be constructed with curb cuts where there is a change in elevation;
73. In keeping with the principles of Crime Prevention Through Environmental Design (CPTED), landscaping and fencing materials adjacent to pedestrian routes area to be of a height that minimizes potential hiding places and maximizes visual surveillance of the pedestrian route;
74. In keeping with the principles of Crime Prevention Through Environmental Design (CPTED), pedestrian oriented lighting is to be provided along pedestrian routes; and
75. The applicant is advised that the site is located within 400 metres of a transit route (or 600 metres of an LRT station). It is recommended that the applicant limit the number of parking stalls provided to the number required by The City of Calgary Land Use Bylaw.

Dwayne Drobot
2006 November

APPLICANT'S SUBMISSION

Context

This Development Permit application is for a comprehensively designed mixed use development comprised of two residential towers over a podium of commercial and residential amenity within the permitted and discretionary uses of the RM-7 residential multi-dwelling district. The project is located in the emerging "design district" of the Beltline along 11th Avenue SW in close proximity to the new Coop midtown market store.

Description

The project closely follows the specific design parameters as set out in the new Beltline ARP and will contribute on many levels to the quality of life in the Beltline district. The design is street orientated with the primary entrances to the commercial and residential units directly fronting on the street at grade. The 3 storey podium acts as a base of activity for the street and anchors the 26 and 32 storey towers. Commercial uses totaling 1433 m² front the project and bring life to the street. The residential towers begin from the podium at level 5 with a 3 storey connection of residential units forming a sub-podium below. The development is intended to provide residential units on all elevations of the project to help reinforce the concept of 'eyes on the street' for enhanced community interaction.

Design Aesthetic

The development is located in the "Design District" of the Beltline and therefore reflects the nature of the district into the over all development. Architectural design features of the project will reflect a highly detailed contemporary design aesthetic utilizing glass, aluminum and concrete materials.

Sustainable Features

This development is part of a new Western Canadian pilot program for the Built Green™ initiative. Built Green™ is an industry driven voluntary environmental labeling initiative lead by a group of volunteer members and owned and managed by the Built Green™ Society of Canada.

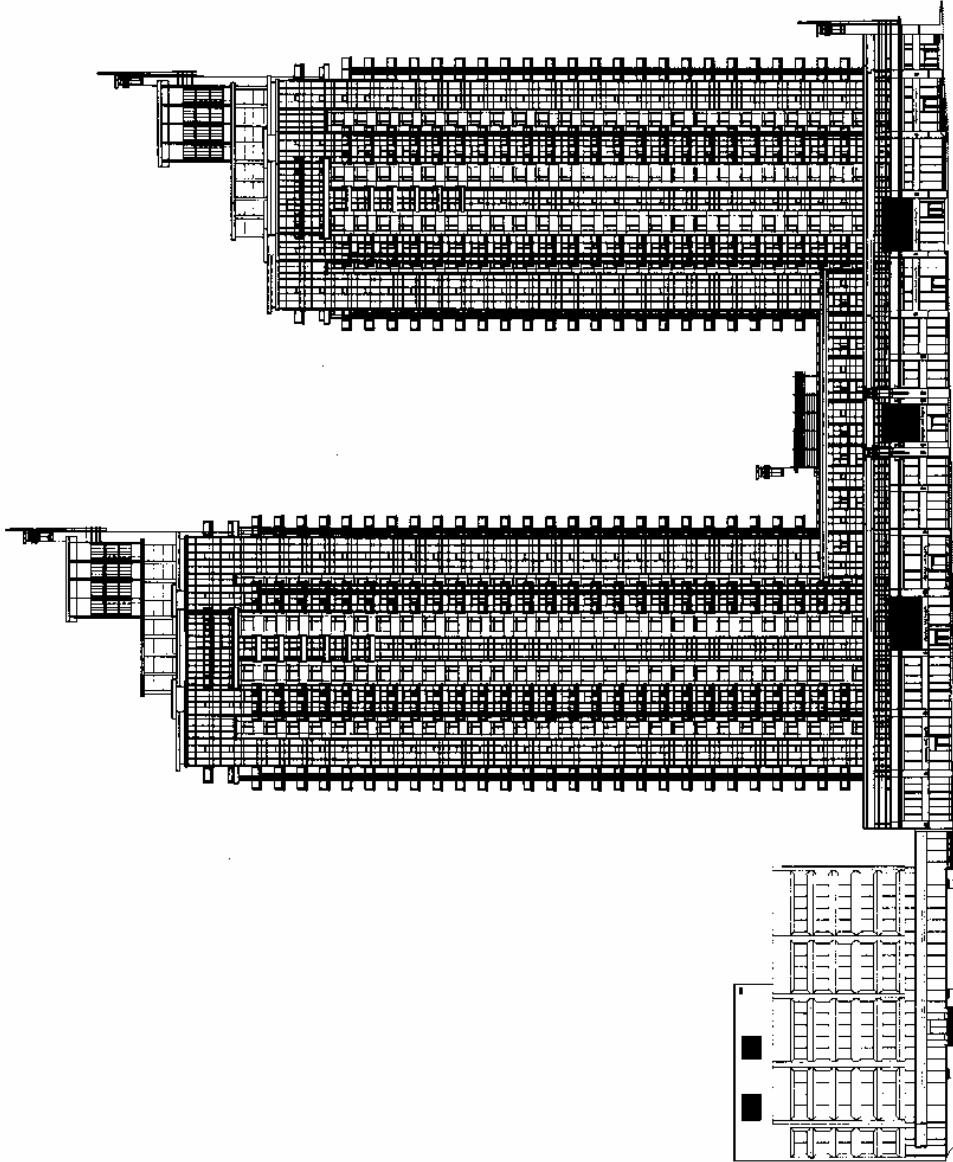
Built Green is now expanding its program to encompass multi-family projects. Centron and five other builders have made a substantial commitment to sustainable building through their continuing work in the Built Green Multi-Story and Residential Tower Pilot projects. For a listing of sustainable features refer to the detailed breakdown submitted.

Density and Bonusing

The site is located in Area C of the Beltline ARP. This area allows a base density of 8 FAR up to 12 FAR for mixed use development. The project represents a density of 10.85 FAR. The developer proposes bonusing of 0.5 FAR for the green roof feature and an additional 0.2 FAR for sustainable features that contribute to energy savings over and above current good design practice. The balance of the density will be purchased at the ARP recommended figure of \$270/m². This contribution of 2.15 FAR or 9,046.125m² x \$270/m² equaling \$2,442,453.70 will go to the the Beltline Community Investment Fund.

Summary

This project represents the hard work of many people to establish the practical application of the ground rules for the new Beltline ARP in a high density mixed use form. Combined with the aesthetic characteristics of the emerging design district of the Beltline we believe this project will set a new standard for development in this district. We are proud to be a part of this project and trust that the Calgary Planning Commission will see the merit of this project and support the approval.



KAI TOWERS

1215 TO 1288 - 11TH AVENUE S.W.
CALGARY, ALBERTA

**DEVELOPMENT PERMIT
RE-SUBMISSION**

OCT 19, 2006
JOB NO. 2005-088





ARCHITECTS
1111 11th Avenue S.W.
Suite 1000
Calgary, Alberta T2C 1R5
Tel: (403) 243-1111
Fax: (403) 243-1112
www.architects.ca

PROJECT INFORMATION:

CLIENT: [REDACTED]

PROJECT LOCATION: 1111 11th Avenue S.W., Calgary, Alberta

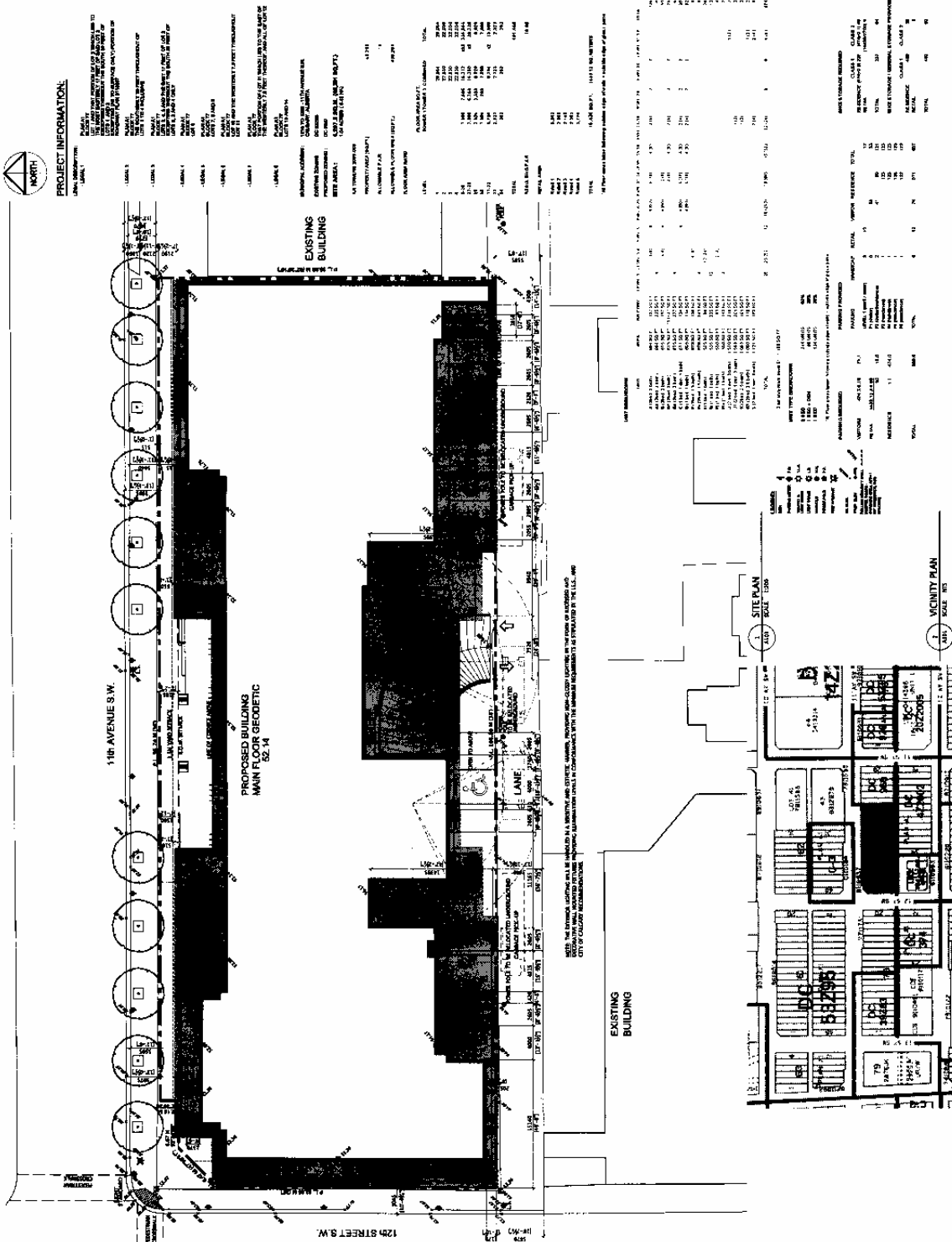
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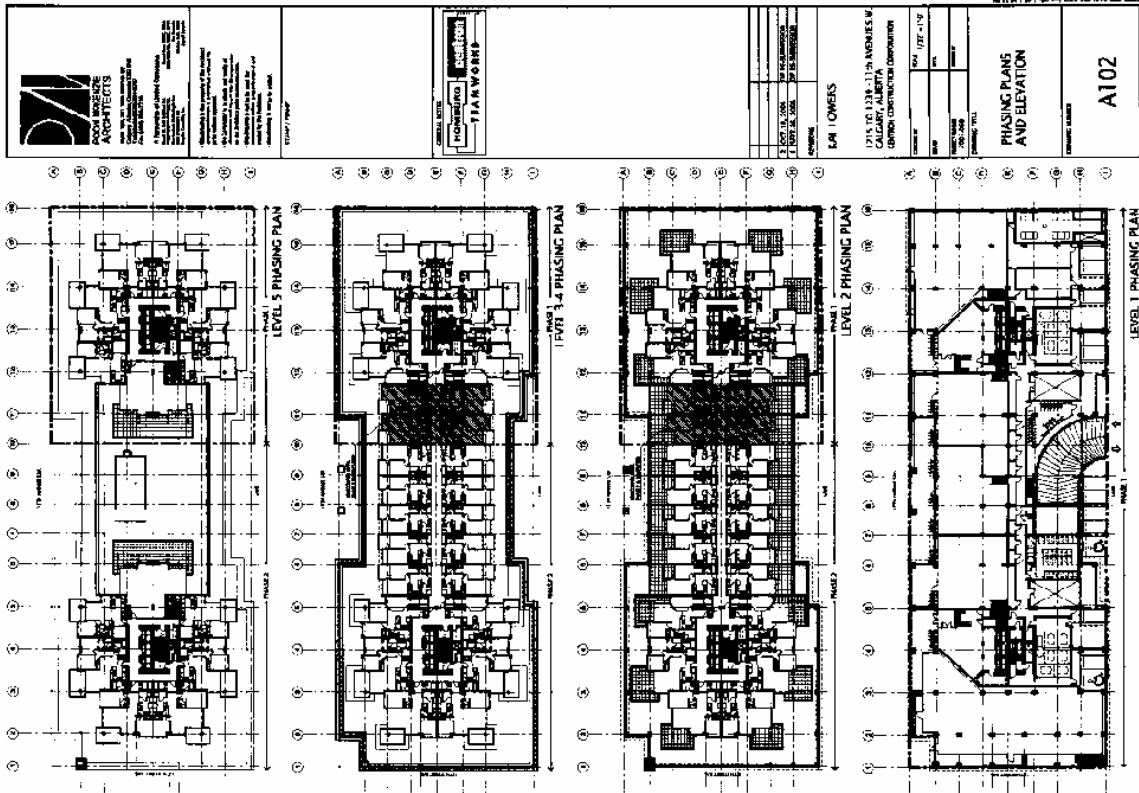
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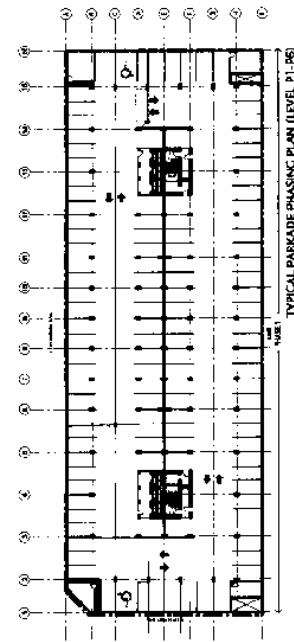
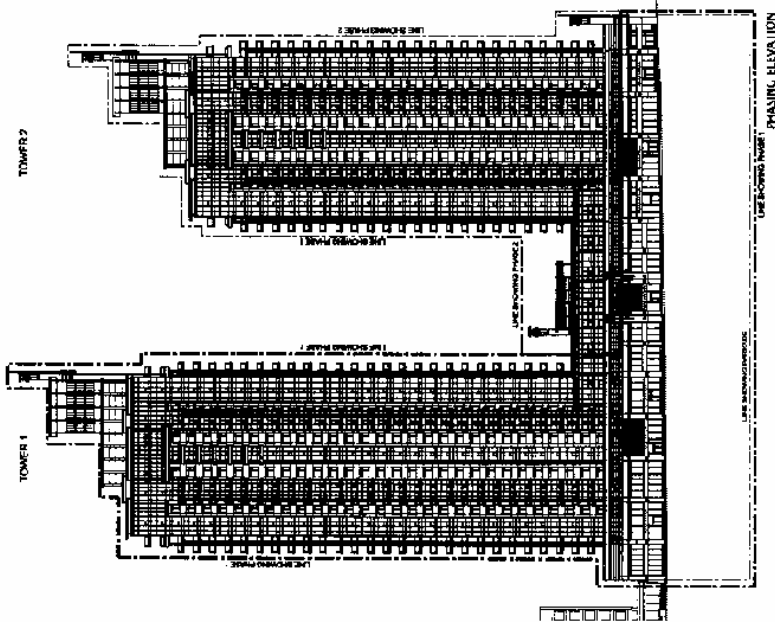



EXISTING BUILDING

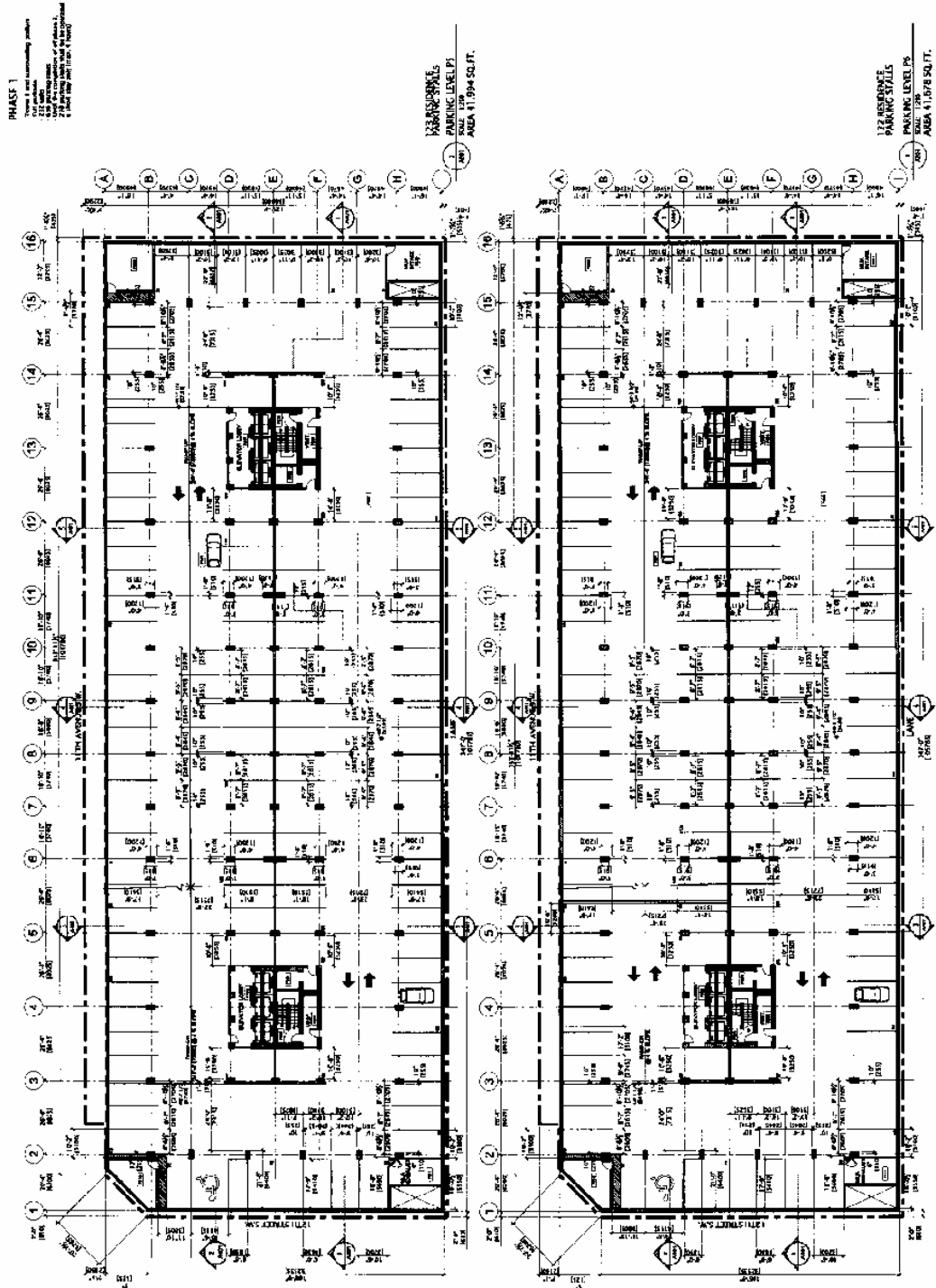
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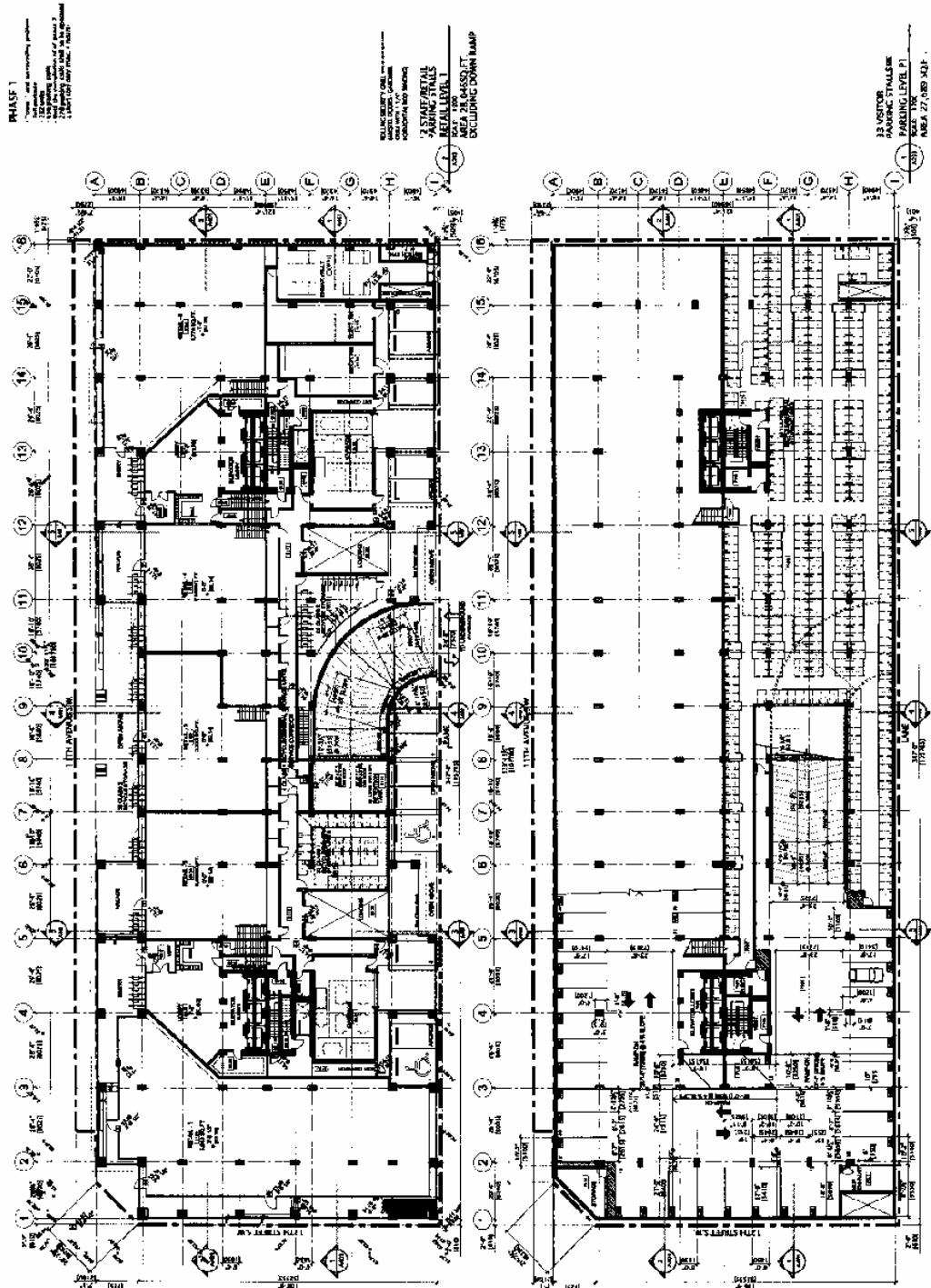
- PHASE 1**
- 1. Tower 1
 - 2. Tower 2
 - 3. Typical Parkade
 - 4. Typical Parkade Phasing Plan
- PHASE 2**
- 1. Tower 1
 - 2. Tower 2
 - 3. Typical Parkade
 - 4. Typical Parkade Phasing Plan



 <p>KA-TOWERS ARCHITECTS 1215 17th Avenue NW Suite 1000 Atlanta, Georgia 30361 Phone: 404.525.1000 Fax: 404.525.1001 www.ka-towers.com</p>	<p>DATE: 11/16/06 DRAWN BY: [Name] CHECKED BY: [Name] PROJECT NO.: [Number]</p>	<p>KA-TOWERS 1215 17th Avenue NW Suite 1000 Atlanta, Georgia 30361 Phone: 404.525.1000 Fax: 404.525.1001 www.ka-towers.com</p>	<p>PARKING LEVELS P1 & P2</p>	<p>A201</p>

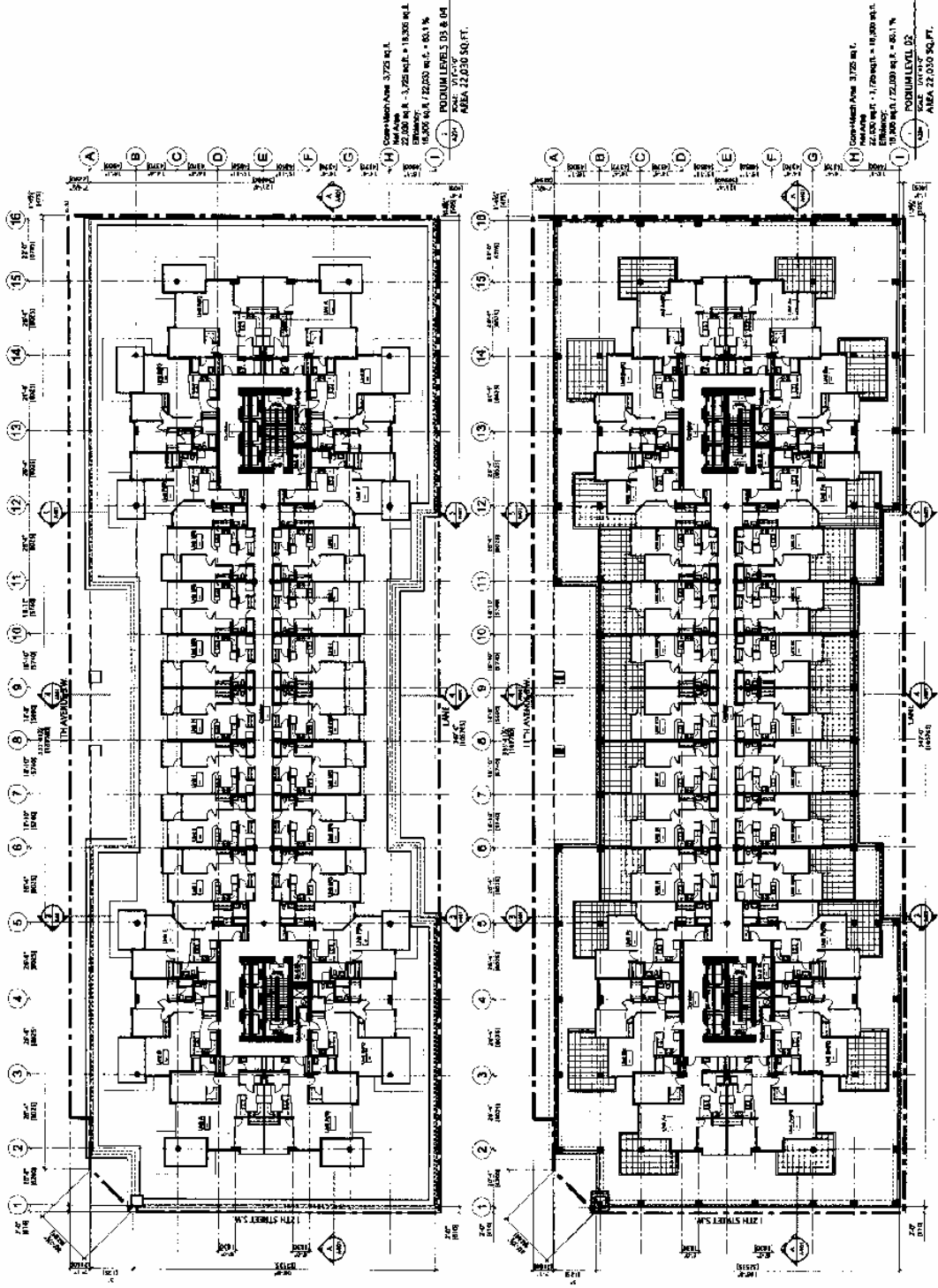


 CPC ARCHITECTS 200 WEST 10TH AVENUE, SUITE 500 DENVER, CO 80202 TEL: (303) 733-9933 FAX: (303) 733-9934 WWW.CPCARCHITECTS.COM	PREPARED FOR: KIM TONG & ASSOCIATES	PROJECT NO.: DP2006-2279	SHEET NO.: A203



A203

 <p>ARCHITECTS 1111 15th Avenue S.W. Suite 1000 Atlanta, Georgia 30334 Phone: 404.525.1111 Fax: 404.525.1112 www.architects.com</p>	<p>1. Provide a complete set of architectural drawings for the project, including all necessary details and specifications.</p> <p>2. Coordinate with the structural engineer and other consultants to ensure the design is feasible and constructible.</p> <p>3. Prepare and submit all required permits and approvals to the appropriate authorities.</p> <p>4. Monitor the construction process to ensure that the work is completed in accordance with the approved drawings and specifications.</p> <p>5. Provide ongoing communication and reporting to the client throughout the project.</p>	<p>1111 15th Avenue S.W. Suite 1000 Atlanta, Georgia 30334 Phone: 404.525.1111 Fax: 404.525.1112 www.architects.com</p>	<p>DATE: 11/16/06 SCALE: AS SHOWN PROJECT: 1111 15th Avenue S.W. SHEET: A204</p>	<p>1111 15th Avenue S.W. Suite 1000 Atlanta, Georgia 30334 Phone: 404.525.1111 Fax: 404.525.1112 www.architects.com</p>



A204