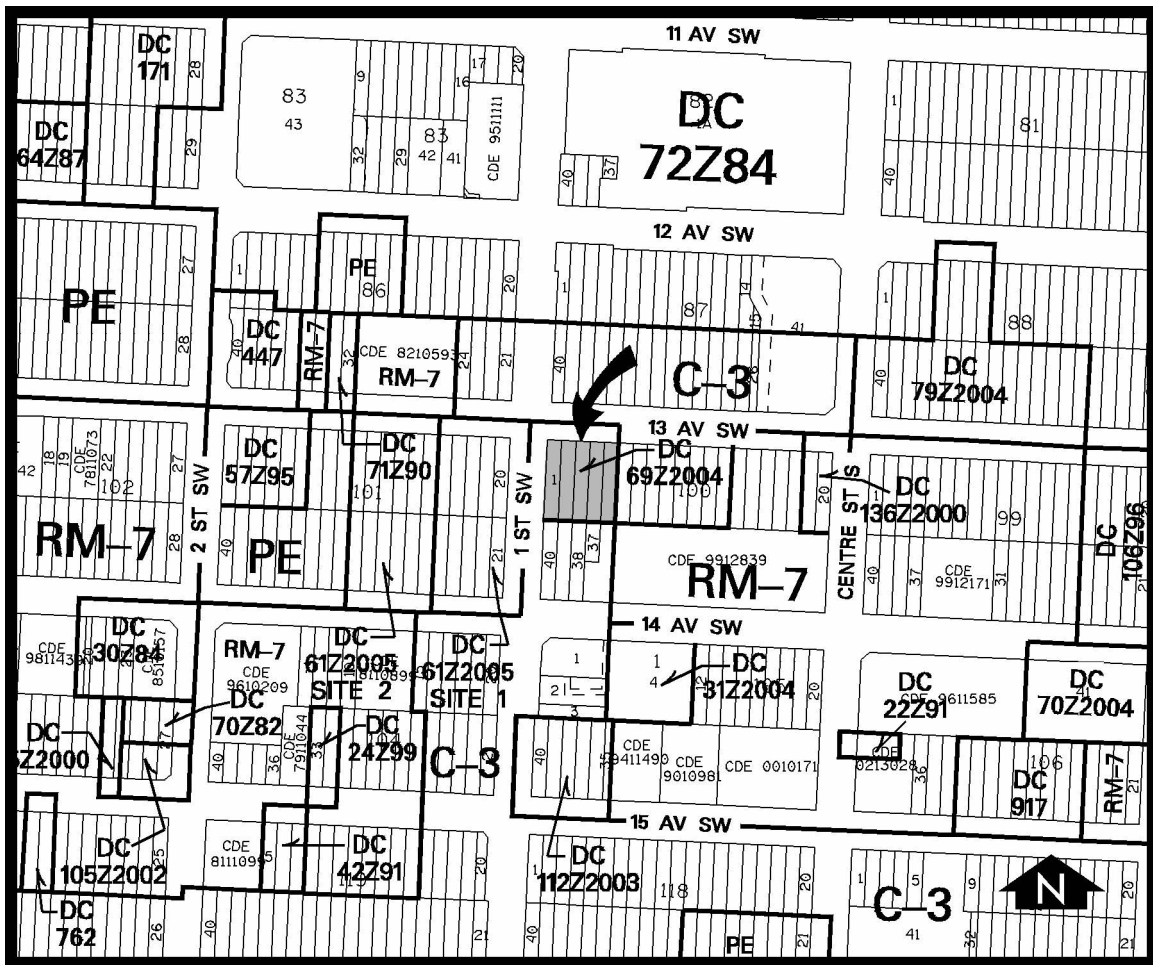


**REPORT TO THE CALGARY PLANNING COMMISSION**

<b>DEVELOPMENT PERMIT</b>	<b>ITEM NO: 6</b>
	CPC DATE: 2005 November 03
	<b>DP NO:</b> DP2005-2267

**BELTLINE**  
(Ward 8 - Alderman King)



**PROPOSAL:**  
Apartment Building (209 units) with ground floor Commercial uses.

<b>APPLICANT:</b> Graham Edmunds Architecture	<b>OWNER:</b> 1058060 Alberta Inc. (Battistella Developments)
<b>MUNICIPAL ADDRESS:</b> 1302 – 1 Street SW	<b>LEGAL DESCRIPTION:</b> Plan C, Block 100, Lots 1 to 5 (Map 15C)
<b>EXISTING LAND USE DISTRICT(S):</b> DC 69Z2004	
<b>AREA OF SITE:</b> 0.16 ha ± (.40 ac ±)	
<b>CURRENT DEVELOPMENT:</b> Sales Office, Vacant Retail	

**ADJACENT DEVELOPMENT:**

**NORTH:** Hotel, Surface Parking Lot

**SOUTH:** Commercial Development, Lodging House

**EAST:** Apartment Building

**WEST:** Single Storey Commercial (Mescalero Block), Future High density Residential Development

<b>DEVELOPMENT SUMMARY</b>			
<b>RULE</b>	<b>BYLAW STANDARD</b>	<b>PROPOSED</b>	<b>RELAXATION</b>
<b>DENSITY</b>	210 Units	209 Units	None Requested
<b>HEIGHT</b>	Maximum of 30 stories and 90 metres	24 Storeys, 77 metres	None Requested
<b>YARDS (BUILDING SETBACK)</b>	None Required	None Provided	
<b>PARKING</b>	219 Stalls Required	219 stalls provided	None Requested
<b>LANDSCAPING</b>	All Spaces viewed by Residential units	Provided at the top of the Podium.	None Requested
<b>EXTERIOR FINISH MATERIALS</b>			
<b>Walls:</b> Prefinished metal wall panels above the fourth storey, Coloured Glass panels at the second and third storey level			
<b>Roof:</b> Metal Cladding			

<b>DEVELOPMENT SUMMARY</b>			
<b>RULE</b>	<b>BYLAW STANDARD</b>	<b>PROPOSED</b>	<b>RELAXATION</b>
<b>Windows:</b> Storefront Glazing at grade, Glass balconies above			

<b>SUMMARY OF CIRCULATION REFEREES</b>	
<b>CPTED ASSESSMENT</b> Crime Prevention Through Environmental Design	No Comments Received
<b>ENVIRONMENTAL MANAGEMENT</b>	No Objections
<b>URBAN DESIGN REVIEW COMMITTEE</b>	See Appendix V
<b>VICTORIA CROSSING BRZ</b>	See Appendix III
<b>BELTLINE COMMUNITY ASSOCIATION</b>	See Appendix IV

## **PLANNING EVALUATION**

### **Introduction**

This Development Permit is for a 209 unit Apartment Building located at the corner of 13 Avenue and 1 Street SW. The area is a mix of existing Commercial Development and Residential Development that is either approved and/or under construction. Located in the heart of the Victoria Crossing BRZ, 1 Street is a pedestrian oriented commercial street.

### **Land Use District**

The site is designated Direct Control 69Z2004, which accommodates a residential high rise with commercial uses at grade. It also provides for a parking rate of 0.75 stalls per unit. The proposed Development Permit complies with all the Direct Control Guidelines.

### **Legislation & Policy**

Planning policies for the Beltline community are currently under review. A draft Beltline Area Redevelopment Plan (ARP), implementing the broader vision of the Blueprint for the Beltline, is in draft form and expected to go forward to Calgary Planning Commission within the next 3 months.

Until Council approval of the Beltline ARP, development on the site is guided by the policies of the Connaught/West Victoria Area Redevelopment Plan. The plan calls for the accommodation of a high proportion of adult-oriented dwelling units and increased usability of on-site amenity areas.

It also suggests that to reinforce the pedestrian shopping street character of 1 Street, new development should:

- (a) be designed to accommodate continuous retail frontage at-grade with land uses such as retail shops, restaurants and personal service businesses.
- (b) be designed at-grade to incorporate storefront windows with clear glazing, a high degree of wall face detail and individual storefront access
- (c) include design features which will provide weather protection for pedestrians, such as arcades and canopies.

This project complies with all of these policies. The addition of the canopy from the Parkade enhances the 1 Street SW pedestrian area, which is a goal of the policy.

The site is also governed by the non-statutory Blueprint for the Beltline adopted by Council in 2003. This project meets many of the policy directions contained within the Blueprint, including:

- Development will achieve high residential densities in order to provide a variety of land uses, amenities, and building types for a diverse inner city population.
- Mixed-use development will be encouraged where appropriate to incorporate compatible office, retail, and other commercial uses with a variety of dwelling types while still meeting high standards for design and density.
- In order to enrich life on the street, both private and public spaces surrounding building swill be designed to favour pedestrians over automobiles.
- Commercial and retail frontage in mixed-use developments will be oriented to the pedestrian.
- Parking structures will complement or enhance streetscapes from both ground level and overlooking views. Such structures will meet external design standards that are consistent with those for residential buildings.
- New buildings and streetscape improvements should provide high-quality, long term contributions to the urban environment, including Calgary's skyline.
- Diverse ground level uses are encouraged to provide street activity throughout both daytime and evening hours.
- Trees will be plated along all streets and avenues within the Beltline.
- Consistent alignment and spacing of a continuous tree canopy should be maintained along roads and pedestrian corridors.
- Frontage should enliven the street by providing sidewalk treatments, active storefronts, multiple doorways, and windows.
- In most cases, the interiors of lobbies should be visible from the street.
- Any parking that is required for commercial or multi-unit residential development will be provided underground, unless absolutely precluded by site conditions.

## **Site Context**

The site is adjacent to residential on 13 Avenue SW, and Commercial Development along 1 Street SW. The rear elevation for the project is adjacent to the rear yard for Polo Terrace, an apartment building located along 14 Street SW. Because of the location adjacent to the rear of the building, the applicant has provided an enhanced treatment of the rear wall to buffer the three storey base for this project. Creeping Vines on trellises for the building will green the concrete rear wall for the project and provide a better interface with the adjacent apartment building.

## **Site Layout & Building Design**

The project is situated on the corner of 13 Avenue and 1 Street SW. There is a minimal setback to accommodate the building overhang on 13<sup>th</sup> Avenue SW, and no setback along the 1 Street property line. The project is one building with a three storey podium (500 square metres of at grade commercial and two storeys of above grade parking) with 19 storeys of residential above and an additional rooftop mechanical floor. Commercial accesses are off 1 Street, while the single residential access is off 13 Avenue SW.

As part of this application, a variance from the requirement for amenity spaces for all units was requested. Administration supports this variance as it is only for some of the units, there is a communal landscaped area at the top of the podium, and there is an active park (Haultain Park) less than one block from the site.

### 1 Street SW Right of Way

A relaxation has been requested for the 2.134 metre bylawed setback for this project. The development proposes a variance below grade for the parkade, and at the second storey for an above grade parkade. The bylawed setback would still be maintained at the retail level. Administration feels comfortable in supporting the relaxation of the setback along this site.

Bylawed setbacks are traditionally required for three reasons: Road widening, utilities, and widened sidewalks (public realm). In this area, 1 Street SW has undergone numerous road improvements including corner bulbing, medians, and tree planting. As well, there are numerous potential heritage buildings located within this bylawed setback (the Findlay Apartments on the Northeast corner of 14 Street and 1 Avenue SW). The location of these heritage buildings, in combination with the enhanced street treatments preclude the road being widened in this location. The underground parkade for the Chocolate apartments is built under the road widening setback (two blocks south).

As part of the road improvements, utility locations were provided for within the existing 1 Street SW road right of way. Therefore no additional right of way is required for this project. Because the project maintains the 2.134 metre setback at grade, the pedestrian sidewalk is enhanced. The parkade cantilever provides a shelter along the street, which further enhances the pedestrian experience.

### Above Grade Parkade

The second to fourth storeys are parking for the project. The facades of the above grade parkade are covered with coloured panels. Based on a concept for the Montreal Convention Centre, these panels will run along the 1<sup>st</sup> and 13<sup>th</sup> elevations to screen the parkade above the ground floor commercial and provide visual relief for the building. The second and third floor parkade treatment are viewed by administration as an artistic addition to the streetscape/nightscene, and is supported by the Urban Design Panel and the Victoria Crossing BRZ. An artist has been commissioned to design the panels. A light study was provided by the applicant to ensure the panels would not cause undue impact on adjacent properties due to CPTED requirements for parkade lighting.

A floating canopy sign is used on the 13 Avenue elevation to provide clear definition to the residential entrance and double as building identification signage. This provides further separation between the commercial entrances along 1 Street SW and the residential entrance along 13 Avenue SW. The mailboxes have been placed parallel to the 13 Avenue elevation to provide for some activity along that side of the building.

According to the applicant, the site sits in an old river valley that runs in a north/south direction through downtown Calgary. The site is gravel for the first 20 metres below grade. From 20 metres to 80 metres, the soil is very fine silt. At about 20 feet down, the silt becomes saturated with water and starts to flow like water. With the applicant's previous experience construction the Chocolate apartment building at 15 Avenue SW and 1 Street SW (2 blocks away), at the 20 foot excavation mark, water pushed up from the base of the excavation. Because of the fineness of the soil mixing with the water (which was being pumped away), the areas around the site (including City right of way) are subject to destabilization.

Although the Blueprint for the Beltline suggests all parking should be below grade, it does make accommodations for above grade parking if precluded by site conditions. In this case, administration accepted the two floors of parking above grade, and is supportive of the parkade treatment.

### Urban Design Panel

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

Urban Design Panel Comment	Applicant's Response
The Panel commended the Applicant on their positive use of the road widening right of way.	
The Panel commended the Applicant on their intention to articulate the skin of the 2 <sup>nd</sup> and 3 <sup>rd</sup> floors in such an expressive way and for their intention to involve an artist in the design of this aspect of the building.	CV of artist provided to administration.
The Panel has concerns about the use of the 2 <sup>nd</sup> and 3 <sup>rd</sup> floors for parking but feels that this project can be an exception due to the high quality facade treatment through the use of artist designed coloured panels and appropriate lighting. There should be no visible evidence from the street of	Parapet wall to be provided behind the glass paneling to provide screening from vehicles. Light study provided to show the required lighting in the parkade will not unduly impact the adjacent properties.

the presence of automobiles on the 2 <sup>nd</sup> and 3 <sup>rd</sup> floors.	
In order for the coloured panels to be an effective art piece, careful attention should be paid to lighting.	Light study provided to show the required lighting in the parkade will not unduly impact the adjacent properties.
A continuous row of street trees on 1 Street and 13 Avenue is strongly encouraged. The existing street trees on 1 Street have a gap for an existing parking lot entry which will no longer exist when the building is constructed. 13 Avenue has a discontinuous treed boulevard. On the block between 1 Street SW and Centre Street, the boulevard has been replaced with meter parking. The panel urges the proponent to re-instate the street trees.	Provided on Development Permit Drawings. Additional Street Tree plantings have been done on 1 Street and 13 Avenue SW.

### **Landscaping**

There is a landscaped deck on the fourth floor of the building for residents. As the site is built to the property line, there is no other landscaping on site. Additional street trees are being planted alongside the existing trees on 13 Avenue SW and 1 Street SW.

### **Site Access & Traffic**

Parkade, loading, and garbage access are located along 13 Avenue SW. While not to city standards, the absence of a lane for this site requires an alternative solution. In this case, the loading and garbage access are combined to accommodate the project. The garage door has been treated with a colouring scheme similar to the parkade treatment to break up the solid wall effect.

### **Parking**

A parking study was submitted at the land use stage. No variation from that study is required for this development.

### **Site Servicing for Utilities**

The site can be serviced to city standards.

### **Environmental Site Assessment**

Environmental Management has reviewed the Phase II Environmental Site Assessment for this project and has no concerns.

### **Community Association Comments**

Comments were received from the Beltline Planning Group (see Appendix IV). They are in agreement with the proposal. They had concerns about the above grade parking. While they recognized the site had constraints that required parking above grade, they were hoping for more active uses. Administration concurred with the Urban Design Panel and BRZ that the use of the artist and minimizing the effects of the headlights was an acceptable way to address the above grade parking.

The Community Association also had concerns about the wall facing the adjacent residential development. The applicant has provided a treatment to the concrete wall facing the development which is acceptable to administration.

### **Victoria Crossing BRZ Comments**

As the site is located within the Victoria Crossing Business Revitalization Zone, comments in support of the application were provided by the BRZ (See Appendix III). While they would have preferred active uses on the second and third stories, they were pleased with the glass panel treatment of the parkade in this location. They also were in support of the increased number of street trees along the 13 Avenue and 1 Street SW locations.

### **Adjacent Neighbour Comments**

No comments were received from adjacent neighbours.

### **CONCLUSION:**

The proposal is supported for the following reasons:

1. The project reinforces the pedestrian shopping street character of 1<sup>st</sup> Street, which is an important element of the Connaught/West Victoria ARP and the Blueprint for the Beltline;
2. The project mitigates any interface issues with the adjacent residential; and
3. The treatment of the above grade parkade is a creative solution to deal with a site constraint.

### **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 Development Authority. **SIX** Copies of the plans are required

Engineering:

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

#### Calgary Roads

- a. Property lines dimensioned from the lip of gutter and the back of sidewalk.
- b. Bylawed setback and/or corner cut dimensioned from the ultimate/existing property lines.
- c. Existing and proposed facilities including structures, trees, streetlighting, utility poles, hydrants, storm catch basins, access driveways, fences, sidewalks, curb and gutter, etc.



Calgary Waterworks

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

Waste and Recycling Services

- a. Contact Solid Waste Technical Assistant at 230-6646
2. A Sanitary Sewer Servicing study is required to identify potential impacts and or “pinch points” within the public sanitary sewer system which will be resultant of the ultimate flows generated by the proposed development. Associated costs will be at the expense of the Developer.
3. The Applicant shall provide documentation that confirms that the risk management tasks outlined in the “Proposed Management Activities - 1302 and 1308 1<sup>st</sup> Street Southwest - Calgary, Alberta - 2005 October 03 (Meridian Environmental Inc.)” have been completed. All documentation shall be prepared by a qualified professional and shall be reviewed to the satisfaction of The City of Calgary (Environmental Management).
4. Request quotation and 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. Streetlighting
- d. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc. should it be deemed necessary through a site inspection by Calgary Roads personnel

Parks:

5. Revise the site plan to indicate or correct the following information regarding the boulevard tree adjacent to the development:
  - The species, size, canopy of the boulevard trees.
  - Whether they are to be removed or retained. If the trees are removed, compensation will be required.
6. Provide a planting detail for trees shrubs on the landscape deck. Insulation and drainage is required.
7. Co-ordinate tree planting in the boulevard with Urban Forestry (Alex Nagy -216-5252). Urban Forestry recommends a continuous trench systems to tree boxes.

Planning:

8. Revise the plans to provide a painted crosswalk and doors from the loading space to the hallway leading to the elevators. Also provide a stop sign for residents driving out of the second storey parkade to minimize conflict with this crosswalk.

Transportation:

9. Provide operating protocol for the parkade overhead doors.
10. Provide pedestrian warning devices (flashing lights etc.) at the main access to the site to warn pedestrians of vehicles exiting the site.
11. Provide a stop sign at the top of the ramp from the underground portion of the parkade.

**Permanent Conditions**

Engineering:

1. If during construction of the development, the applicant, the owner of the development, or any of their agents or contractors becomes aware of any contamination:
  - a. The person discovering such contamination shall forthwith report the contamination to Alberta Environment, the Calgary Health Region and The City of Calgary;
  - b. The applicant shall submit a current Phase II Environmental Site Assessment report to The City of Calgary; and
  - c. If required, the applicant shall submit a Remedial Action Plan and/or a Risk Management Plan to The City of Calgary.

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

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

2. Applicant 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:
  - Removal of any existing facilities not required for the new development (old driveways and redundant services, etc.)
  - Relocation of works (survey monuments and underground/overhead utilities, etc.)
  - Upgrading of works (road widening and watermain upgrading, etc.)
  - Construction of new works (lane paving, sidewalks, curbs, etc.)
  - Reconstruction of City facilities damaged during construction
3. Public work to be City standard and include, but not necessarily be limited to driveways, walks, curbs, gutters, paving, retaining walls, stairs, guard rails, streetlighting, 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.

4. 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 applicant shall pay the difference, upon receipt of notice, to The City.
5. Indemnity Agreements are required for any work to be undertaken adjacent to or within the City right-of-way or setback areas for purposes 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 applicant's expense, upon completion of foundation work.
6. Prior to the issuance of the Development Completion Permit the applicant is to submit a certificate that is signed and sealed by a Professional Engineer, confirming that the development has been constructed in functional compliance with the Development Site Servicing Plan (previously known as a Mechanical Site Plan). Functional compliance is solely determined by the City to mean compliance with all City Bylaws, Standards, Specification and Guidelines.

Parks:

7. Public trees located on the City boulevard adjacent to site shall be retained and protected during all phases of construction, by installing a temporary fence around the extent of the branches ("drip line") and ensuring no construction materials are stored inside this fence.

Planning:

8. 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.
9. No changes to the approved plans shall take place unless authorized by the Development Authority.
10. 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.
11. Fascia signage shall be placed only in the designated sign area as indicated on the approved plans and shall not require a development permit.
12. 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.
13. 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.
14. If this development is to be condominiumized visitor parking stalls indicated on the approved plans shall remain as common property.
15. Prior to Occupancy, the applicant shall confirm the use of an artist for the coloured panels. The panels shall be kept in good condition for the life of the development.

16. All trees and shrubs, and the vine growth on the side of the building, 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.
17. The lighting system for the parking lot shall be located in such a manner that it does not adversely affect the nearby residential development.

Transportation:

18. No direct vehicular access will be permitted to/from 1 Street SW.
19. No on-street loading or garbage pickup will be permitted. All loading shall take place on site.
20. Access to the site shall be designed to the satisfaction of the Director of Transportation Planning.

**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

Building Regulations

1. The path of travel through an exit lobby to the outdoors shall not be more than 15 m (3.4.4.2(2)(b)).
2. Building services that penetrate a fire separation shall be fire stopped to maintain the integrity of the separation (3.1.9.1(1)). Typical details of the fire stop system used shall be provided in the building permit application and approved before the issuance of the permit (2.3.1.1(1)).

Engineering:

Calgary Roads

3. Property line is 2.9m from lip of gutter, 0.0m from back of sidewalk on 1 Street SW.
4. Property line is 3.4m from lip of gutter, 0.3m from back of sidewalk on 13 Avenue SW.
5. Locations and dimensions of driveways must be approved by Transportation Planning. New driveways including driveway modifications or relocation must be constructed to City standards at the owner's expense. Obstructions such as storm catch basins, hydrants, power poles, etc. must be relocated to City standards at owner's expense. Wheelchair ramps are required where proposed driveway grades do not match intersecting sidewalk.
6. Existing driveways that are not required for this development must be closed (removed) to City standards at the owner's expense.

7. Calgary Roads is to determine if the existing driveway crossings, existing sidewalks, streetlighting, curb and gutter, etc. are to City standards. Replacement and/or rehabilitation is to be at the owner's expense.

#### Waterworks

8. Water connection available from 13 Avenue SW.
9. The size of service installed needs to be compatible with the size of the main (i.e. if they want a 250 service, then they need to upgrade the main to a 250 mm). 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 cost.
10. 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.
11. Show details of 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.
12. 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 Plans for Building Permit approval.
13. A dual service is required to service this development.
14. If further subdivision occurs in the future (including strata subdivision), each titled parcel MUST have separate service connections to the public mains (water and sanitary).

#### Wastewater & Drainage

15. Sanitary sewer connection available from 1 Street or 13 Avenue SW.
16. Storm sewer connection available from 1 Street or 13 Avenue SW.
17. Show all existing and proposed sewers on the Development Site Servicing Plans at the Building Permit stage.
18. Sanitary service test facility may be required.
19. Drainage from all underground or covered parking areas is to be directed towards the sanitary sewer system, as per Sewer Service Bylaw 24M96.
20. All open ramp run-off shall drain to on-site storm sewer and covered ramp shall drain to sanitary sewer.
21. Allowable stormwater run-off co-efficient shall be 30%.

22. Ponding required for 1:100 year storm event.
23. Direct all roof drainage to on-site storm.
24. All building openings, ramps, etc, adjacent to trap lows are to be min. 0.3 metres higher than the maximum water elevation at the 1:100 yr. depth or depth of spill, whichever is greater.
25. Contain storm runoff on site.
26. Controlled stormwater discharge required.
27. All on-site sewers are to be designed to City of Calgary specifications.
28. All stormwater drainage is to be controlled on site with downspouts, roof leads, and site grading to direct stormwater away from adjacent properties. The lot must have positive grading away from the foundation of the dwelling structure.
29. If water service is replaced, then a new sanitary service is required.

Parks:

30. Trees planted in the boulevard require line assignment approval. Contact the line assignment group.
31. The Street Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land.
32. Permits issued by City of Calgary Roads are required if construction activities use or cross any portion of the road rights-of-way (boulevard). Permits are obtained at Traffic Assessment 7<sup>th</sup> floor Municipal Building 800 Macleod Trail SE. For further permit information call 268-1586 or consult The City of Calgary Roads web site at [www.calgary.ca/roads](http://www.calgary.ca/roads) and follow the "Permit" link.
33. A condition of the issuance of permits by City of Calgary Roads may be the requirement for a tree protection plan when construction activities are within 6 meters of a tree on Public land. Requirements and specifications for a Tree Protection Plan may be obtained at [www.calgary.ca/parks](http://www.calgary.ca/parks) by following the Urban Forestry links for by telephoning Urban Forestry at 268-2677.
34. The applicant will be required to provide compensation to the City of Calgary for any Public Trees that are removed or damaged. You may wish to consider this cost during the design and development of your project. The Public Tree(s) adjacent to this project are valued at **\$1,140.00**. Applicants that are unfamiliar with tree protection are advised to consult an arborist. Arborists are found in the telephone directory under "Tree Service".

Planning:

35. This development permit approval makes no provision for revisions. Revised plans shall be submitted to, and approved by, the Development Authority.

36. The development must commence before November 03, 2008 or this permit will no longer be valid.
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. Now that your Development Permit application has been approved, you may apply for a Building Permit. Please contact Building Regulations at 268-5311 for further information.

Transportation:

40. Pedestrian access across driving aisles is to be clearly differentiated from the driving aisle through the use of signage, surface marking, and/or a change in surface materials or colours.
41. 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.
42. 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.
43. In keeping with the principles of Crime Prevention Through Environmental Design (CPTED), pedestrian oriented lighting is to be provided along pedestrian routes.
44. 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.
45. Minimum section lengths for parkade ramps shall be 4.5 metres and maximum grade change for parkade ramps is 12%.

Dwayne Drobot  
2005-10-27

## APPLICANTS SUBMISSION

Development permit application 2005-2267 proposes a 23 storey mixed use building on the corner of 13 Ave and 1<sup>st</sup> St. SW. There are 209 residential units and approximately 4500 square feet of commercial space on the main floor. To the north are the Hotel Arts and its associated parking, to the west is a proposed development of two 25+ storey buildings, to the south is a low rise commercial building, to the east is a 6 storey apartment building and to the SE is a 4 storey wood frame condominium project known as Polo Terrace.

The Blueprint For The Beltline is the current approved policy document for the newly formed Beltline Community. The intent of the Blueprint is “to develop and sustain a vibrant, safe, and attractive inner-city urban community. There are 37 Beltline Development Principles listed in the Blueprint. This application supports them by: achieving high residential densities; incorporating mixed use development; providing for a diverse urban environment; by serving as a landmark in a key location; commercial and retail frontages oriented towards the pedestrian; streetscapes will be enhanced by landscaping, sidewalk improvements, public art; this development exceeds minimum standards for design, density, detailing of the exterior façade. This development achieves a high level of quality of design, certainly will provide variety to the urban landscape on First Street and helps increase the density of people that will live in this revitalizing community.

The encroachment into the ROW setback area is supportable for the following reasons:

- 1) The bylaw requires that “When considering an application for a site fronting on a street right-of-way described in Table 1, Setback Table, the Approving Authority shall require, in addition to any yard requirement that the building be set back from the basic right-of-way by the distance shown in the Setback Table. This is to ensure that adequate space is available to accommodate both future public facilities and a satisfactory pedestrian right-of-way.” This application is providing the full 2.134 m for the widening of the pedestrian walkway. This is appropriate as 1<sup>st</sup> St. SW becomes a highly active retail corridor. The provision for public facilities seems unnecessary because, as we understand it, the roadway is not going to be widened (the upgrades of the sidewalks, corner bulbs etc. have already been done at this location) and the intervention of a number of buildings both historical and new will make it virtually impossible to utilize the ROW setback for anything other than a pedestrian corridor.
- 2) CPC report M-2001-030 Road Widening Setbacks In The Inner-City conducted in 2001 was in response to a Council motion to undertake a review of the bylawed setback table. At the time the setbacks had been in place for 30 years and it was recognized that “there was to be no road widening in the Inner City to accommodate extra traffic in the future”. The Inter-Business Unit Team picked 5 out of the 30 roadways in the Inner-City that were subject to the setback, they picked the ones that were at the time “the more significant and potentially contentious ones first and then to address the remainder in the second phase of the work”. The conclusion was the 5 ROW setbacks that were studied were rescinded and it was proposed that front yard setback be used to provide for greater pedestrian space. It is clear that the it is not intended that the setbacks be used for road widening, and if the pedestrian environment is provided for (which in this development the full 2.134m is provided) then this application has satisfied the intent of the bylaw.
- 3) There are many encroachments into the setback area on 1<sup>st</sup> St. including a number of historical properties and a new 20 storey high-rise (where the underground parking was allowed to encroach into the setback area). These encroachments will limit any other use of the setback area.

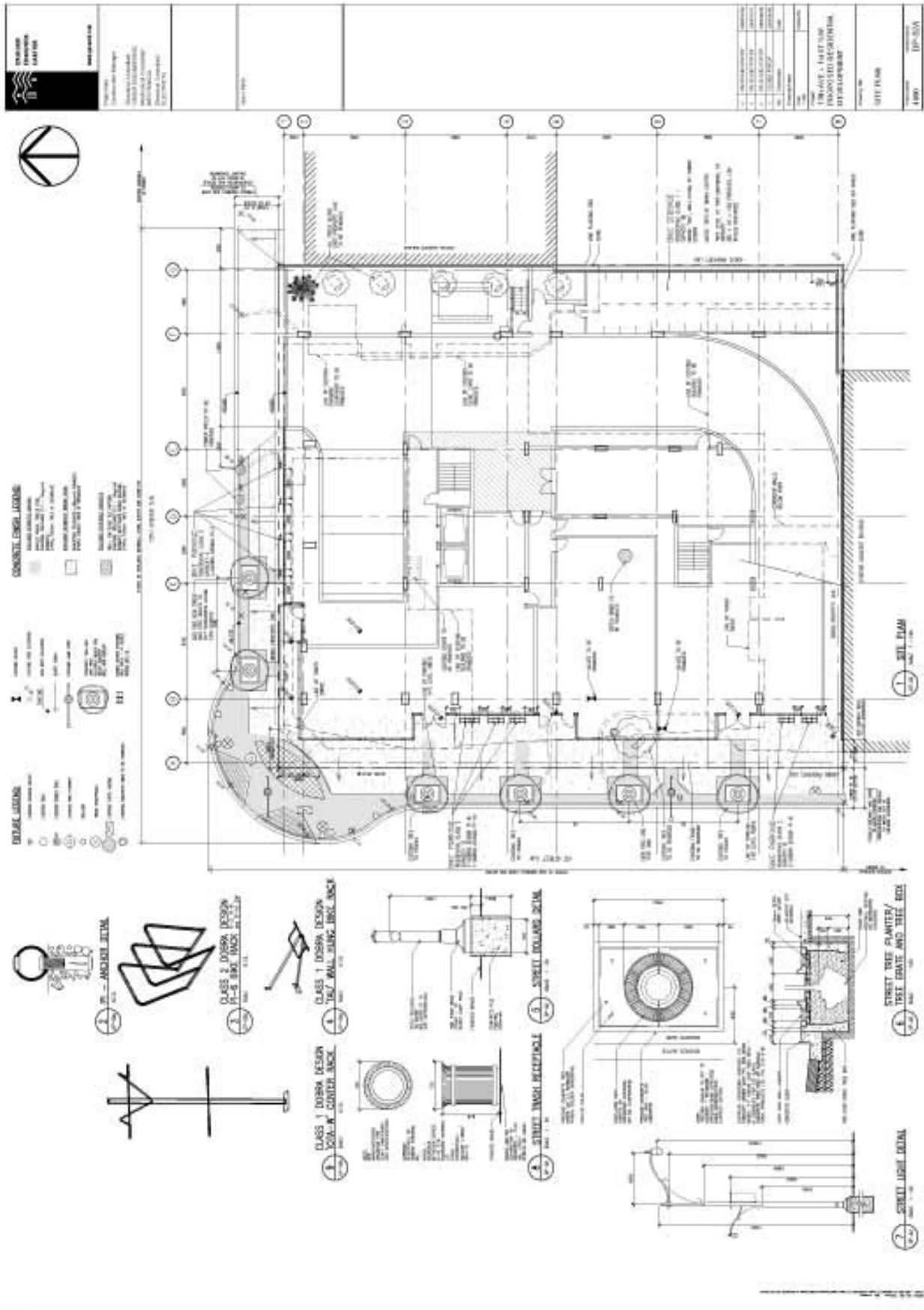
Underlying soils conditions make it extremely difficult and dangerous for an underground parkade to go deeper than the proposed 3 storeys. At that depth the water pressure becomes so great and the soil so fluid that effectively the soil gets pumped away while the site is being de-watered. In order to provide the necessary parking for the development it is proposed that 2 levels of above grade parking be built. In advance of designing the space we went to Portland to search out methods for handling above grade parking. In Portland’s Pearl District most of the developments have some of their parking located above grade. Most of the examples of above grade parkades that we saw provided the parking on the 2<sup>nd</sup> and 3<sup>rd</sup> floors above an active commercial space at grade. The architectural treatment of the above grade was mostly through architectural detailing of the façades by creating a variety of openings on the wall that were obscured by decorative metal or opaque glass. Unless someone knew it was there or was looking for it,



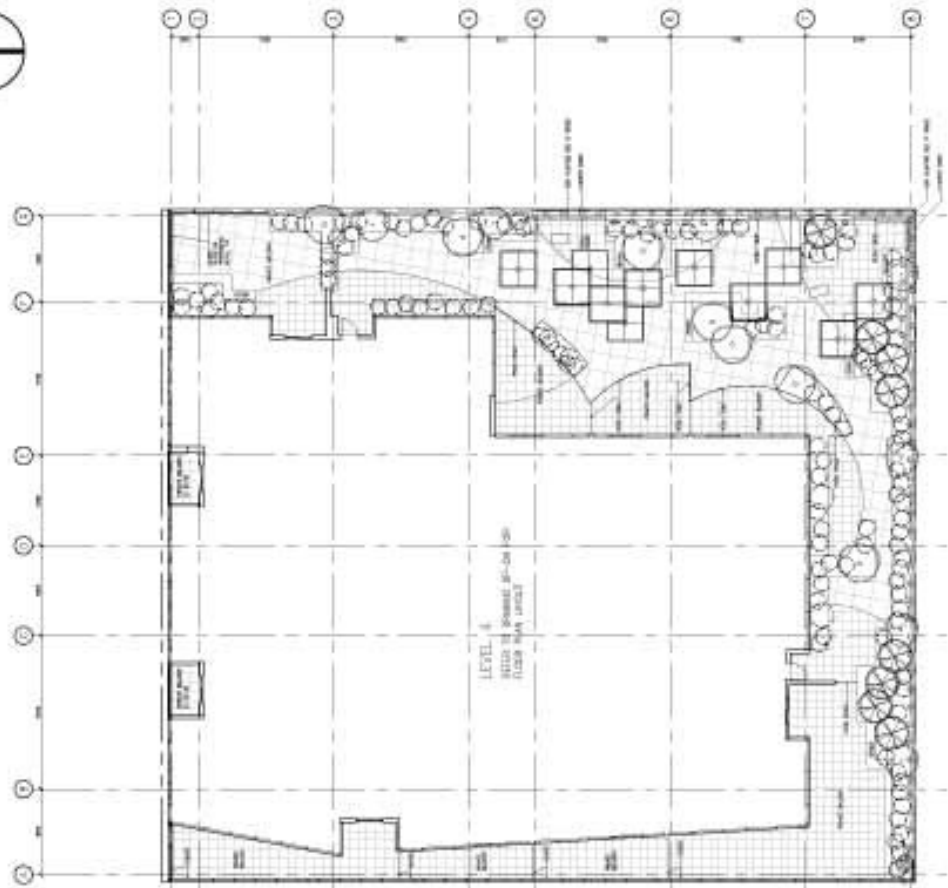
one could not really tell there was parking. The real secret behind the success of this approach was the excellent quality of the commercial space at grade. The commercial/retail was built out to the sidewalks, with canopies, had multiple entrances, with clear glass to allow the pedestrians the opportunity to become an active participant in the interaction between the street and the interior. All this activity on the street level was the real key to the success of these developments. We have designed proposed development to provide the same elements to create a wonderful pedestrian oriented commercial environment; this includes the 2.134m sidewalk width provided on the property in addition to the City's own sidewalk, the addition of more street trees, a canopy above the commercial sidewalk and permeable highly visible retail bays.

One of the most exciting elements of the building is the architectural treatment of the 2 above grade parking levels. The stimulus for the idea comes directly from the convention centre in Montreal. The coloured glass proposed for the exterior of this building is designed to become a dramatic piece of public art. Rather than blend into the building façade, it is designed to create excitement in what will soon become one of Calgary's most vibrant urban streets. The eclectic nature of the coloured glass will create a landmark for this area of the City and a wonderful addition to our urban fabric. The translucent glass will give depth and variety to the façade, it will allow one to observe the movements of people, while at the same time most of the vehicle mass is screened by a solid barrier on the inside of parkade. It is our intent to involve a local artist in the design of the shapes and colours of the glass, and there will be some discussion with the Alberta College of Art to determine if there is any desire to involve the students from the College. We are extremely excited by the combination of what is happening on the street level plus the vibrancy of an art form above.

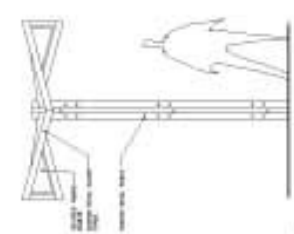
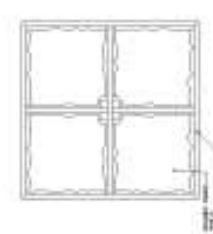
The proposed development has the support of the Planning Department, the Urban Design Review Panel, the Victoria Crossing BRZ, the adjacent neighbours and the general support of the Beltline Community. It supports the overriding principles of the Blueprint For The Beltline and many of its general objectives and those of the new Beltline ARP. It will become a wonderful addition to our City's skyline and we hope that you can give it your support.



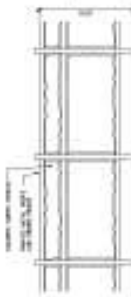
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	Project Manager: Project Engineer: Project Designer:	Project Architect: Project Engineer: Project Designer:	Project Manager: Project Engineer: Project Designer:



- LANDSCAPE LEGEND**
- Tree symbols: 100mm DBH, 150mm DBH, 200mm DBH, 250mm DBH, 300mm DBH, 350mm DBH, 400mm DBH, 450mm DBH, 500mm DBH, 600mm DBH, 700mm DBH, 800mm DBH, 900mm DBH, 1000mm DBH
  - Shrub symbols: 100mm DBH, 150mm DBH, 200mm DBH, 250mm DBH, 300mm DBH, 350mm DBH, 400mm DBH, 450mm DBH, 500mm DBH, 600mm DBH, 700mm DBH, 800mm DBH, 900mm DBH, 1000mm DBH
  - Other symbols: Walkway, Wall, etc.



**FABRIC CANOPY CAN AND ELEVATION**



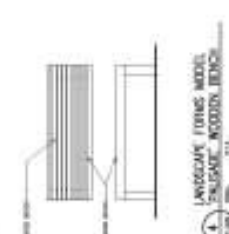
**TRASH RECEPTACLE**



**FENCE INTO FENCE**



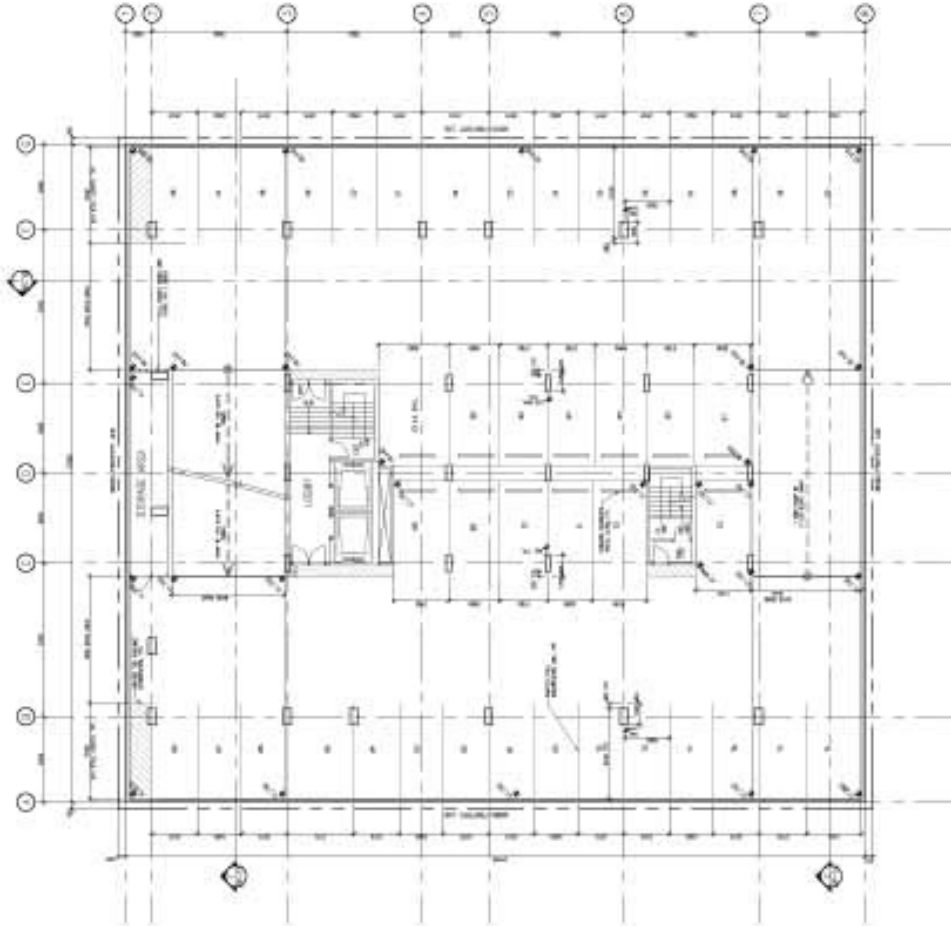
**MULTI SPACE LEDGE**



**LANDSCAPE LIGHTING FIXTURE, SENSITIVE WOODEN FINISH**

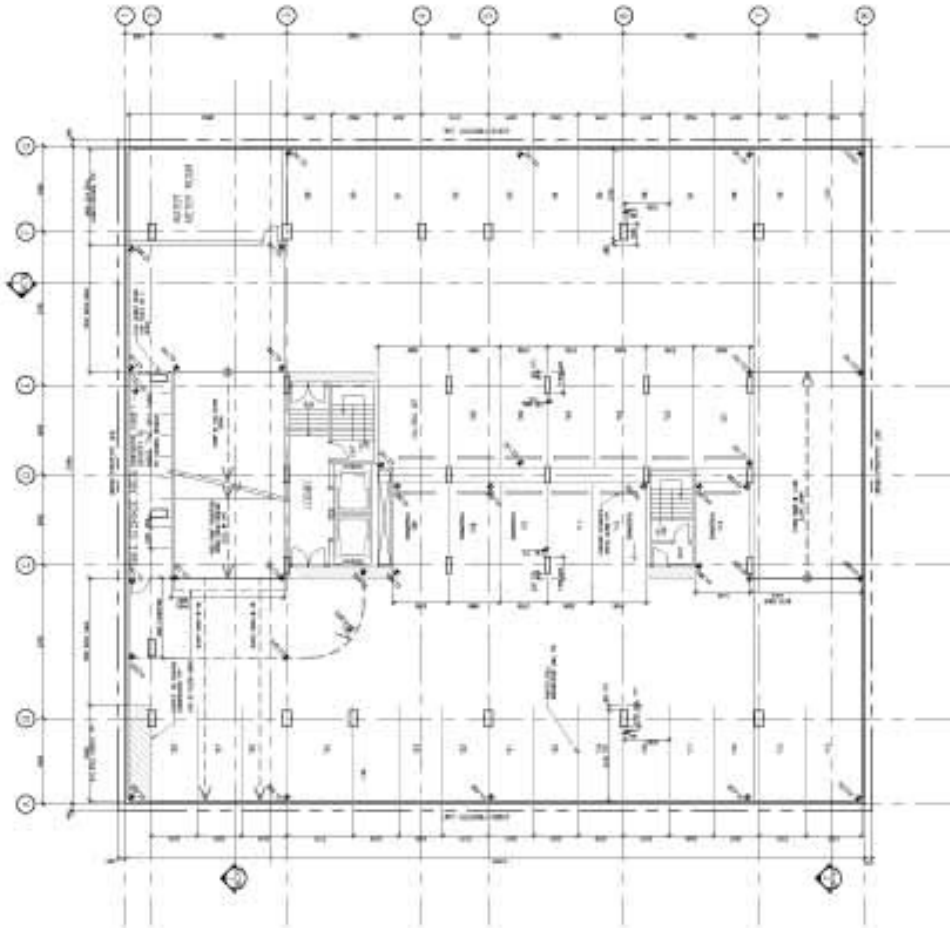


	Title: <b>TRAVEL - FIRST FLOOR PROPOSED RECONFIGURATION DEVELOPMENT</b> Project No: <b>PA000010110.PY</b> Drawing No: <b>4800</b>	Date: <b>10/11/05</b> Author: <b>...</b> Checker: <b>...</b> Approver: <b>...</b>
	Scale: <b>1/4" = 1'-0"</b> Drawing Date: <b>10/11/05</b> Drawing Title: <b>TRAVEL - FIRST FLOOR PROPOSED RECONFIGURATION DEVELOPMENT</b>	Drawing No: <b>4800</b> Drawing Title: <b>TRAVEL - FIRST FLOOR PROPOSED RECONFIGURATION DEVELOPMENT</b>



1. TRAVEL - FIRST FLOOR PROPOSED RECONFIGURATION DEVELOPMENT

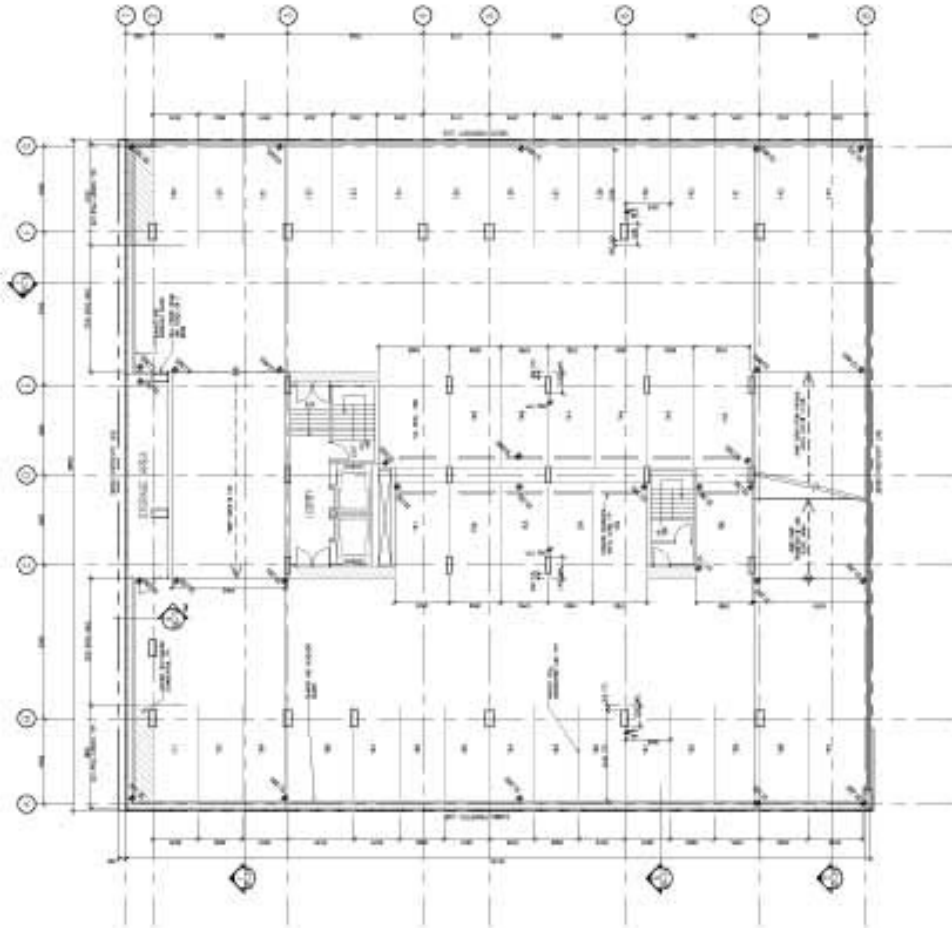
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	Date: <b>10/11/05</b> Scale: <b>1:100</b> Author: <b>DP-05</b>



1. FIRST FLOOR  
 PROPOSED RECONFIGURATION DEVELOPMENT



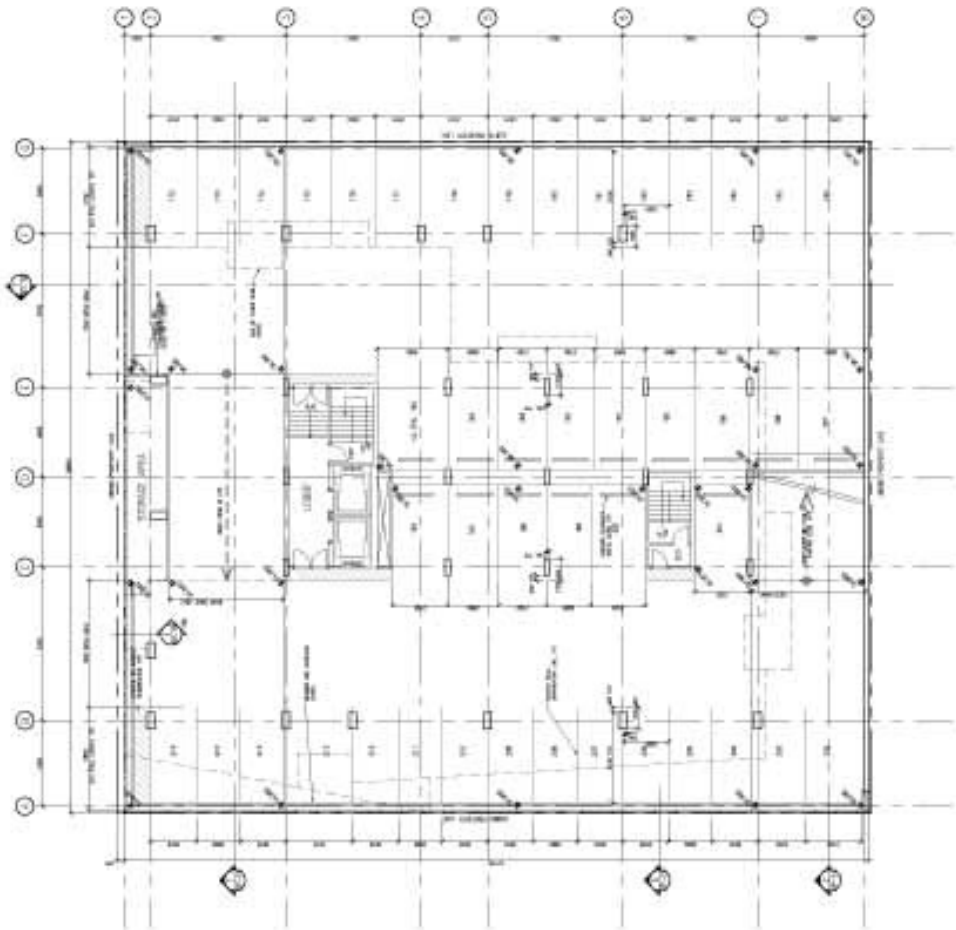
	Institution of Professional Engineers of New Zealand Incorporated under the Companies Act 1993 Registered office: 100 Victoria Road, Auckland Telephone: 09 308 9000 Fax: 09 308 9001 Email: info@ipENZ.org.nz	Project Name:  Client:  Date:  Scale:  Drawing No.:	Drawing Title:  Drawing No.:
	Project Name:  Client:  Date:  Scale:  Drawing No.:	Drawing Title:  Drawing No.:	



1 - DRIVING LEVEL -422

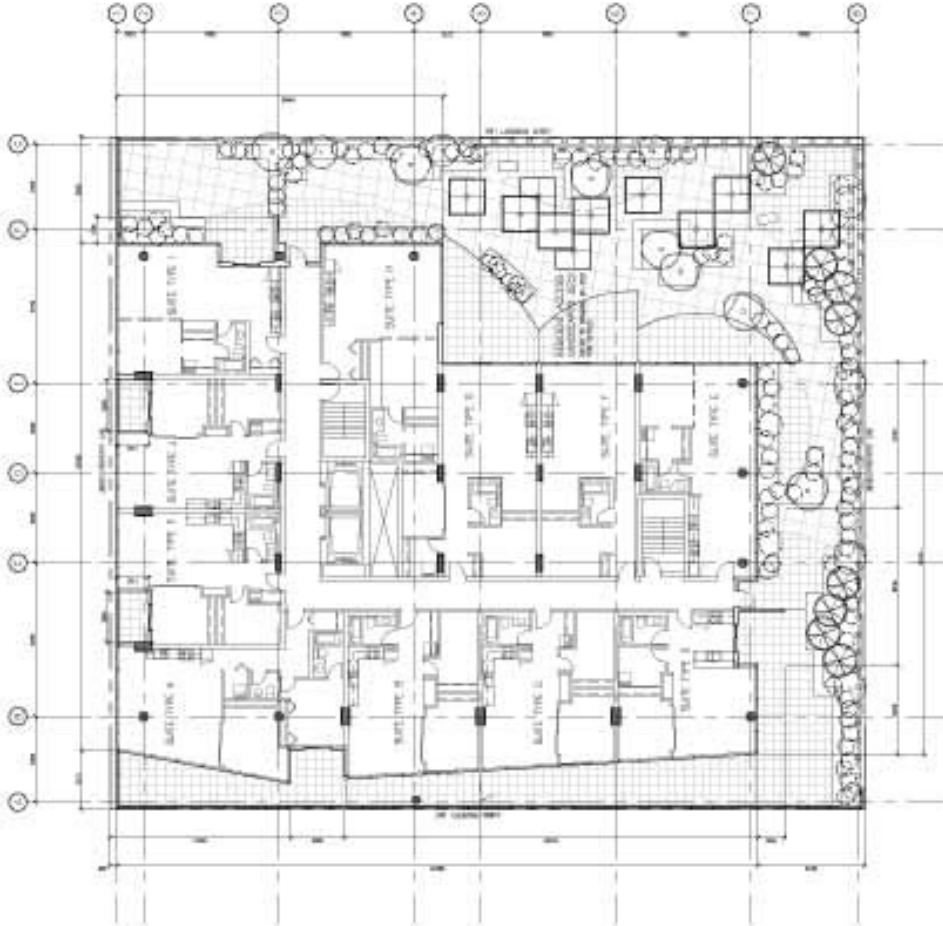


	<b>PROJECT TITLE</b> ...	<b>CLIENT</b> ...	<b>DATE</b> ...
	<b>DESIGNER</b> ...	<b>SCALE</b> ...	<b>PROJECT NO.</b> ...



1. PARKING LEVEL - P1  
 DATE: 11/03/05

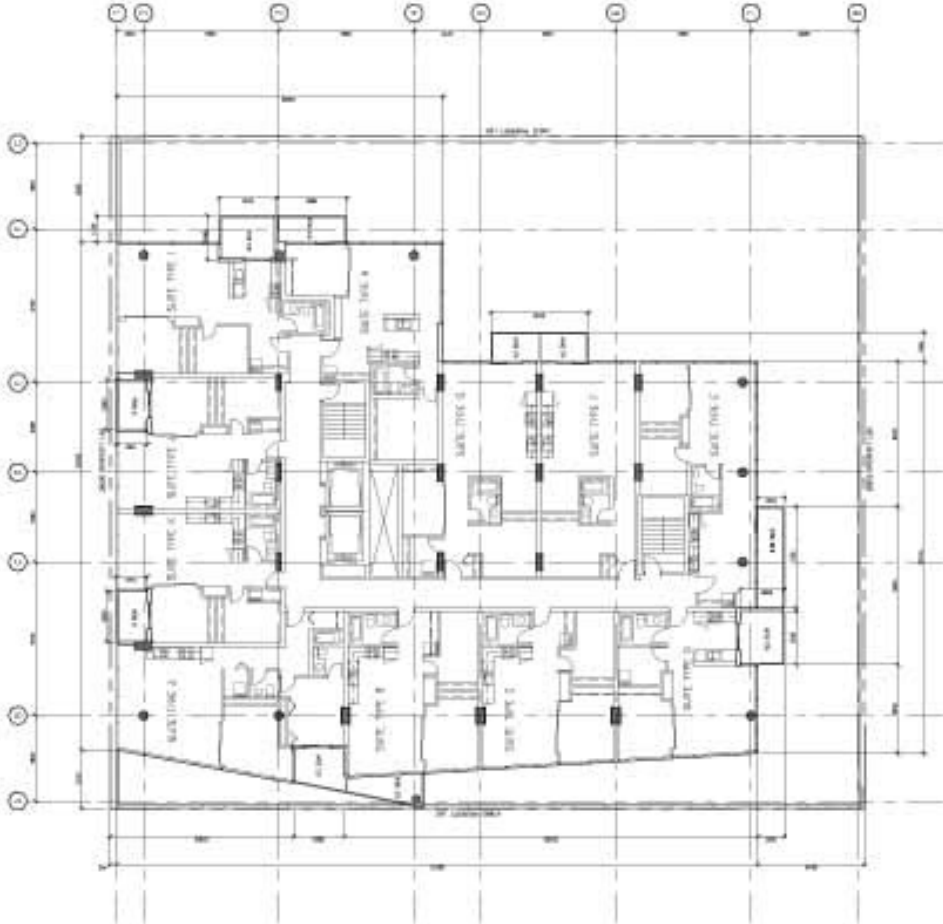
	Title: <b>LANDSCAPE ARCHITECTURE</b> Project: <b>TRAVIS + HART SANITIZATION FACILITY DEVELOPMENT</b> Location: <b>TOWNSHIP AND MOUNTAIN PLANNED AREA</b>	Date: <b>11/03/05</b> Scale: <b>1/8" = 1'-0"</b> Drawing No.: <b>1100-01</b>
	Designer: <b>TRAVIS + HART ARCHITECTS</b> 1000 WEST 4TH AVENUE VANCOUVER, BC V6H 1T4 Phone: (604) 681-1111 Fax: (604) 681-1112 Email: info@travis-hart.com	Client: <b>CITY OF VANCOUVER</b> 1100 BURNBURY STREET VANCOUVER, BC V6C 1P6 Phone: (604) 675-2000 Fax: (604) 675-2001 Email: info@cityofvancouver.ca



FLOOR AND LANDSCAPE PLAN LEVEL 1

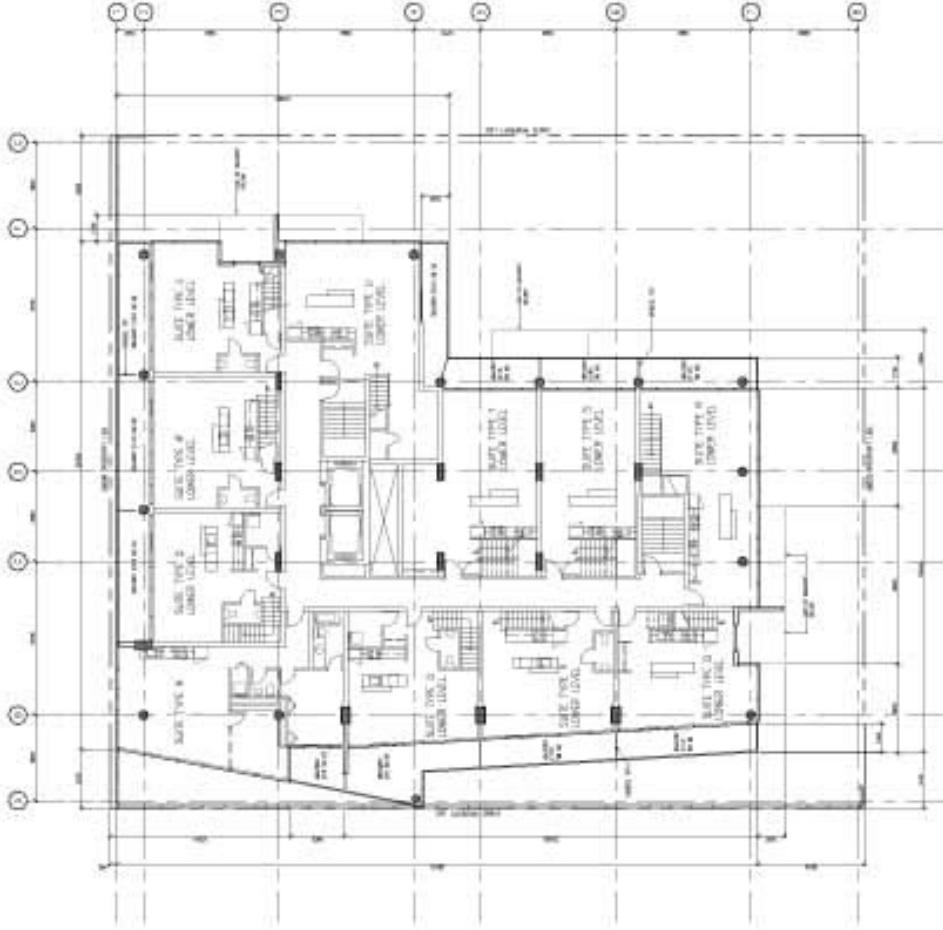


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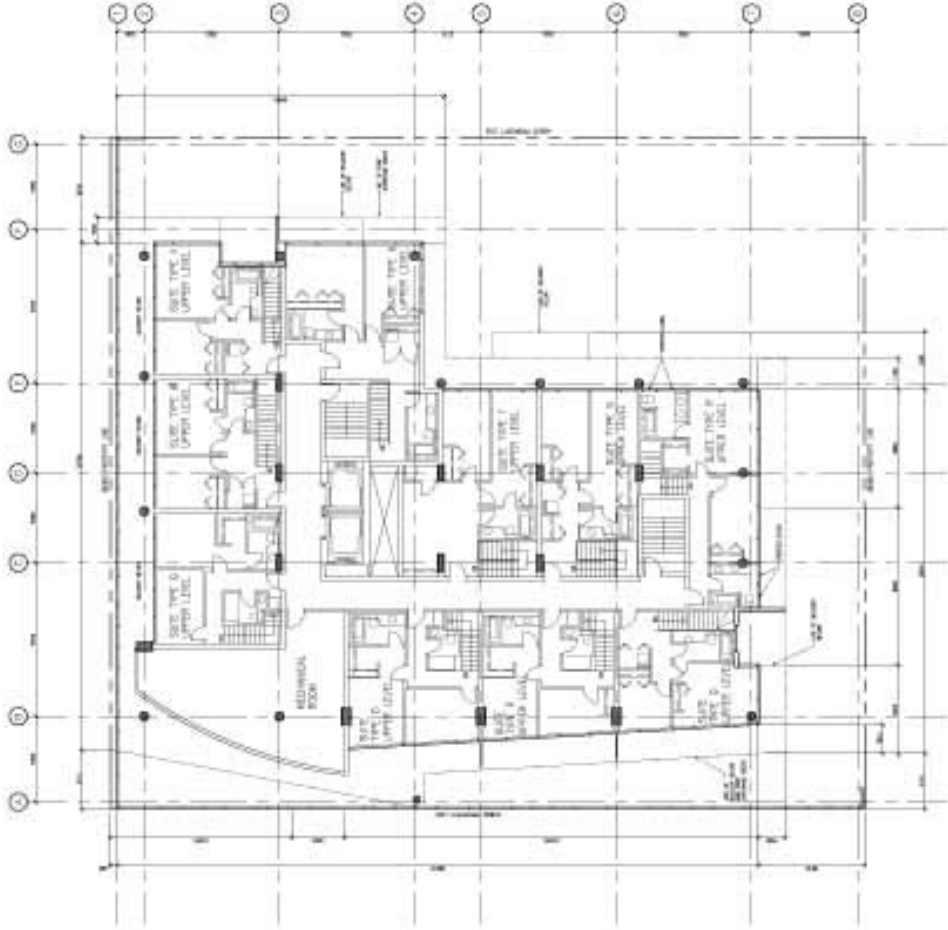

 FLOOR PLAN LEVEL B -21  
 DATE: 11/03/05

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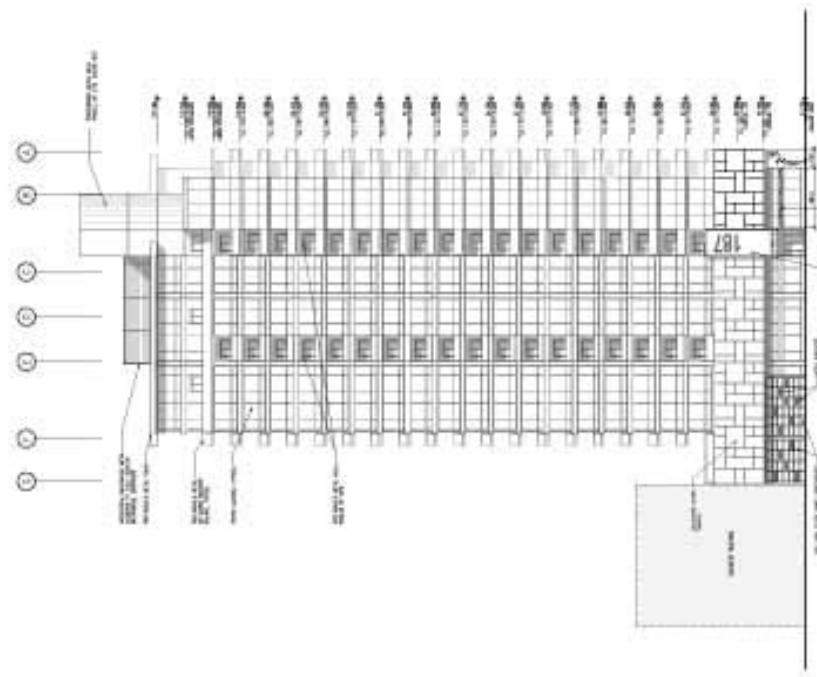
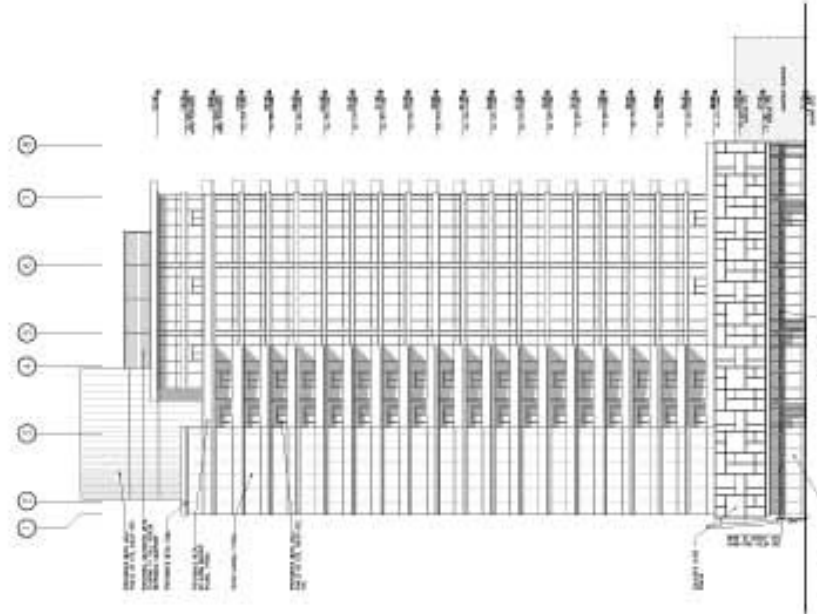
1 FLOOR PLAN LEVEL 22 LOWER PENTHOUSE

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	Project Location ...	Project Description ...	Project Owner ...	Project Architect ...	Project Engineer ...	Project Surveyor ...	Project Planner ...	Project Designer ...	Project Drafter ...

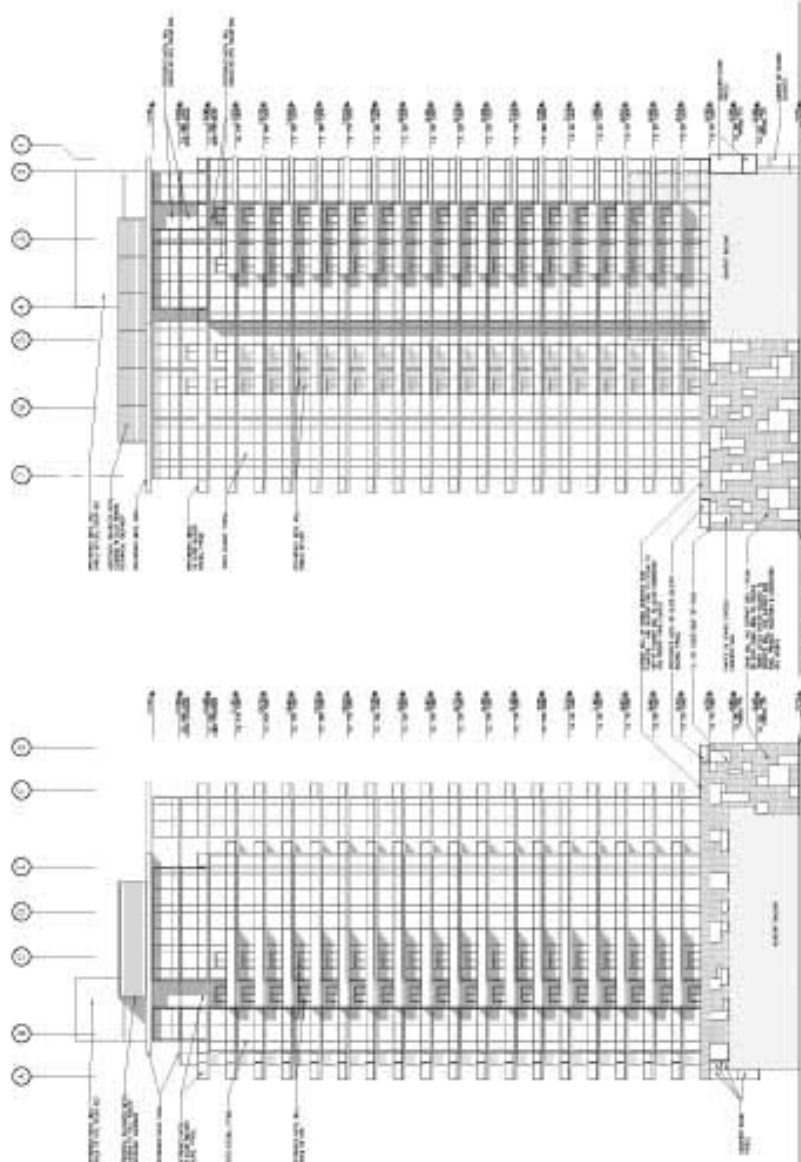



 FLOOR PLAN LEVEL 23 UPPER PENTHOUSE  
 DATE: 11/03/05

	Planning Department City of Vancouver 1100 Burrard Street Vancouver, BC V6X 1C8 Tel: 604-681-3800 Fax: 604-681-3801 Email: info@vancouver.ca																																																																																																																																																																																																								
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	Title: <b>TRAVEL - FIRST FLOOR PROPOSED RECONFIGURATION DEVELOPMENT</b> Project No: <b>5407 HANSON SOUTHLEASING</b> Date: <b>1/14/05</b>
	Scale: <b>1/8" = 1'-0"</b> Drawing No: <b>1400</b>

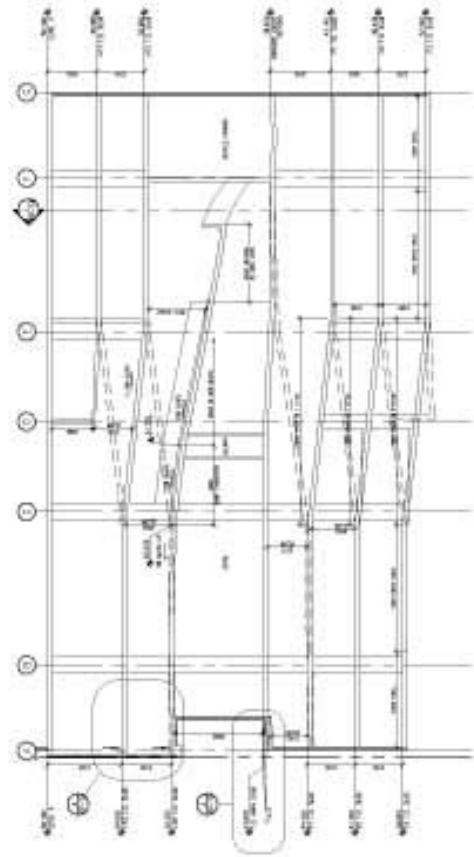


1. SOUTH ELEVATION  
Scale: 1/8" = 1'-0"

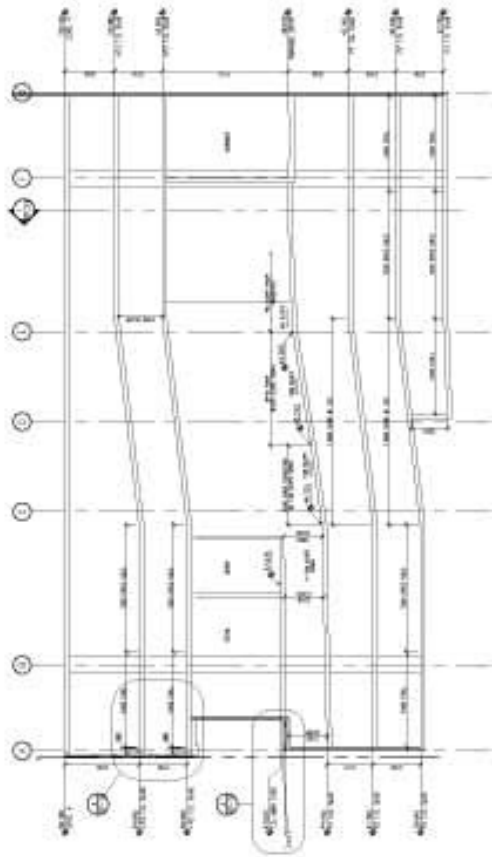
2. EAST ELEVATION  
Scale: 1/8" = 1'-0"

DATE PLOTTED: 11/14/05 10:58 AM

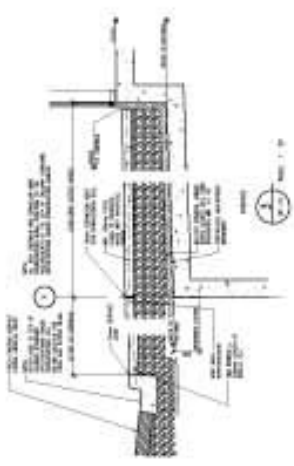
	Title: <b>TRAVEL - FIRST LANE PROPOSED IMPROVEMENT DEVELOPMENT</b>
	Project No: <b>4800 DP-15</b>
Date: <b>11/03/05</b>	Scale: <b>AS SHOWN</b>
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Approved by: <b>...</b>	



Scale: 1" = 10'



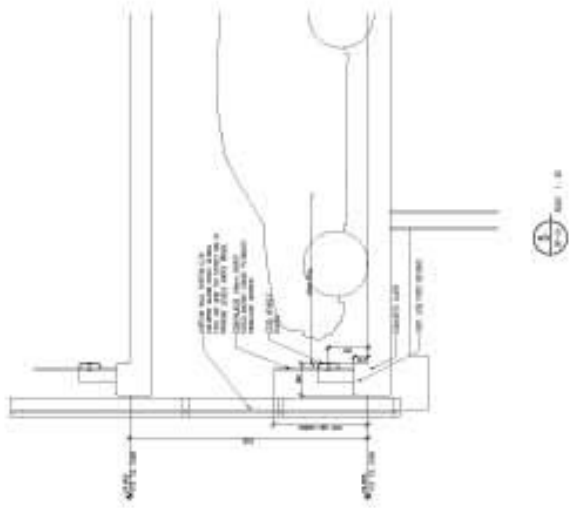
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August 30, 2005

The City of Calgary  
Development and Building Approvals #8108  
P.O. Box 2100 Station M  
Calgary AB T2P 2M5

**RE: DP2005-2267; 1302 First Street SW**

**ATTN: Dwayne Drobot, File Manager**

The Victoria Crossing Business Revitalization Zone has reviewed the above development application with the applicant and is pleased to offer the following comments in support of this project:

- Given the physical constraints of the site, the applicant is commended for the quality of design and the level of detail afforded to this project. First Street W, in conjunction with the many improvements that have been seen to date, is poised for several redevelopment projects that will bring many new residents and additional pedestrians and patrons to this street. As an important link between the downtown core and 17<sup>th</sup> Avenue to the South, First (Scarth) Street must maintain a strong pedestrian character and provide for active commercial use as well as increased population densities to the neighbourhood.
- In general, active uses fronting the street would have been preferred to parking on the second and third levels, however the treatment of coloured glass panels alleviates much of this concern. By utilizing an artist to design the pattern of the glass, further measures to minimize the effects of headlights and attention to lighting within the glassed wall, the glass detailing has the potential of becoming a very attractive addition to the eclectic nature of the street and neighbourhood as a whole.
- It is concerning to realize, however, that the engineering and sanitation requirements within this building are constraining the amount of retail that may be provided. As mentioned above, maximizing retail space is vital to the area and we would encourage the applicant and The City to find urban design solutions that would not reduce the amount of retail at the ground floor.
- Similar to the Urban Design Review Panels comments of August 10, we encourage additional trees along the First Street frontage where possible and the 13<sup>th</sup> Avenue frontage if utility line assignments permit. It would be desirable to see the First Street W streetscape improvements continue to the property line of the site, including the burying of any overhead utility lines and additional trees on 13<sup>th</sup> Avenue where none currently exist.

Thank you for providing the Victoria Crossing BRZ with the opportunity to respond to this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Eileen A. Stan".

Eileen A. Stan  
Executive Director

cc: Alderman Madeleine King  
Battistella Developments

Victoria Crossing BRZ  
310, 1202 Centre Street SE, Calgary, AB T2G 5A5  
Phone. 403.265.2888 Email. info@vcrossing.com  
Web site. www.vcrossing.com

**Drobot, Dwayne**

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**From:****Sent:** 2005 October 19 10:48 AM**To:** Drobot, Dwayne**Cc:****Subject:** 1302 1st sw

dwayne,

we have reviewed the development permit circulation for redevelopment of 1302 1st sw and we offer the following comments.

**we are very enthusiastic about the proposal** to redevelop a presently under-utilized site within our community. the project is congruent with beltline communities' desire to see greater density and mixed use, particularly at a location such as 1st street.

we are appreciative of the contemporary design which will contribute to our community's 110 year history of built form.

we also applaud the process, and all of the work the applicant has done with us thus far. the design consequentially incorporates many of the attributes which we feel are crucial for successful integration of a redevelopment of this scale to our community.

we remain disappointed however, with the 2 levels of above-grade parking. our 'blueprint for the beltline' is clear on the issue of above-grade parking: "where site conditions require that parking be provided at or above grade, such parking should be incorporated within the building so that active commercial or residential uses can be presented to the street." (p31). while we recognize that this particular site is not conducive to building all of the required parking underground, we feel it is important to conceal the above-grade parking with more than a decorative screen. parking will simply not activate or monitor the street to the same degree as residential or commercial uses will. we are also concerned that as 'common property', a decorative screen will not be maintained or cleaned as regularly as owned or tenet-occupied spaces. **we strongly suggest that the above-grade parking should be concealed with use rather than with decoration.**

additionally, we feel that the east-facing at-grade wall remains too blunt to be compatible with the neighbouring residential rear yard. we understand that the applicant has had some recent discussions with the neighbour in this regard, and that a mutually satisfactory solution is being worked-on.

we also feel that the developer should be allowed and encouraged to **locate pedestrian-related devices on the r.o.w.** (benches, canopies, bike racks, trees etc.). the treatment of the sidewalk is key in successfully integrating large redevelopments, and this project is no exception.

notwithstanding our reservations, **we reiterate our general support for the proposal.** we are confident that with some small changes to address our above-noted concerns, we will be able to provide you with our absolute & complete support. we suggest that a continued dialogue with you and/or the applicant will be helpful in this regard.

in the meantime, please let us know if you have any questions or comments.

sincerely,

cameron gillies BA, BEDs, MArch, LEED accredited professional  
**beltline** planning group  
p. 403 585 6628

2005/10/24

## Urban Design Panel Comments

**ITEM NO. 2:**

(2:15 pm)

**Dwayne Drobot****COMMUNITY:**

BELTLINE

**FILE NUMBER:**

DP2005-2267

**MUNICIPAL ADDRESS:**

1302 1 Street SW

**APPLICANT:**

Graham Edmunds Architecture

**DESCRIPTION:**Apartment Building (209 Units) with Ground Floor  
Commercial**Comments Provided by the Panel:**

- The Panel commended the Applicant on the quality of their presentation.
- The Panel commended the Applicant on their positive use of the road widening right of way.
- The Panel commended the Applicant on their intention to articulate the skin of the 2<sup>nd</sup> and 3<sup>rd</sup> floors in such an expressive way and for their intention to involve an artist in the design of this aspect of the building.
- The Panel has concerns about the use of the 2<sup>nd</sup> and 3<sup>rd</sup> floors for parking but feels that this project can be an exception due to the high quality facade treatment through the use of artist designed coloured panels and appropriate lighting. There should be no visible evidence from the street of the presence of automobiles on the 2<sup>nd</sup> and 3<sup>rd</sup> floors.
- In order for the coloured panels to be an effective art piece, careful attention should be paid to lighting.
- A continuous row of street trees on 1<sup>st</sup> Street and 13<sup>th</sup> Avenue is strongly encouraged. The existing street trees on 1<sup>st</sup> Street have a gap for an existing parking lot entry which will no longer exist when the building is constructed. 13th Avenue has a discontinuous treed boulevard. On the block between 1<sup>st</sup> Street SW and Centre Street, the boulevard has been replaced with meter parking. The panel urges the proponent to re-instate the street trees.