



AGENDA

CALGARY PLANNING COMMISSION

April 2, 2020, 1:00 PM
IN THE COUNCIL CHAMBER
Members

Director M.Tita, Chair
Director R. Vanderputten, Vice-Chair
Councillor G. Chahal
Councillor E. Woolley
Commissioner H. Cameron
Commissioner P. Gedy
Commissioner L. Juan
Commissioner A. Palmiere
Commissioner K. Schmalz
Commissioner J. Scott
Mayor N. Nenshi

SPECIAL NOTES:

*Public are encouraged to follow Council and Committee meetings using the live stream
<http://video.isilive.ca/calgary/live.html>*

Members will be participating remotely.

1. CALL TO ORDER
2. OPENING REMARKS
3. CONFIRMATION OF AGENDA
4. CONFIRMATION OF MINUTES
 - 4.1 Minutes of the Regular Meeting of the Calgary Planning Commission, 2020 March 19
5. CONSENT AGENDA
 - 5.1 DEFERRALS AND PROCEDURAL REQUESTS
None

5.2 BRIEFINGS
None

5.3 Land Use Amendment in Inglewood (Ward 9) at multiple addresses, LOC2019-0184, CPC2020-0328

5.4 Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at 3235 Kinsale Road SW, LOC2020-0006, CPC2020-0394

6. POSTPONED REPORTS
(including related/ supplemental reports)

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 DEVELOPMENT ITEMS

7.1.1 Development Liaison in Beltline (Ward 8) at 936 – 16 Avenue SW, DL2020-0001, CPC2020-0336

7.1.2 Development Permit in Downtown (Ward 8) at 614 – 6 Avenue SW, DP2019-5502, CPC2020-0275

7.2 PLANNING ITEMS
None

7.3 MISCELLANEOUS ITEMS

7.3.1 Elbow River LRT Bridge - 17 Avenue SE Stampede Crossing (17SX) Beltline (Ward 11), CPC2020-0383

8. URGENT BUSINESS

9. CONFIDENTIAL ITEMS

9.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES
None

9.2 URGENT BUSINESS

10. ADJOURNMENT



INDEX FOR THE 2020 APRIL 02 REGULAR MEETING OF CALGARY PLANNING COMMISSION

NOTE:
PLANS SUBMITTED TO THE COMMISSION, AS PART OF THE DEPARTMENTAL REPORTS,
ARE INCLUDED FOR THE SOLE PURPOSE OF ASSISTING THE COMMISSION IN MAKING
A DECISION AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE.

ISC: Unrestricted



CONSENT AGENDA

ITEM NO.: 5.1

DEFERRALS AND PROCEDURAL REQUESTS
None

ITEM NO.: 5.2

BRIEFINGS
None

ITEM NO.: 5.3

Yuping Wang

COMMUNITY:

Inglewood (Ward 9)

FILE NUMBER:

LOC2019-0184 (CPC2020-0328)

PROPOSED REDESIGNATION:

From: Residential – Contextual One / Two Dwelling
(R-C2) District

To: Residential – Grade-Oriented Infill (R-CG)
District

MUNICIPAL ADDRESS:

1502, 1504 and 1508 – 10 Avenue SE

APPLICANT:

Professional Custom Homes

OWNER:

Pabla Equity Corp

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 5.4

Adam Kaddoura

COMMUNITY:

Killarney/Glengarry (Ward 8)

FILE NUMBER:

LOC2020-0006 (CPC2020-0394)

PROPOSED POLICY AMENDMENT:

Amendment to the Killarney/Glengarry Area
Redevelopment Plan

PROPOSED REDESIGNATION:

From: DC Direct Control District

To: Residential – Grade-Oriented Infill (R-CG)
District

MUNICIPAL ADDRESS:

3235 Kinsale Road SW

APPLICANT:

Sinclair Signature Homes

OWNER:

Jeremy Paylor

ADMINISTRATION RECOMMENDATION:

APPROVAL

DEVELOPMENT ITEMS

ITEM NO.: 7.1.1

Richard Goecke

COMMUNITY:

Beltline (Ward 8)

FILE NUMBER:

DL2020-0001 (CPC2020-0336)

PROPOSED DEVELOPMENT:

Development Liaison for a New: Park

MUNICIPAL ADDRESS:

936 – 16 Avenue SW

APPLICANT:

Ground Cubed Landscape Architects

OWNER:

The City of Calgary

ADMINISTRATION RECOMMENDATION:

RECEIVE FOR CORPORATE RECORD

ITEM NO.: 7.1.2

Richard Goecke

COMMUNITY:

Downtown Commercial Core (Ward 8)

FILE NUMBER:

DP2019-5502 (CPC2020-0275)

PROPOSED DEVELOPMENT:

New: Hotel, Retail and Consumer Service (1 building)

MUNICIPAL ADDRESS:

614 – 6 Avenue SW

APPLICANT:

NORR Architects

OWNER:

Triple One Properties Management

ADMINISTRATION RECOMMENDATION:

APPROVAL

PLANNING ITEMS

None

MISCELLANEOUS ITEMS

ITEM NO.: 7.3.1

Katherine Hikita

COMMUNITY:

Beltline (Ward 11)

FILE NUMBER:

CPC2020-0383

PROPOSED:

Elbow River LRT Bridge - 17 Avenue SE Stampede Crossing

ADMINISTRATION RECOMMENDATION:

RECEIVE FOR CORPORATE RECORD



MINUTES

CALGARY PLANNING COMMISSION

**March 19, 2020, 1:00 PM
IN THE COUNCIL CHAMBER**

PRESENT:

Director M. Tita, Chair
Director R. Vanderputten, Vice-Chair (Remote Participation)
Councillor G. Chahal
Councillor E. Woolley
Commissioner P. Gedye (Remote Participation)
Commissioner L. Juan
Commissioner A. Palmiere
Commissioner J. Scott

ALSO PRESENT:

A/Principal Planner M. Beck
A/CPC Secretary G. Chaudhary
Legislative Advisor J. Palaschuk

1. CALL TO ORDER

Director Tita called the meeting to order at 1:02 p.m.

2. OPENING REMARKS

Director Tita provided opening remarks at today's Meeting.

3. CONFIRMATION OF AGENDA

Moved by Commissioner Palmiere

That the Agenda for the 2020 March 19 Regular Meeting of the Calgary Planning Commission be confirmed.

MOTION CARRIED

4. CONFIRMATION OF MINUTES

4.1 Minutes of the Regular Meeting of the Calgary Planning Commission, 2020 March 05

Moved by Councillor Chahal

That the Minutes of the 2020 March 05 Regular Meeting of the Calgary Planning Commission be confirmed.

MOTION CARRIED

5. CONSENT AGENDA

Moved by Commissioner Scott

That the Administration Recommendations contained in the following reports be approved in an omnibus motion:

- 5.3 Land Use Amendment in Wildwood (Ward 8) at 4064 Worcester Drive SW, LOC2019-0182, CPC2020-0325
- 5.4 Land Use Amendment in Coach Hill (Ward 6) at 113 Coachway Road SW, LOC2019-0197, CPC2020-0313
- 5.5 Land Use Amendment in Glenbrook (Ward 6) at 2807- 43 Street SW, LOC2020-0010, CPC2020-0193
- 5.6 Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2703 - 23 Street NW, LOC2019-0154, CPC2020-0322
- 5.7 Land Use Amendment in Huntington Hills (Ward 4) at 503 Hunts Crescent NW, LOC2019-0161, CPC2020-0298

MOTION CARRIED

5.1 DEFERRALS AND PROCEDURAL REQUESTS

None

5.2 BRIEFINGS

None

6. POSTPONED REPORTS

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 DEVELOPMENT ITEMS

None

7.2 PLANNING ITEMS

- 7.2.1 Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2804 - 35 Street SW LOC2020-0004, CPC2020-0234

ROLL CALL VOTE TO CONFIRM MEMBERS PRESENT PRIOR TO STARTING ITEM 7.2.1.:

For: (6): Director Tita, Councillor Chahal, Councillor Woolley, Commissioner Juan, Commissioner Palmiere, and Commissioner Scott

MOTION CARRIED

Moved by Councillor Woolley

That with respect to Report CPC2020-0234, the following be approved:

That the Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. ADOPT, by bylaw, the proposed amendment to the Killarney/Glengarry Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw.
3. ADOPT, by bylaw, the proposed redesignation of 0.05 hectares \pm (0.12 acres \pm) located at 2804 - 35 Street SW (Plan 732GN, Block 11, Lot 10) from DC Direct Control District to Commercial – Neighbourhood 1 (C-N1) District; and
4. Give three readings to the proposed bylaw.

ROLL CALL VOTE

For: (6): Director Tita, Councillor Chahal, Councillor Woolley, Commissioner Juan, Commissioner Palmiere, and Commissioner Scott

MOTION CARRIED

7.2.2 Land Use Amendment in Redstone (Ward 5) at 251 Red Embers Way NE, LOC2019-0114, CPC2020-0208

Harry Sknider, IBI Group, addressed Commission with respect to Report CPC2020-0208.

ROLL CALL VOTE TO CONFIRM MEMBERS PRESENT PRIOR TO STARTING ITEM 7.2.2.:

For: (6): Director Tita, Councillor Chahal, Councillor Woolley, Commissioner Juan, Commissioner Palmiere, and Commissioner Scott

MOTION CARRIED

Moved by Commissioner Palmiere

That with respect to Report CPC2020-0208, the following be approved:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. ADOPT, by bylaw, the proposed redesignation of 1.59 hectares \pm (3.93 acres \pm) located at 251 Red Embers Way NE (Plan 1710122, Block 24, portion of Lot 13) from Multi-Residential – Medium Profile (M-2) District to Special Purpose – City and Regional Infrastructure (S-CRI) District and DC Direct Control District to accommodate mixed-use development; and
2. Give three readings to the proposed bylaw.

ROLL CALL VOTE

For: (6): Director Tita, Councillor Chahal, Councillor Woolley, Commissioner Juan, Commissioner Palmiere, and Commissioner Scott

MOTION CARRIED

7.3 MISCELLANEOUS ITEMS

None

8. URGENT BUSINESS

None

9. CONFIDENTIAL ITEMS

Moved by Commissioner Juan

That Pursuant to Section 24 (advice from officials) of the *Freedom of Information and Protection of Privacy Act*, the Calgary Planning Commission move into Closed Meeting at 1:45 p.m., in the Council Boardroom, to discuss confidential matters with respect to Report CPC2020-0252.

And further, pursuant to Section 6(1) of the Procedure Bylaw 35M2017, as amended, Calgary Planning Commission suspend Section 78(2)(b), in order to complete all discussions with respect to Report CPC2020-0252, and to reconvene in public at the Call of the Chair.

ROLL CALL VOTE

For: (6): Director Tita, Councillor Chahal, Councillor Woolley, Commissioner Juan, Commissioner Palmiere, and Commissioner Scott

MOTION CARRIED

Commission reconvened in Public Meeting at 3:45 p.m. with Director Tita in the Chair.

Moved by Councillor Woolley

That Commission rise and report.

ROLL CALL VOTE

For: (6): Director Tita, Councillor Chahal, Councillor Woolley, Commissioner Juan, Commissioner Palmiere, and Commissioner Scott

MOTION CARRIED

9.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

9.1.1 Greater Downtown Plan (Verbal Report), CPC2020-0252

People in attendance during the Closed Meeting discussions with respect to Report CPC2020-0252:

City Clerks: G. Chaudhary and J. Palaschuk. Advice: S. Lebouthillier, T. Mahler, J. McGuire. Remote Advice: D. Down. Observer: D. Pomreinke. Remote Observer: D. Mahalek, T. Shaw, X. Zhang.

A confidential presentation was distributed with respect to Report CPC2020-0252.

Commission recessed the Closed Meeting at 3:00 p.m. and reconvened in Closed Meeting at 3:15 p.m. with Director Tita in the Chair.

Moved by Commissioner Juan

That with respect to Report CPC2020-0252, the following be approved:

That the Calgary Planning Commission:

1. Receive the confidential PowerPoint presentation for the Corporate Record; and
2. Direct that the Closed Meeting discussions, Distribution 1 and 2 and the confidential PowerPoint presentation remain confidential pursuant to Section 24 (Advice from officials) of the *Freedom of Information and Protection of Privacy Act*, to be reviewed by 2020 September 02.

ROLL CALL VOTE

For: (6): Director Tita, Councillor Chahal, Councillor Woolley, Commissioner Juan, Commissioner Palmiere, and Commissioner Scott

MOTION CARRIED

9.2 URGENT BUSINESS

None

10. ADJOURNMENT

Moved by Commissioner Juan

That this Meeting adjourn at 3:47 p.m.

ROLL CALL VOTE

For: (6): Director Tita, Councillor Chahal, Councillor Woolley, Commissioner Juan, Commissioner Palmiere, and Commissioner Scott

MOTION CARRIED

THE FOLLOWING ITEMS HAVE BEEN FORWARDED TO THE 2020 APRIL 27 COMBINED MEETING OF COUNCIL:

PLANNING MATTERS FOR PUBLIC HEARING:

CALGARY PLANNING COMMISSION REPORTS:

- Land Use Amendment in Wildwood (Ward 8) at 4064 Worchester Drive SW, LOC2019-0182, CPC2020-0325
- Land Use Amendment in Coach Hill (Ward 6) at 113 Coachway Road SW, LOC2019-0197, CPC2020-0313
- Land Use Amendment in Glenbrook (Ward 6) at 2807- 43 Street SW, LOC2020-0010, CPC2020-0193

- Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2703 - 23 Street NW, LOC2019-0154, CPC2020-0322
- Land Use Amendment in Huntington Hills (Ward 4) at 503 Hunts Crescent NW, LOC2019-0161, CPC2020-0298
- Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2804 - 35 Street SW LOC2020-0004, CPC2020-0234
- Land Use Amendment in Redstone (Ward 5) at 251 Red Embers Way NE, LOC2019-0114, CPC2020-0208

The next Regular Meeting of the Calgary Planning Commission is scheduled to be held 2020 April 02 at 1:00 p.m.

CONFIRMED BY COMMISSION ON

CHAIR

ACTING CPC SECRETARY

Planning & Development Report to
Calgary Planning Commission
2020 April 02

ISC: UNRESTRICTED
CPC2020-0328

Land Use Amendment in Inglewood (Ward 9) at multiple addresses, LOC2019-0184

EXECUTIVE SUMMARY

This land use redesignation application was submitted by Professional Custom Homes on 2019 December 03 on behalf of the landowner Pabla Equity Corp. The application proposes to redesignate three parcels of land from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District to allow for:

- rowhouses, in addition to building types already allowed (e.g. single detached homes, semi-detached, duplex homes and suites);
- a maximum building height of 11 metres (an increase from the current maximum of 10 metres);
- a maximum of 11 dwelling units (an increase from the current maximum of 4 dwelling units); and
- the uses listed in the R-CG District.

The proposal is in keeping with applicable policies of the *Municipal Development Plan*.

A development permit application for an 11-unit rowhouse development with 11 secondary suites has been submitted and is under review.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. Adopt, by bylaw, the proposed redesignation of 0.15 hectares \pm (0.37 acres \pm) located at 1502, 1504 and 1508 – 10 Avenue SE (Plan A3, Block 13, Lots 1 to 4) from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

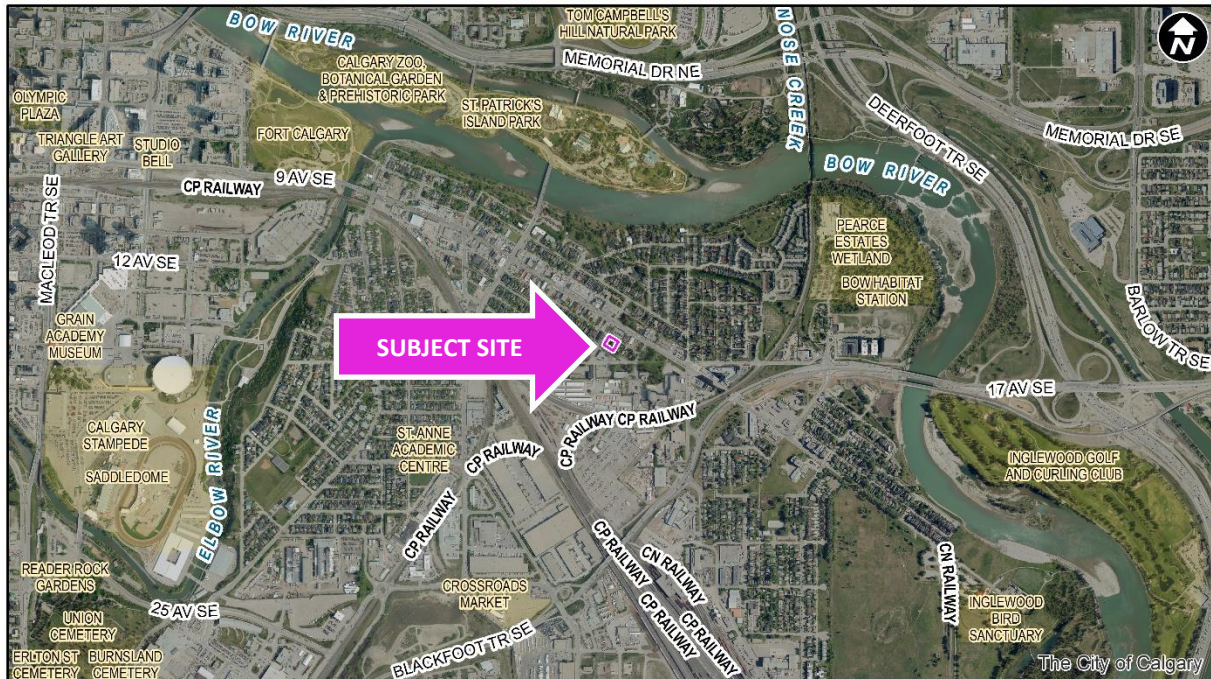
BACKGROUND

This redesignation application was submitted by Professional Custom Homes on 2019 December 03 on behalf of the landowner Pabla Equity Corp. A summary of their proposal can be found in Attachment 1. A development permit application for an 11-unit rowhouse development with 11 secondary suites (DP2020-0638) has been submitted and is under review by Administration (Attachment 2).

Planning & Development Report to
Calgary Planning Commission
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ISC: UNRESTRICTED
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Land Use Amendment in Inglewood (Ward 9) at multiple addresses, LOC2019-0184



Site Context

The subject site is located in the community of Inglewood and includes three parcels (1502, 1504, 1508 – 10 Avenue SE), on the northeast corner of 10 Avenue SE and 14 Street SE. The site is approximately 0.15 hectares in size with approximate dimensions of 40 metres along 10 Avenue SE and 37.5 metres along 14 Street SE. A rear lane exists to the north of the site. The property is currently developed with two one-storey single detached dwellings and a two-car garage accessed from the rear lane.

An automotive dealership is located to the north of the site, across the lane adjacent to 9 Avenue SE. To the west, across 14 Street SE, is a six-unit rowhouse development, with a mix of single and semi-detached homes located further west. Commercial and industrial uses are located to the south of the subject site, across 10 Avenue SE. To the east are single detached homes, and further east are industrial uses.

As identified in *Figure 1*, the population within the community of Inglewood peaked in 2018. Since that time, there has been a slight decline in the number of residents living in Inglewood.

Land Use Amendment in Inglewood (Ward 9) at multiple addresses, LOC2019-0184

Figure 1: Community Peak Population

Inglewood	
Peak Population Year	2018
Peak Population	4,072
2019 Current Population	4,024
Difference in Population (Number)	-48
Difference in Population (Percent)	-1.2%

Source: The City of Calgary 2019 Civic Census

Additional demographic and socio-economic information may be obtained online through the [Inglewood](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposal allows for a range of building types that are compatible with the established built form for the neighbourhood. The proposal meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

Planning Considerations

The following sections highlight the scope of technical planning and analysis conducted by Administration.

Land Use

The existing Residential – Contextual One / Two Dwelling (R-C2) District is a residential designation in developed areas that is primarily for single detached, semi-detached and duplex dwellings. Single and semi-detached dwellings may include a secondary suite. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units with two secondary suites (one secondary suite per each unit).

The proposed Residential – Grade-Oriented Infill (R-CG) District allows for two to three-storey (11 metres maximum height) rowhouse developments where one façade of each dwelling unit must directly face a public street. The district provides for a maximum density of 75 units per hectare which would enable a maximum of 11 dwelling units on the subject site. The development permit application submitted (DP2020-0638) is for an 11-unit rowhouse development with 11 secondary suites. The R-CG District also allows for a range of other low-density housing forms such as single detached, semi-detached, duplex dwellings and secondary suites.

Land Use Amendment in Inglewood (Ward 9) at multiple addresses, LOC2019-0184

Development and Site Design

The rules of the proposed R-CG District will provide guidance for the future site development including the number of units, appropriate uses, building massing and height, landscaping and parking. Given the specific context of this corner site, additional items that are being considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along both the 14 Street SE and 10 Avenue SE frontages;
- emphasizing individual at-grade entrances from the streets;
- the delineation of an appropriate front yard setback; and
- layout and design of common and private amenity space for individual units.

Environmental

An Environmental Site Assessment was not required for the subject application at this time, as there are no known outstanding environmentally related concerns associated with the site and/or proposal. The subject lands are located within the Bow River 'Flood Fringe' flood regulated zone (as per current Council approved flood maps). While new residential development is allowed within flood fringe areas, building design related requirements identified in Land Use Bylaw 1P2007 will be applicable at the time of development permit.

Transportation

Pedestrian and vehicular access to the site is available from 10 Avenue SE, 14 Street SE and the rear lane. The site is serviced by three Calgary Transit bus routes: Route 1 (Bowness/Forest Lawn), Route 101 (Inglewood) and Route 307 (Max Purple). The Route 1 and Route 101 bus stop is located approximately 100 metres north of the site along 9 Avenue SE. The nearest Route 307 bus stop is located approximately 450 metres northwest of the site on 9 Avenue SE. Furthermore, the site is within 600 metres of the future Inglewood/Ramsay Green Line LRT Station. Street parking is restricted to residential parking by permit only on both 10 Avenue SE and 14 Street SE. A Transportation Impact Assessment was not required to support the land use amendment application. However, a parking relaxation is being pursued in the related development permit application and further parking analysis may be required at the development permit stage to ensure adequate parking is provided on site.

Utilities and Servicing

Public water, sanitary and storm mains exist within the adjacent public right-of-way. Development site servicing will be determined at the time of development permit.

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ISC: UNRESTRICTED
CPC2020-0328

Land Use Amendment in Inglewood (Ward 9) at multiple addresses, LOC2019-0184

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

The applicant met with the Inglewood Community Association twice, in 2019 December and 2020 January. An online survey was provided on the applicant's website for the public to give feedback on the proposed development. Further applicant or administration-led engagement was not required.

The Inglewood Community Association responded with a letter of support for the redesignation on 2020 January 15, with concerns expressed about the parking relaxation being pursued in the related development permit application (Attachment 3).

Two letters of opposition were submitted including the following comments:

- concerns related to on-street parking availability and an increase in traffic; and
- concerns around shadowing and privacy.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate. The proposed redesignation is considered a moderate density increase; the compatibility of discretionary uses with respect to the surrounding neighbourhood, and parking requirements are being reviewed at the development permit stage.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation, and the date of the Public Hearing will be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) (SSRP) which directs population growth in the region to Cities and Towns and promotes efficient use of land.

Calgary International Airport Vicinity Protection Area Regulation (2009)

The subject site is located within the [Calgary International Airport Vicinity Protection Area](#) (AVPA). The AVPA Regulation was created to ensure that only compatible land uses are developed in close proximity to airport flight paths. The AVPA Regulation establishes prohibitive uses in certain locations, identified within Noise Exposure Forecast (NEF) areas.

Land Use Amendment in Inglewood (Ward 9) at multiple addresses, LOC2019-0184

The site is located within the 25-30 NEF contour, and as such, residential intensification is not prohibited. Notwithstanding, all buildings constructed on land in the Protection Area must comply with the acoustical requirements set out in the Alberta Building Code that are in force at the time a development permit is issued.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the [Interim Growth Plan](#). The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential - Developed – Inner City area as identified on [Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities to make more efficient use of existing infrastructure, public amenities and transit. Such redevelopment is intended to occur in a form and nature that respects the scale and character of the neighbourhood context.

The proposal is in keeping with relevant MDP policies, as the R-CG District provides for a modest increase in density in a form that is sensitive to existing residential development in terms of height, scale and massing.

The subject parcel is located approximately 50 metres from 9 Avenue SE, which is identified as a Neighbourhood Main Street in the MDP. Neighbourhood Main Streets provide for broad mix of residential, employment and retail uses along a Neighbourhood Boulevard street type.

Inglewood Area Redevelopment Plan (Statutory – 1993)

The subject site is identified as Residential on Map 6: Generalized Land Use – Future in the [Inglewood Area Redevelopment Plan](#) (ARP). The Residential area is intended to encourage the construction of more housing to increase population. The proposal is aligned with policies in the existing ARP for the site.

The existing ARP is currently under review by Administration as part of the Historic East Calgary Local Growth Planning initiative. The multi-community planning process does not prohibit applications from being submitted. A full update to the local area plan is anticipated in Q4 2020.

Social, Environmental, Economic (External)

The recommended land use allows for a wider range of housing types than the existing district and as such, the proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics.

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CPC2020-0328

Land Use Amendment in Inglewood (Ward 9) at multiple addresses, LOC2019-0184

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *Municipal Development Plan*. The proposed R-CG District is a low-density district and was designed to be implemented in proximity to or directly adjacent to low density residential development. The proposal represents a modest increase in density of an inner-city site and allows for development that has the ability to be compatible with the character of the existing neighbourhood.

ATTACHMENT(S)

1. Applicant Submission
2. Development Permit (DP2020-0638) Summary
3. Community Association Letter

Applicant Submission

Nov 27 2019

To whom it may concern;

Our application is to re-zone 1502, 1504, & 1508 10 Ave SE from the current R-C2 to an R-CG designation with the intent of developing 11 townhomes with 10 suited basements and a backyard suite.

The subject site features numerous characteristics that make it especially appropriate for the proposed R-CG land use change, which will directly facilitate the development of new and innovative housing options for Calgarians.

The Key Features of this property are:

- Dimensions 132'x123'
- Corner lot – providing frontage to both 14th Street and 10th Avenue SE
- Direct lane access, facilitating a development that orients vehicle access to the rear land, creating a pedestrian friendly interface along 14th Street and 10th Avenue SE
- Surrounded by existing commercial and multi-family
- Within 150m of a bus stop, 750m of new Green Line
- Potential of increasing density from 13 units/ha to 72 units/ha: Can develop 11 townhomes on the parcel with 10 suited basements and a backyard suite

Why Ingelwood?

- One of the highest demand neighbourhoods for semi detached and existing homes
- With a large concentration of craft breweries and trendy restaurants, Ingelwood has become an extremely desirable location.
- There is a large concentration of affluent home owners who can purchase the infills in the neighbourhood and which is juxtaposed by a young population that is living in apartment style condos. Our development addresses the missing/forgotten middle; young couples and families who want to still live in Ingelwood but cannot afford large and expensive infills.

The Context:

- Inglewood is becoming a vibrant and rapidly gentrified neighbourhood
- Proposed development fits well into the context of the street,
- The development is currently surrounded by older townhomes and commercial developments.
- Extremely walkable neighbourhood
- Bus stop is within 150m and runs at 20-minute intervals.

Applicant Submission

Development Philosophy:

The 11 unit townhome complex will have the following features:

1. 9 – 3 storey, 3 bedroom units with suited basements
2. 1 – 2 storey, 2 bedroom unit with a suited basement
3. 1 – 2 storey unit with a backyard suite
4. We are planning to have the proposed development integrate into the existing context of the neighborhood
5. This product will target the move up buyer; someone seeking to take the equity from their condo and move it into a townhome
6. The concurrent development permit set will include thoughtful outdoor spaces where the habitants can congregate.
7. We are exploring the potential of using Green technologies to reduce the carbon footprint of this structure
 - a. Geothermal heating and cooling systems
 - b. Solar Panels array on the rooftops

For a lot of people home ownership in this area is simply out of reach due to cost. Bringing in a townhome development that maintains the quality of building that is seen throughout the neighborhood at a lower price point would be beneficial for the community.

Our intent is to work with surrounding community members and stakeholders throughout the application process. As part of that commitment, Professional Custom Homes and their team will undertake a comprehensive community engagement process in support of this application.

At this time, we are intending to have a community engagement session early to mid-January once we have more comprehensive set of development permit drawings, and before moving the application to council.

We strive to have a clear and transparent application process for all stakeholders. Stakeholders such as the Community Association and Ward Councilor's office are actively invited to participate in our process.

Thank you for taking the time to review this application.

CPAG Meeting Required Information

We are planning to complete the community outreach by mid January 2020, with engagements starting mid to late December. At that time we will have development application ready and the will have incorporated the feedback from the outreach.

Pablo Equihua Corp.


Development Permit (DP2020-0638) Summary

A development permit application (DP2020-0638) was submitted by Professional Custom Homes on 2020 February 04. The development permit application is for a three-storey, eleven-unit rowhouse development which includes two buildings, eleven secondary units, and eleven on-site parking stalls in a detached garage and a visitor parking. The following excerpts (Figure 1, 2 & 3) from the development permit submission provide a general overview of the proposal and are included for information purposes only.

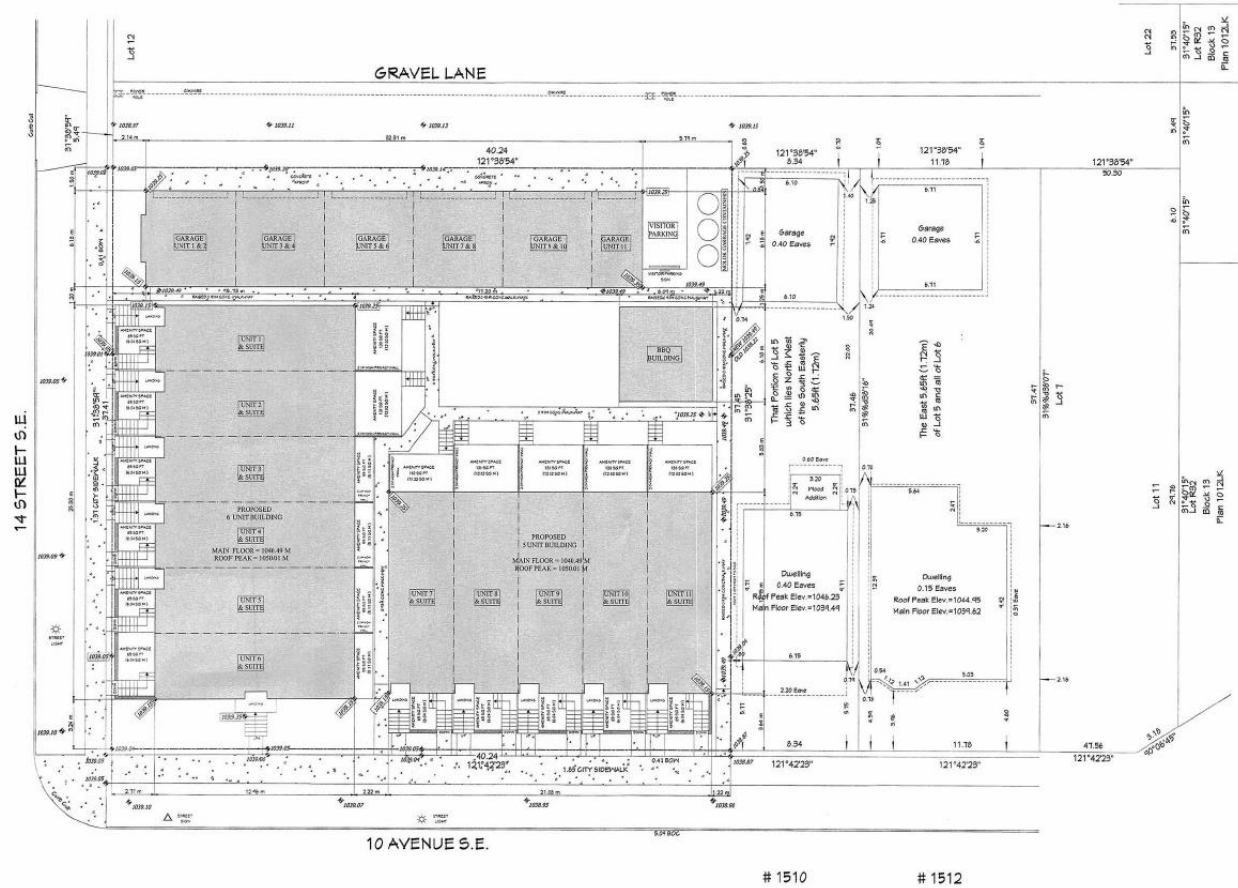
Administration's review of the development permit will determine the ultimate building design and site layout details such as parking, landscaping and site access. No decision will be made on the development permit application until Council has made a decision on this land use redesignation.

Figure 1: Rendering of Proposed Development (View from the Intersection of 14 Street SE and 10 Avenue SE)



Development Permit (DP2020-0638) Summary

Figure 2: Site Plan



Community Association Letter



INGLEWOOD COMMUNITY ASSOCIATION
1740 24TH AVE SE
CALGARY, ALBERTA
T2G 1P9
PHONE: 403-264-3835
EMAIL: info@icacalgary.com

January 15, 2020

Development Circulation Controller
Development and Building Approvals #8201
Box 2100, Station M
Calgary, Alberta
T2P 2M5

Dear: Yuping Wang

Re: LOC2019-0184, 1502, 1504, and 1508 – 10 Avenue SE

The Planning Committee (PC) has reviewed the land use amendment application from RC-2 to RC-G at the above noted addresses. Based upon the PC's review of the application notice and the applicant's submission, the PC has moved to support the application.

The PC reviewed the applicant's updated design concept and the committee was pleased to see the project has well-addressed concerns the community has had historically with end-of-block reorientation. The Committee was supportive of the complex's design concept as presented with the LOC.

The PC is, however, very concerned about the parking relaxation being pursued. The site will include a total of 22 units (11 townhomes, 10 suited-basements, and 1 garage suite) with only 12 parking spots. No parking stalls have been allocated for the "TOD" basement suites. The application was supported, with concerns raised about the parking relaxation (for TOD), that no comprehensive area TOD study has been conducted, and a look at into overlooking/shadowing for adjacent neighbours (as the project is surrounded by a lot of commercial properties).

We do not complete the Community Context Questionnaire as a matter of policy as we find it to be no substitute for our Committee assessment of any given permit. If you have any questions, please call me at 403-619-0559.

Kind regards,

INGLEWOOD COMMUNITY ASSOCIATION
Planning Committee

Erin Standen, Chair

Planning & Development Report to
Calgary Planning Commission
2020 April 02

ISC: UNRESTRICTED
CPC2020-0394

Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at 3235 Kinsale Road SW, LOC2020-0006

EXECUTIVE SUMMARY

This application was submitted by Sinclair Signature Homes on 2020 January 16 on behalf of the landowner, Jeremy Paylor. The application proposes to change the designation of this property from DC Direct Control District to Residential – Grade-Oriented Infill (R-CG) District to allow for:

- rowhouses in addition to the building types already allowed (e.g. single and semi-detached homes, duplexes, and suites);
- a maximum building height of 11 metres (an increase from the current maximum of 10 metres);
- a maximum of 4 dwelling units (an increase from the current maximum of 2 dwelling units); and
- the uses listed in the R-CG district.

A minor map amendment to the *Killarney/Glengarry Area Redevelopment Plan* is required to accommodate the proposed land use redesignation. The proposal conforms to the ARP, as amended, and is in keeping with applicable policies of the *Municipal Development Plan*.

No development permit application has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. Adopt, by bylaw, the proposed amendment to the Killarney/Glengarry Area Redevelopment Plan (Attachment 1); and
2. Give three readings to the proposed bylaw.
3. Adopt, by bylaw, the proposed redesignation of 0.06 hectares \pm (0.14 acres \pm) located at 3235 Kinsale Road SW (Plan 732GN, Block 2, Lot 1) from DC Direct Control District to Residential – Grade-Oriented Infill (R-CG) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This redesignation application was submitted by Sinclair Signature Homes on 2020 January 16 on behalf of the landowner, Jeremy Paylor. No development permit application has been

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**Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at
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submitted at this time. However, as noted in the Applicant's Submission (Attachment 2), the applicant is intending to develop four residential units.

There was an application made by the same applicant on 2018 August 10 for an identical redesignation. Administration recommended an approval to Calgary Planning Commission (CPC) for the same reasons laid out in this report, and CPC then recommended an approval to Council. The application (Bylaws 5P2019 and 20D2019) was ultimately abandoned by Council on 2019 January 14 due to concerns over the lack of public engagement by the applicant. Efforts by the applicant to address these concerns are discussed in the Stakeholder Engagement, Research and Communication section of this report.

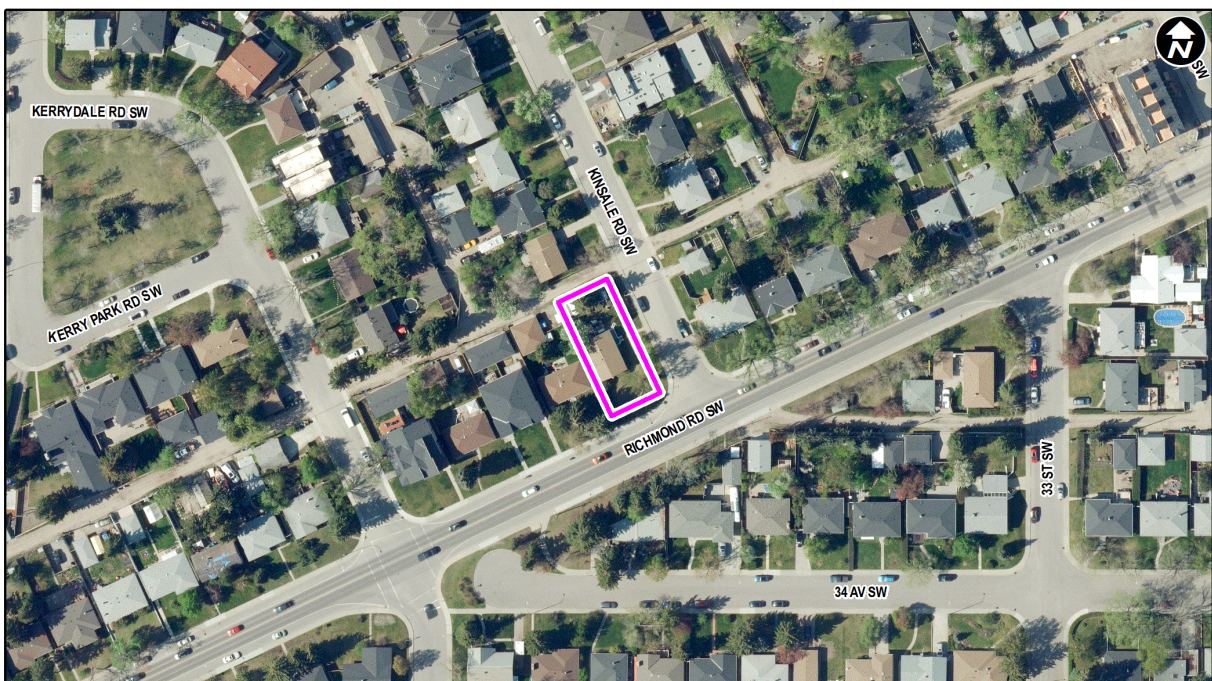
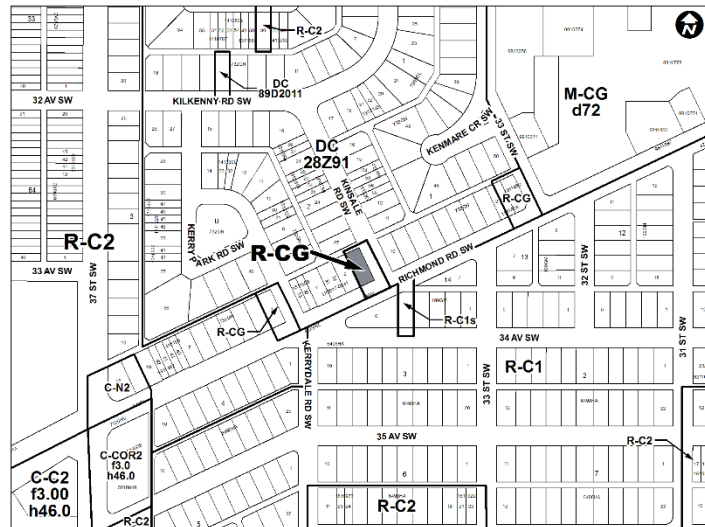
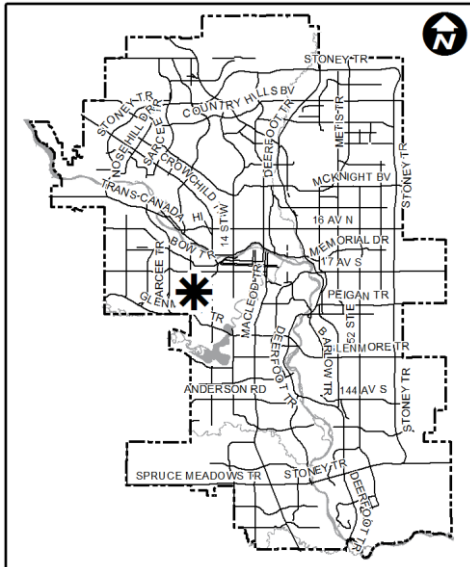
Additionally, there have been two redesignations to Residential – Grade-Oriented Infill (R-CG) District, each one block from the subject parcel along Richmond Road SW, that have been approved by Council. LOC2018-0060 at 3604 Richmond Road SW was approved on 2018 September 10 and LOC2017-0134 at 3305 33 ST SW was approved on 2018 November 14.

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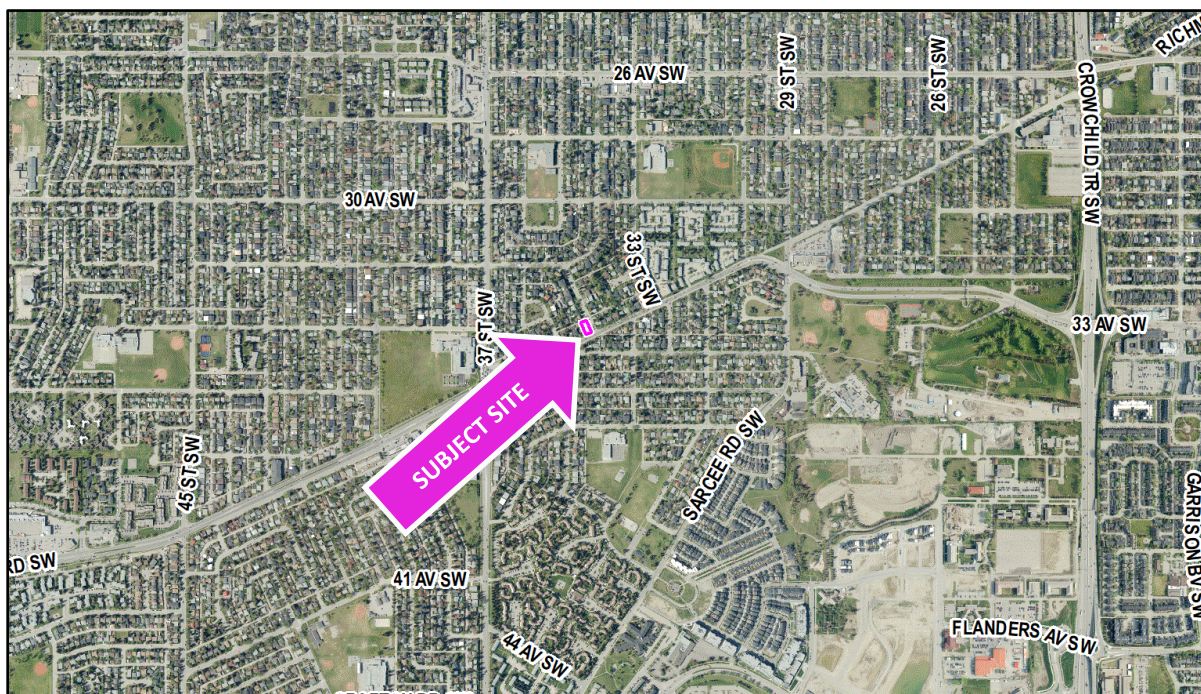
ISC: UNRESTRICTED
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Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at
3235 Kinsale Road SW, LOC2020-0006

Location Maps



**Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at
3235 Kinsale Road SW, LOC2020-0006**



Site Context

The subject site is located in the southwest community of Killarney/Glengarry at the northwest corner of Kinsale Road SW and Richmond Road SW. The surrounding area is characterised by a mix of single and semi-detached dwellings. The predominant land uses in this area are Residential – Contextual One Dwelling (R-C1) and the same Direct Control District (Bylaw 28Z91). This DC is based on the R-2 Residential Low Density District in the Land Use Bylaw 2P80 and is comparable to the Residential – Contextual One / Two Dwelling District (R-C2).

The site is 15.85 metres by 36.55 metres in size. A rear lane exists along the northwest end of the site. The property is currently developed with a one-storey single detached dwelling.

As identified in *Figure 1*, the community of Killarney/Glengarry reached peak population in 2019.

Figure 1: Community Peak Population

Killarney/Glengarry	
Peak Population Year	2019
Peak Population	7,685
2019 Current Population	7,685
Difference in Population (Number)	0
Difference in Population (Percent)	0

Source: The City of Calgary 2019 Civic Census

Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at 3235 Kinsale Road SW, LOC2020-0006

Additional demographics and socio-economic information may be obtained online through the [Killarney/Glengarry](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposal allows for a modest density increase and a range of building types that have the ability to be compatible with the established built form of the neighbourhood. The proposal generally meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

Planning Considerations

The following sections highlight the scope of technical planning and analysis conducted by Administration.

Land Use

The existing Direct Control District (Bylaw 28Z91) is based on the R-2 district of Land Use Bylaw 2P80. This district allows for single detached, semi-detached and duplex homes. A maximum building height of 10 metres and a maximum of two dwelling units is allowed under this district. The DC District limits redevelopment by implementing a minimum parcel size. Restricting subdivision in this manner goes against applicable *Municipal Development Plan* (MDP) policies that call for modest density increase in inner city areas.

The proposed Residential – Grade Oriented Infill (R-CG) District allows for two to three storey (11 metres maximum height) rowhouse developments where one façade of each dwelling unit must directly face a public street. The maximum density of 75 units per hectare would allow for up to four dwelling units on the subject site. The R-CG District also allows for a range of other low density housing forms, such as single detached, semi-detached, and duplex dwellings. Secondary suites (one backyard suite or secondary suite per unit) are also allowable in the R-CG District.

Development and Site Design

The rules of the proposed R-CG District will provide guidance for the future site development, including appropriate uses, number of units, building height and massing, landscaping, parcel coverage and parking. Additional items to consider in future development permit applications include, but are not limited to:

- ensuring that the future building placement aligns with building setbacks of the proposed R-CG District;
- emphasizing individual at-grade entrances;
- ensuring adequately sized amenity spaces for individual units;
- provision of trees and landscaping; and
- mitigating privacy concerns with adjacent properties through design elements.

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Environmental

There are no environmental concerns associated with the subject site or this proposal. An Environmental Site Assessment was not required as part of this application.

Transportation

Pedestrian and vehicular access to the site is available from Kinsale Road SW, Richmond Road SW and the rear lane. The subject site is approximately 350 metres from both northbound and southbound Route 306 MAX Teal bus rapid transit (BRT). The northbound route services the Westbrook LRT Station and the southbound route services Mount Royal University and the Heritage LRT Station. On-street parking adjacent to the site is non-restricted. A Transportation Impact Assessment was not required as part of this application.

Utilities and Servicing

Water, sanitary and storm mains are available to service the subject site. Further details for development servicing will be reviewed and confirmed at the development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

The application was circulated to the Killarney/Glengarry Community Association. No response was received.

Administration received one letter from a citizen with concerns that the current pattern of development of corner lots along Richmond Road will be an impediment to development on mid-block sites. Administration has reviewed that concern and has determined that the proposal aligns with *Municipal Development Plan* policies and does not hinder potential development on adjacent properties.

As part of the proposed land use redesignation application, the applicant has undertaken several applicant-led engagement efforts. These include hosting two community meetings and hand-delivering over 100 information handouts to surrounding properties.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

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Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at 3235 Kinsale Road SW, LOC2020-0006

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) (SSRP), which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the [Interim Growth Plan](#). The proposed land use amendment builds on the principles of the Interim Growth Plan by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Residential – Developed – Inner City area, according to the [Urban Structure Map \(Map 1\)](#) of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment of inner city communities that is similar in scale and built form to the existing development, including a mix of housing such as townhouses and rowhousing. The MDP also calls for a modest intensification of the inner city, an area serviced by existing infrastructure, public amenities and transit.

The proposal is in alignment with relevant MDP policies as the rules of the R-CG District provide for a development form that may be sensitive to existing residential development in terms of height, built form and density.

Killarney/Glengarry Area Redevelopment Plan (Statutory – 1986)

The subject parcel is located within the Conservation/Infill area as identified on Map 2: Land Use Policy in the [Killarney/Glengarry Area Redevelopment Plan](#) (ARP). The Conservation/Infill area is intended for low-density developments in the form of single detached, semi-detached, and duplex dwellings. To accommodate the proposed R-CG District, a minor amendment to Map 2 is required to change the land use category of the subject site to Low Density Townhousing (Attachment 1). This amendment is supported by the Inner City area policies of the MDP.

The *Killarney/Glengarry ARP* is currently under review by Administration as part of the Westbrook Communities Local Growth Planning initiative that includes Killarney/Glengarry and other surrounding communities. The multi-community planning process does not prohibit applications from being submitted. A full update to the local area plan is anticipated by early 2021.

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Social, Environmental, Economic (External)

The recommended land use allows for a wider range of housing types than the existing DC District and as such, the proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current or future operating budget at this time.

Current and Future Capital Budget

The proposed land use amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

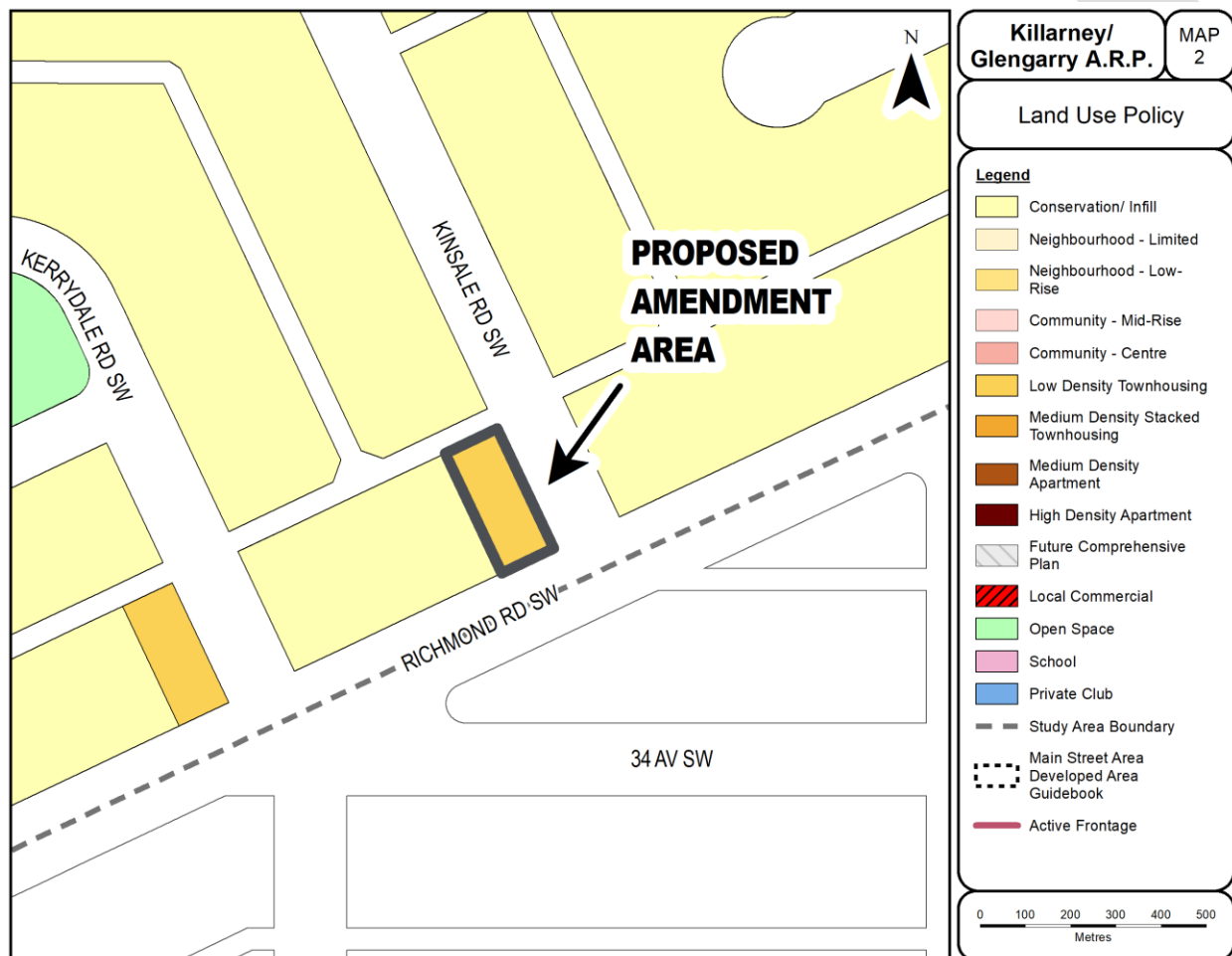
The proposal is in keeping with applicable policies of the *Municipal Development Plan*. The proposed R-CG District was designed to be implemented in proximity to or directly adjacent to low-density residential development. The proposal represents a modest density increase of an inner-city parcel of land and allows for development that has the ability to be compatible with the character of the existing neighbourhood.

ATTACHMENT(S)

1. Proposed Amendment to the Killarney/Glengarry Area Redevelopment Plan
2. Applicant's Submission

Proposed Amendment to the Killarney/Glengarry Area Redevelopment Plan

1. The Killarney/Glengarry Area Redevelopment Plan attached to and forming part of Bylaw 16P85, as amended, is hereby further amended as follows:
 - (a) Amend Map 2 entitled 'Land Use Policy', by changing 0.06 hectares \pm (0.14 acres \pm) located at 3235 Kinsale Road SW (Plan 732GN, Block 2, Lot 1) from 'Conservation/Infill' to 'Low Density Townhousing' as generally illustrated in the sketch below:



Applicant's Submission

Jan 12 2020

To whom it may concern,

This application proposes to re-designate 3235 Kinsale Rd SW to RC-G to accommodate a 4unit development. There is currently a 1950 single family bungalow on the property.

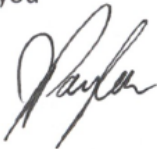
The corner parcel is well suited for the RC-G zoning. It is on a corner lot, within meters of a transit stop, very close proximity to Richmond shopping plaza, elementary and middle schools, several places of worship and a main corridor (Richmond Rd SW). This proposed zoning is consistent with other RC-G zoned corner lots on Richmond Road.

The change in zoning would fulfill the MDP goal of 'encouraging growth and change in low-density neighborhoods through development and redevelopment that in similar in scale and build form and the mix of housing types such as townhomes, semi detached, accessory suites, row or other ground oriented housing".

It would also 'provide for a wide range of housing types tenures (ownership and rental) and densities to create diverse neighborhoods"

I have hosted 2 community engagement meetings, a pre-app meeting in regards to the proposed change and canvassed with over 100 flyers encouraging comments/feedback from the community.

Thank you

A handwritten signature in black ink, appearing to read 'Paylor', written in a cursive style.

Jeremy Paylor

Planning & Development Report to
Calgary Planning Commission
2020 April 02

ISC: UNRESTRICTED
CPC2020-0336

Development Liaison in Beltline (Ward 8) at 936 – 16 Avenue SW, DL2020-0001

EXECUTIVE SUMMARY

This development liaison application was submitted on 2020 January 02 by Ground Cubed Landscape Architects on behalf of City of Calgary Parks Department. The proposed development is located in the Beltline at the west end of the 900 block of 16 Avenue SW. The application is for a new neighborhood park to replace the former mid-block park displaced in 2014 through a land exchange to facilitate the BOSA/Mount Royal West residential and commercial development.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission Receive For The Corporate Record the proposed Development Liaison application, DL2020-0001 for a New: Park at 936 – 16 Avenue SW (Plan 1510893, Block 111, Lot 42).

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

In 2014 a land exchange was executed between First Capital Holdings (ALB) Corporation, First Capital Realty Inc and The City of Calgary to facilitate relocation of an existing neighborhood park to allow a comprehensive mixed use development on the majority of the southern half of the block bounded by 8 Street SW to the east, 9 Street SW to the west and 16 Avenue to the south.

The existing park was located nearly mid-block in a location not well defined within the context of existing and new Beltline developments. Through a land use redesignation to a DC Direct Control District for the Mount Royal West development, the new park location became site 3 of the 3 sites within the DC Direct Control District ([Bylaw 11D2015](#)). The land exchange gave The City of Calgary ownership of the 814 square metre-parcel, addressed 939 - 16 Avenue SW, at the west end of the block. Development of the adjacent mixed use project began in earnest in 2014, taking the former park space out of service and is now complete.

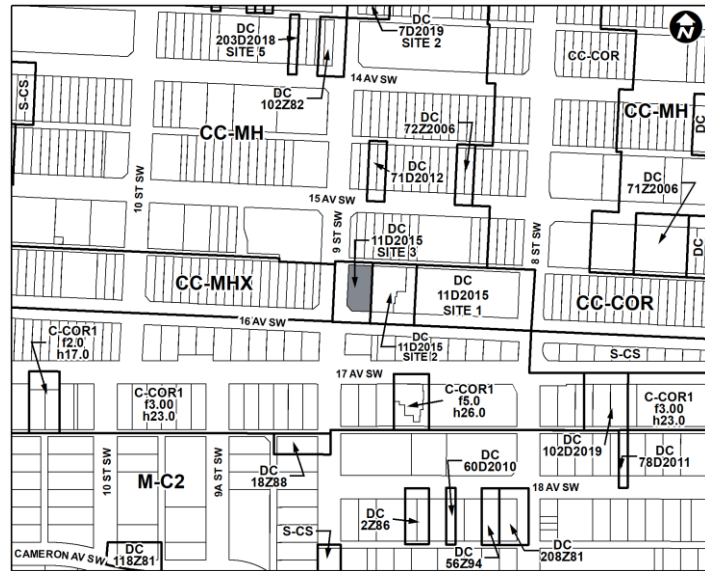
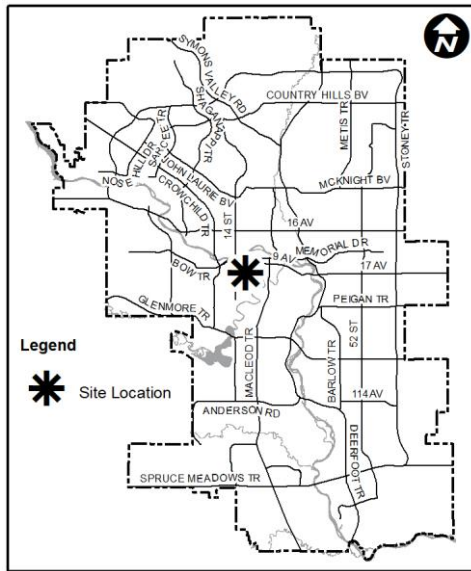
The City of Calgary Parks Department (Calgary Parks) selected Ground Cubed Landscape Architects in May 2019 to provide design for the new park space which, after considerable public engagement and design iterations, was submitted as a development liaison application.

Planning & Development Report to
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Development Liaison in Beltline (Ward 8) at 936 - 16 Avenue SW, DL2020-0001

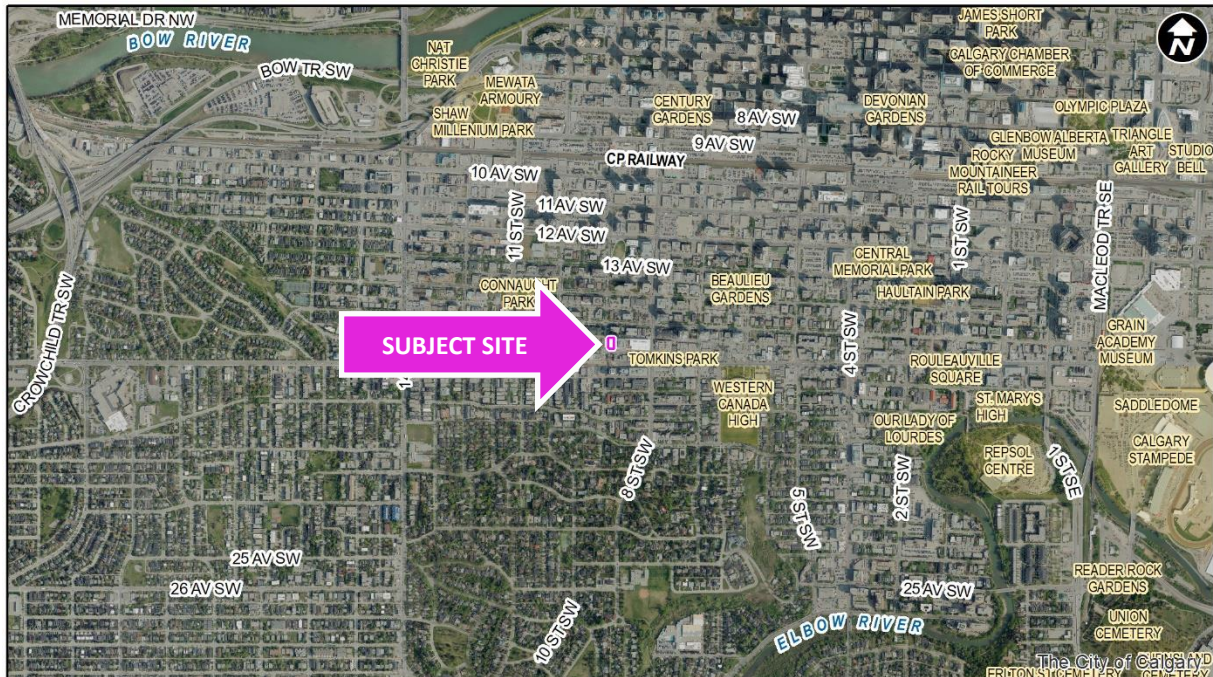
Location Maps



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Development Liaison in Beltline (Ward 8) at 936 - 16 Avenue SW, DL2020-0001



Site Context

The former and new park space reside within the Beltline community, one block north of 17 Avenue SW. The urban fabric of this area of the Beltline is characterized by older, multi-residential developments, generally in low-rise to mid-rise form. The exception to this predominant building form is the newly constructed Mount Royal West residential tower flanking the new park space along its east boundary.

New commercial uses have been introduced to this area within the eastern portion of the Mount Royal West mixed use development introducing Canadian Tire and Urban Fare to the area. One block south, 17 Avenue SW is characterized by predominantly retail, office and restaurant uses.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Application Review

Prior to gathering public input during the stakeholder engagement process, Calgary Parks developed a list of attributes deemed necessary to fulfill key components of the Park based on best practices, feasibility and budget considerations. Those key components include:

Development Liaison in Beltline (Ward 8) at 936 - 16 Avenue SW, DL2020-0001

- Maintaining a minimum of 50 percent of the park space as soft surface/landscaping;
- No fencing;
- No off-leash area for pets;
- No motor vehicle parking within the park;
- No water feature; and
- No playground or sports field(s).

Essentially a replacement of an existing City neighborhood park, equal in size but more contemporary in design, the appropriateness of the park in this location was approved with the adoption of DC Bylaw 11D2015 by City Council. As such, there are no planning related concerns regarding conformance with Land Use Bylaw 1P2007.

Notwithstanding over-lot grading plans, the proposal has no parking or site servicing needs.

Urban Design Review Panel

While in circulation to the various internal and external referees for input on the proposal, the application was taken to the Urban Design Review Panel (UDRP) on 2020 January 29. Most prominent in the UDRP remarks was the recommendation to simplify the design rather than attempting a design that had multiple expressions due to the small size of the park. The detailed UDRP commentary and applicant responses are detailed in Attachment 3.

Site Design

Although small in size, the design is intended to provide a broader spectrum of uses through passive spaces, active spaces and programmable spaces than the previous mid-block park. Taking advantage of the corner location on the block, the edges of the park along 9 Street SW and 16 Avenue SW offer multiple points of entry, seating opportunities, soft landscaping and bollard style lighting. More dense plantings have been concentrated along the north and east inaccessible sides of the park.

For all intents and purposes, the park is flat. The predominant diagonal access has been conceived to invite and facilitate primary pedestrian movement to and through the park. This diagonal orientation is flanked on the north and south sides by distinctive colored paving patterned spaces outfitted for seating, gathering, and performing uses. Slight grading has been designed for final hardscape surfaces to allow water to migrate to the soft landscaping areas. A smaller pathway connects this park to the Mount Royal West residential tower on the east side without compromising the privacy and safety of residents and visitors to that building.

Situated at the corner of the block and surrounded by low-rise residential and commercial buildings to the north, west and south, the site receives generous amounts of sunlight throughout a good portion of the year.

Development Liaison in Beltline (Ward 8) at 936 - 16 Avenue SW, DL2020-0001

Environmental

A Phase 1 Environmental Site Assessment was conducted as part of the land use application in 2014 and found no evidence of contamination within the site.

Utilities and Servicing

Public water, sanitary and storm sewer mains exist within the adjacent rights-of-way.

Transportation

The application does not include parking on the subject site. On-street parking is available on both sides of 9 Street SW and along 16 Avenue SW. Intended as a neighborhood park rather than a regional park, this location is within easy walking and cycling distance from the surrounding residential and mixed use development.

Stakeholder Engagement, Research and Communication

The application was accompanied by a detailed summary of the public engagement, open houses and online feedback conducted by Calgary Parks in the lead-up to submitting the development liaison application. A two phased approach was taken with the first phase conducted as an open meeting in June of 2019 followed by a two week window for online feedback. The first engagement was focused around collecting input around patterns of preference for key features contained in the design such as soft landscape areas, site furnishings and expressive elements.

The second phase of engagement considered the input gathered from the phase one exercise and brought forward two concept plans in another open house in late September 2019 with an invitation to the public to provide feedback on what features they liked and disliked about each of the two plans. The meeting was again followed by a two week period for online input. Both phases of the engagement considered, the final preferred concept was then prepared and shared online.

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered alignment with the [South Saskatchewan Regional Plan](#) (SSRP) was recognized with the adoption of the direct control bylaw 11D2014 in place for the subject parcel and that no changes to alignment with those policies have been identified.

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ISC: UNRESTRICTED
CPC2020-0336

Development Liaison in Beltline (Ward 8) at 936 - 16 Avenue SW, DL2020-0001

Interim Growth Plan (2018)

Administration's recommendation aligns with the policy direction of the [Interim Growth Plan](#). relocation of an existing neighborhood park promotes establishing strong, sustainable communities.

Municipal Development Plan (Statutory –2009)

The recommendation by Administration is alignment with the [Municipal Development Plan](#) (MDP) was recognized in the adoption of DC Direct Control Bylaw 11D2014 in place for the subject site and that no changes to alignment with those policies have been identified.

Beltline Area Redevelopment Plan: Part 1 (Statutory – 2006)

The recommendation by Administration is alignment with the [Beltline Area Redevelopment Plan](#) (ARP) was recognized in the adoption of direct control bylaw 11D2014 in place for the subject site. The only change since adoption of the existing DC Direct Control Bylaw is the changes to the new *Beltline ARP* by dividing the Beltline into 2 parts; Part 1 applies to the west half of the community in which this site resides, with Part 2 providing policy for the East Beltline and Cultural and Entertainment District.

Social, Environmental, Economic (External)

The relocation of an existing neighborhood park to a more convenient and recognizable location improves access and visibility to the surrounding neighborhood.

Financial Capacity

Current and Future Operating Budget

There are no know impacts to the current and future operating budgets.

Current and Future Capital Budget

The proposal does not trigger capital infrastructure investment.

Risk Assessment

There are no significant risks to the City of Calgary associated with the proposal.

Planning & Development Report to
Calgary Planning Commission
2020 April 02

ISC: UNRESTRICTED
CPC2020-0336

Development Liaison in Beltline (Ward 8) at 936 - 16 Avenue SW, DL2020-0001

REASON(S) FOR RECOMMENDATION(S):

Administration finds the proposal to be a positive upgrade and replacement of an existing neighborhood park. The application is in alignment with relevant statutory and non-statutory planning policies.

ATTACHMENT(S)

1. Development Liaison Plans
2. Applicant's Submission
3. UDRP Comments with Applicant Response
4. Calgary Parks Development Liaison Illustrations

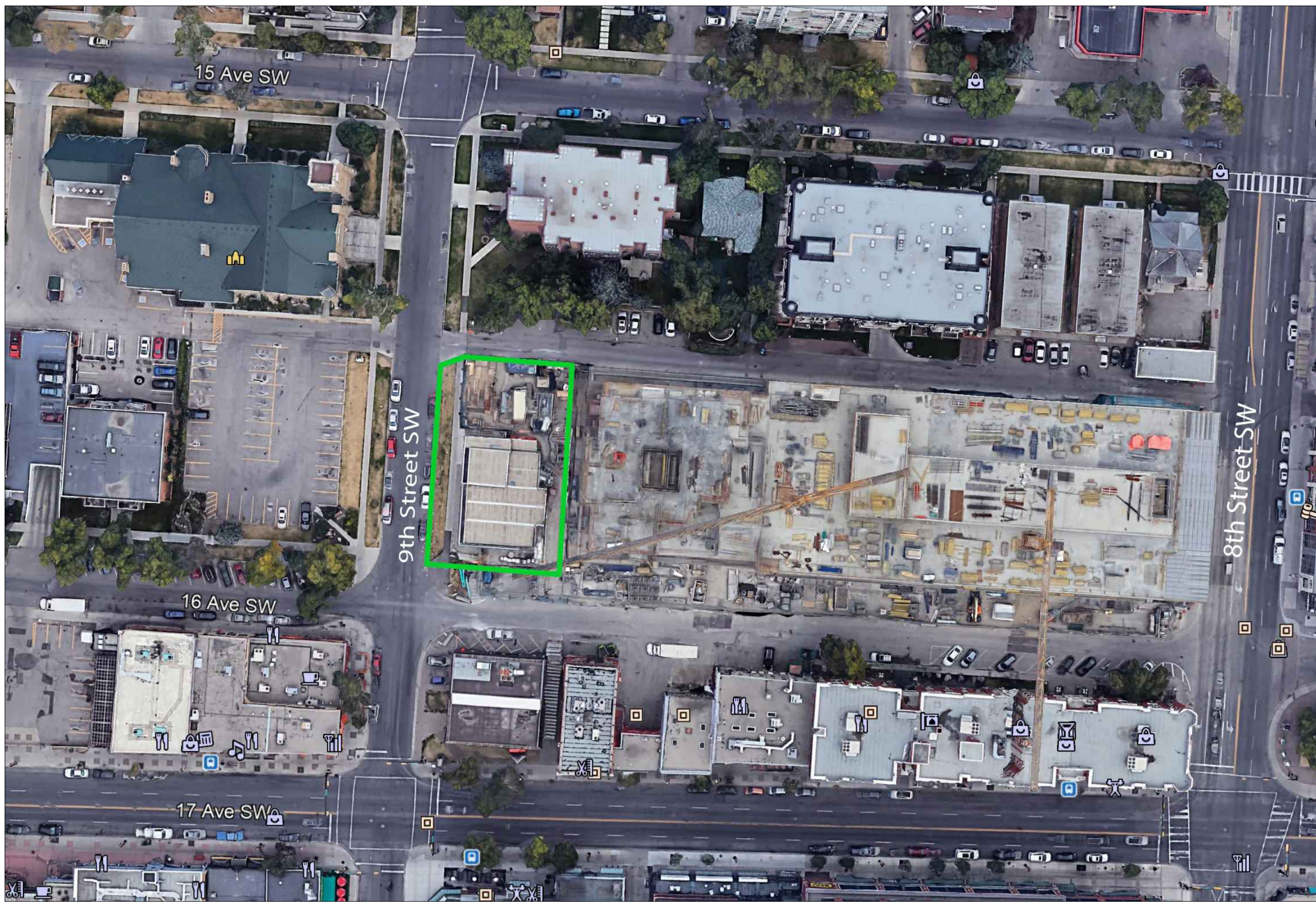
DEVELOPMENT LIAISON - DL2020 0001

NEW PARK SPACE IN BELTLINE

Municipal Address:
936 16 Ave SW Calgary, AB.

Legal Description:
Plan 1510893
Block 111
Lot 42

DC 68D2013, SITE 3



drawing and site notes

- general
1. base information (building and site) provided by City of Calgary DAS (April 26, 2019), As-Built Record (June 6, 2019).
 2. all drawings are property of Landscape Architect.
 3. dimensions are by default read in millimeters.
 4. site will be irrigated to City of Calgary Parks requirements utilizing low flow irrigation system.



REVISION / ADDITION	FIELD BOOK	DRAWN BY	DATE
issued for DL reissued for DL		bh bh	20.01.02 20.03.16

CHECKED BY	cmc	DATE	20.03.12
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APPROVED FOR:	BY	DATE
TENDER	yy/mm/dd	yy/mm/dd
CONSTRUCTION	---	yy/mm/dd

APPROVAL

DEVELOPER

CONSULTANTS

SEAL

DRAWN BY	bh	DESIGN BY	cmc
DATE	20.03.12	DATE	20.03.12

SCALE NTS

PROJECT TITLE

Beltline Park

SHEET TITLE

Cover Sheet

SHEET NO.	FILE NO.
L01	19.404

n:\01 projects\4 - park development\19.404 beltline park\02 drawings\04 design development\19.404 - lfc.dwg

existing site conditions



west side of site looking north



northeast corner of site looking south - showing adjacent condition

existing site conditions continued



northeast corner of site looking south



south side of site looking east



REVISION / ADDITION	FIELD BOOK	DRAWN BY	DATE
issued for DL reissued for DL		bh bh	20.01.02 20.03.16

CHECKED BY	cmc	DATE	20.03.12
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APPROVED FOR:	BY	DATE
TENDER	yy/mm/dd	yy/mm/dd
CONSTRUCTION	---	yy/mm/dd

APPROVAL

DEVELOPER

CONSULTANTS

**groundcubed**
landscape architects

SEAL

DRAWN BY	bh	DESIGN BY	cmc
DATE	20.03.12	DATE	20.03.12

SCALE NTS

PROJECT TITLE

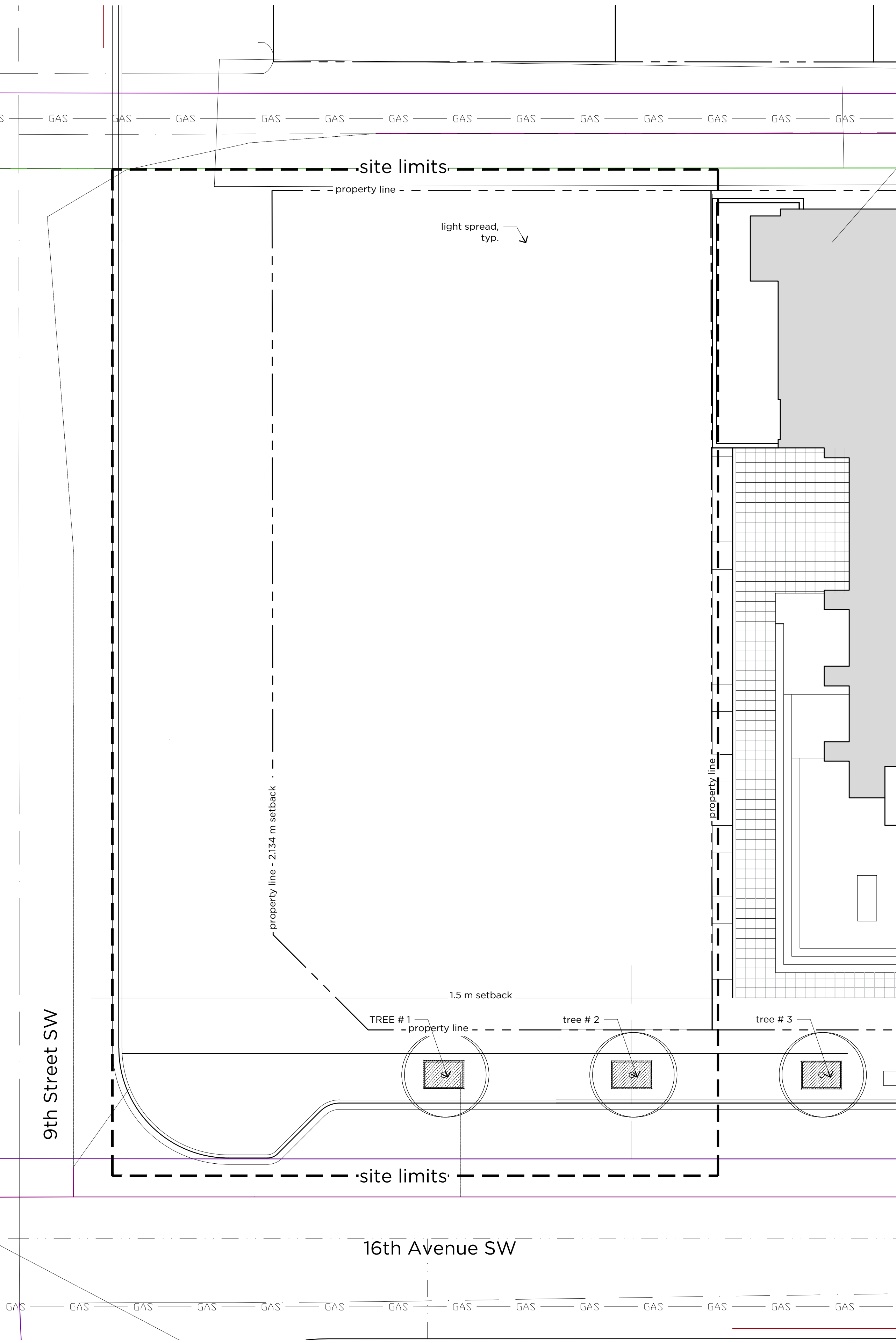
Beltline Park

SHEET TITLE

Data Sheet

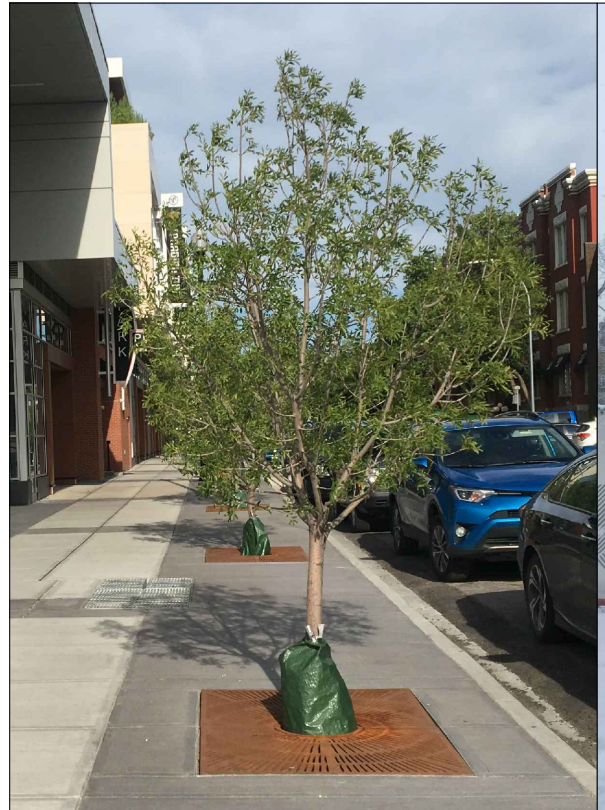
SHEET NO.	FILE NO.
L02	19.404

n:\01 projects\4 - park development\19.404 beltline park\02 drawings\04 design development\19.404 - ifc.dwg



Tree # 1

Species: *Fraxinus pennsylvanica* - Green Ash
DBH: 45mm
Canopy Spread: 2 400mm
Current Height: 3 500m
Mature Height: 13 750mm



Tree # 3

Species: *Fraxinus pennsylvanica* - Green Ash
DBH: 80mm
Canopy Spread: 2 375mm
Current Height: 3 400mm
Mature Height: 13 750mm



Tree # 2

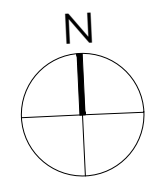
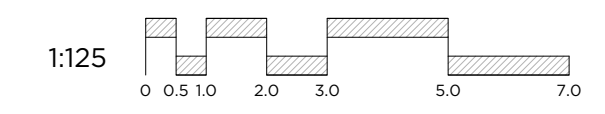
Species: *Fraxinus pennsylvanica* - Green Ash
DBH: 50mm
Canopy Spread: 2 450mm
Current Height: 3 450mm
Mature Height: 13 750mm



Tree Protection Legend and direction



- Tree protection fencing shall be:
1. installed at the edge of the existing tree grates, and attached to the tree grates to prevent movement of fencing.
 2. a minimum of 1.2 meters in height.
 3. bright contrasting colour and durable.
 4. implemented and maintained for the duration of the project construction.
 5. if canopy clearance or root pruning is necessary, Urban Forestry shall be given a minimum of 2 days notice through 311. An approved tree contractor shall complete the work upon approval of landscape architect.



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CONSTRUCTION	---	yy/mm/dd

APPROVAL

DEVELOPER



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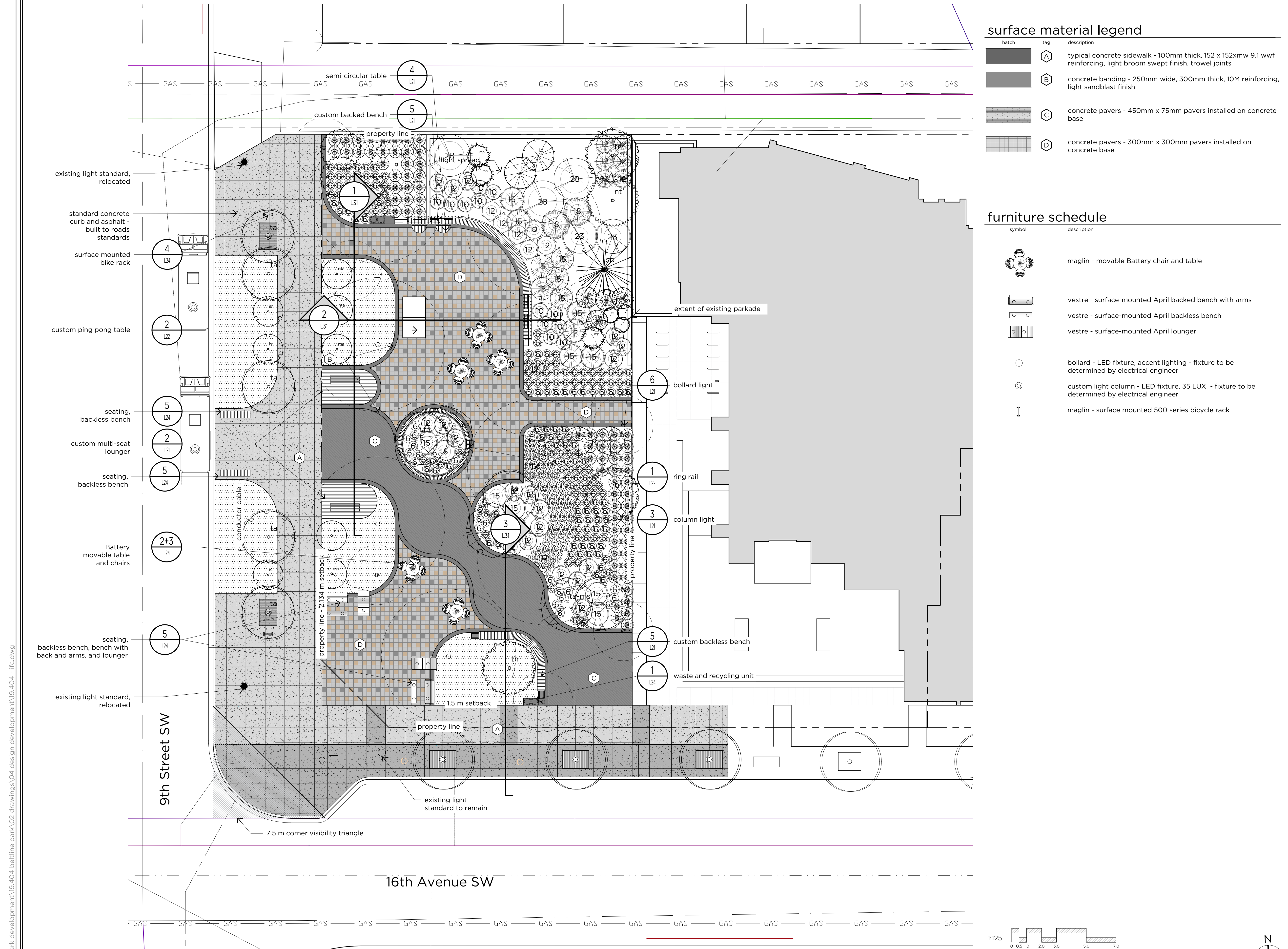
SCALE 1:125

PROJECT TITLE
Beltline Park

SHEET TITLE
Public Tree Protection Plan

SHEET NO. L03	FILE NO. 19.404
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n:\01 projects\4 - park development\19.404 beltline park\02 drawings\04 design development\19.404 - lfc.dwg



surface material legend

hatch	tag	description
	A	typical concrete sidewalk - 100mm thick, 152 x 152mm 9.1 wwf reinforcing, light broom swept finish, trowel joints
	B	concrete banding - 250mm wide, 300mm thick, 10M reinforcing, light sandblast finish
	C	concrete pavers - 450mm x 75mm pavers installed on concrete base
	D	concrete pavers - 300mm x 300mm pavers installed on concrete base

furniture schedule

symbol	description
	maglin - movable Battery chair and table
	vestre - surface-mounted April backed bench with arms
	vestre - surface-mounted April backless bench
	vestre - surface-mounted April lounge
	bollard - LED fixture, accent lighting - fixture to be determined by electrical engineer
	custom light column - LED fixture, 35 LUX - fixture to be determined by electrical engineer
	maglin - surface mounted 500 series bicycle rack



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DEVELOPER

CONSULTANTS



SEAL

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PROJECT TITLE

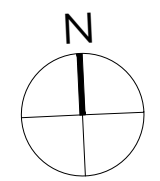
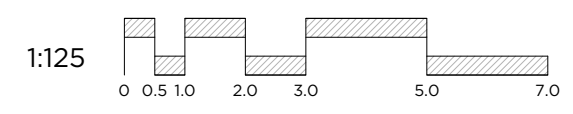
Beltline Park

SHEET TITLE

Layout Plan

SHEET NO. L04	FILE NO. 19.404
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1 Dimension Plan
L05 Scale 1:125



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DEVELOPER

CONSULTANTS


SEAL

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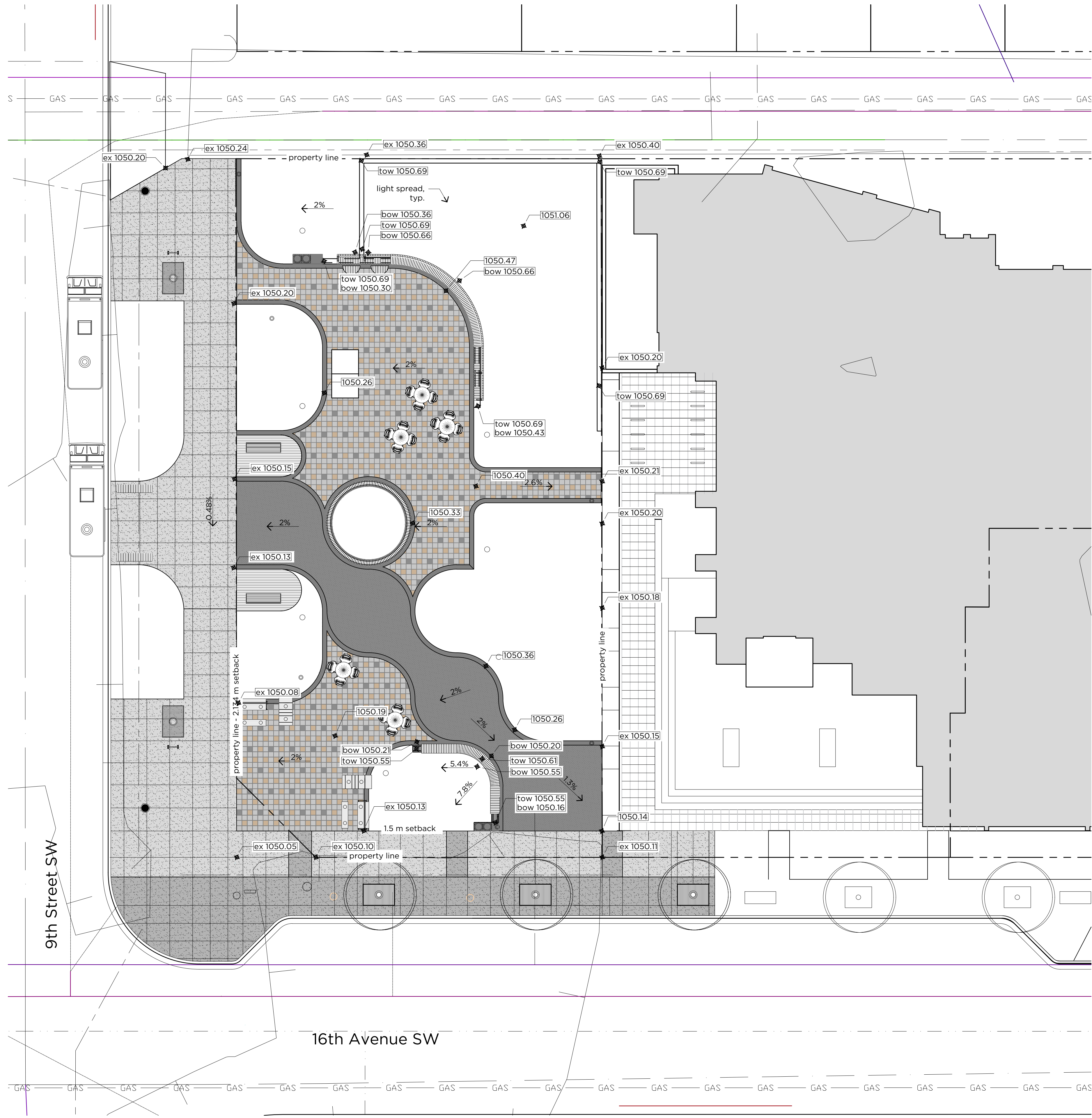
SCALE 1:125

PROJECT TITLE
Beltline Park

SHEET TITLE
Dimension Plan

SHEET NO. L05	FILE NO. 19.404
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n:\01 projects\4 - park development\19.404 beltline park\02 drawings\04 design development\19.404 - lfc.dwg



grading legend

symbol	description	symbol	description
ex 1050.50	existing grade	1008.47	elevation points
2%	slope direction	tow 1008.47	top of wall elevation
	hard surfaces	bow 1008.47	bottom of wall elevation



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APPROVAL

DEVELOPER

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SEAL

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DATE 20.03.12	DATE 20.03.12
SCALE 1:125	

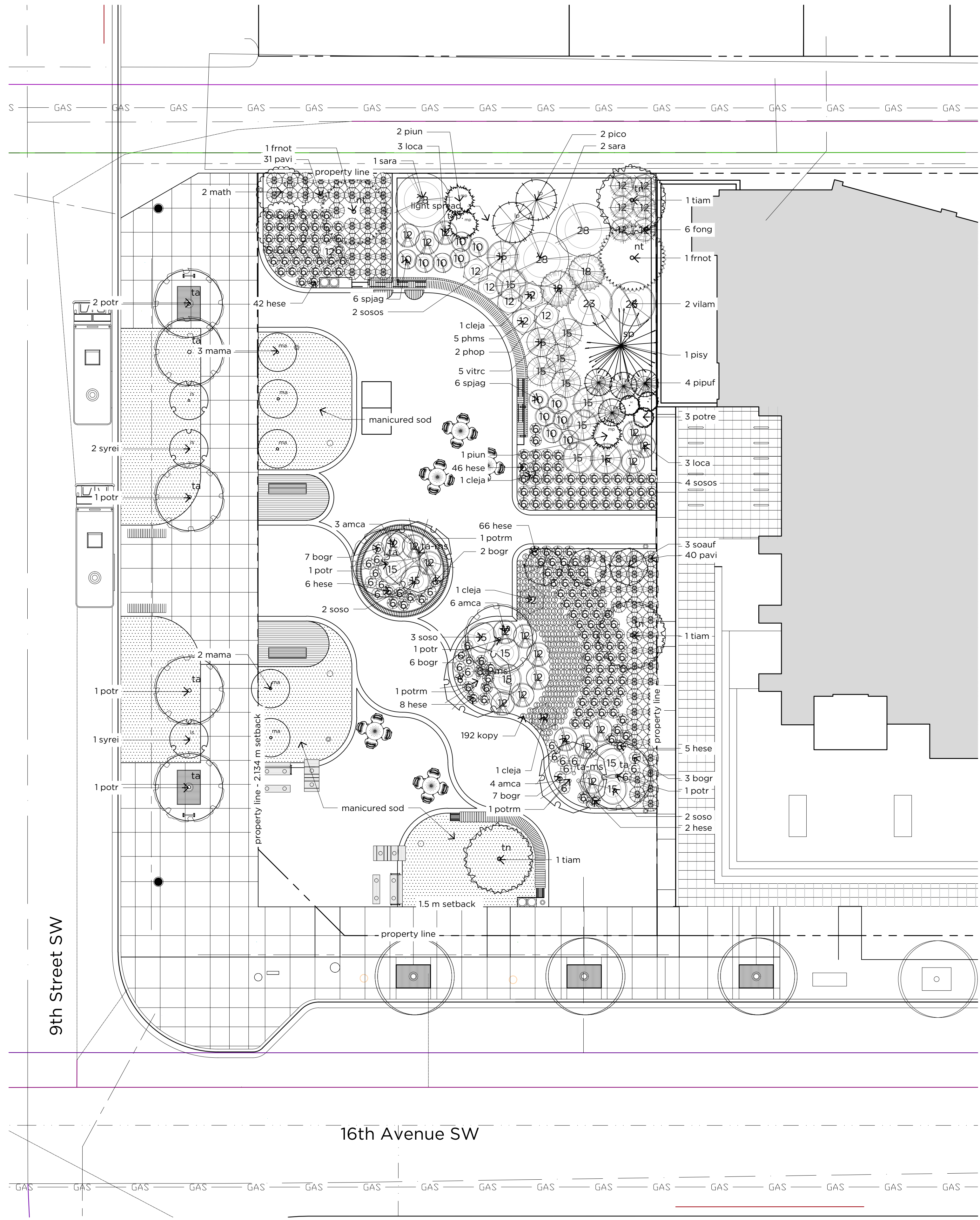
PROJECT TITLE

Beltline Park

SHEET TITLE

Grading Plan

SHEET NO.	FILE NO.
L06	19.404



code	botanical / common name	qty	hght	sprd	calp	root	spcg	remarks
frnot	<i>fraxinus 'northern treasure'</i>	2	12m	8m	75mm	---	shown	very hardy
	northern treasure ash							
mama	<i>malus x 'makamik'</i>	5	5m	4m	50mm	---	shown	sunny well drained soil
	malus x 'thunderchild'	2	5m	4m	50mm	---	shown	deep rose
math	thunderchild crabapple							sunny well drained soil, hardy
								dark pink
pico	<i>pinus contorta latifolia</i>	2	12m	3m	3.5mht	---	shown	evergreen, sunny well drained
	lodgepole pine							location
pipuf	<i>picea pungens var glauca 'Fastigiata'</i>	4	10m	2.5m	2.5mht	---	shown	columnar evergreen
	columnar blue colorado spruce							
pisy	<i>pinus sylvestris</i>	1	12m	6m	3.5mht	---	shown	evergreen, protected location
	scots pine							sunny location
piun	<i>pinus uncinata</i>	3	6m	3m	2.5mht	---	shown	evergreen, sunny well drained
	swiss mountain pine							location
potr	<i>populus tremuloides</i>	8	10m	6m	50mm	---	shown	male variety only
	trembling aspen							very hardy
potrm	<i>populus tremuloides</i>	3	10m	6m	3-5@40mm	---	shown	very hardy, male variety only
	trembling aspen - multistem							multistem
potre	<i>populus tremula 'erecta'</i>	3	12m	1.5m	75mm	---	shown	very hardy
	swedish columnar aspen							
soauf	<i>sorbus aucuparia 'fastigiata'</i>	3	8m	4m	50mm	---	shown	fireblight susceptible
	pyramidal mountain ash							ornamental, protected location
syrei	<i>syringa reticulata 'ivory silk'</i>	3	5m	5m	50mm	---	shown	tree lilac
	tree lilac							
tiam	<i>tilia americana 'Duros'</i>	3	12m	5m	50mm	---	shown	protected location
	true north linden							ornamental

code	botanical / common name	qty	hght	sprd	calp	spcg	remarks
amca	<i>amorpha canescens</i>	13	1.0m	1.0m	#2	shown	perennial
	leadplant						
bogr	<i>boutebua gracilis</i>	15	50cm	60cm	#2	shown	ornamental grass
	blue gramma grass						
fong	<i>forsythia x 'northern gold'</i>	6	1m	1m	#5	shown	protected location
	northern gold forsythia						ornamental
hese	<i>helictotrichon sempervirens</i>	175	90cm	60cm	#2	shown	ornamental grass
	blue oat grass						
kopy	<i>koeleria pyramidata</i>	192	25cm	25cm	#2	shown	ornamental grass
	prairie june grass						
loca	<i>lonicera caerulea var eidulis opp varieties</i>	6	1m	1m	#5	shown	protected location
	honeyberries						ornamental
pavi	<i>panicum virgatum 'prairie sky'</i>	71	120cm	75cm	#2	shown	ornamental grass
	prairie sky switchgrass						
phms	<i>philadelphus x 'minnesota snowflake'</i>	5	1.5m	1m	#5	shown	protected location
	minnesota snowflake mockorange						ornamental, shade tolerant
phop	<i>physocarpus opulifolius 'centre glow'</i>	2	2.5m	2m	#5	shown	ornamental
	centre glow ninebark						
sara	<i>sambucus racemosa</i>	3	4m	3m	#5	shown	
	european elder						
soso	<i>sobaria sorbifolia</i>	7	2m	3m	#5	shown	ornamental
	ural false spirea						
sosos	<i>sobaria sorbifolia 'sem'</i>	6	2m	3m	#5	shown	ornamental
	sem false spirea						
spjag	<i>spirea japonica 'goldmound'</i>	12	1m	1m	#2	shown	ornamental, sunny location
	goldmound spirea						
vilam	<i>viburnum lantana 'Mohican'</i>	2	3m	2.5m	#5	shown	
	wayfaring tree						
vitrc	<i>viburnum trilobum 'compactum'</i>	5	1m	1m	#2	shown	protected location
	dwarf highbush cranberry						
cleja	<i>clematis 'jackmanii'</i>	4	2m	1m	NA	shown	climbing vine
	clematis						

NOTE:
All soft landscaping areas to have an automated irrigation system.
All manicured sod areas to be irrigated with pop-up heads, all others to use drip-line irrigation.



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CONSTRUCTION --- yy/mm/dd

APPROVAL

DEVELOPER

CONSULTANTS



SEAL

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DATE 20.03.12 DATE 20.03.12

SCALE 1:125

PROJECT TITLE

Beltline Park

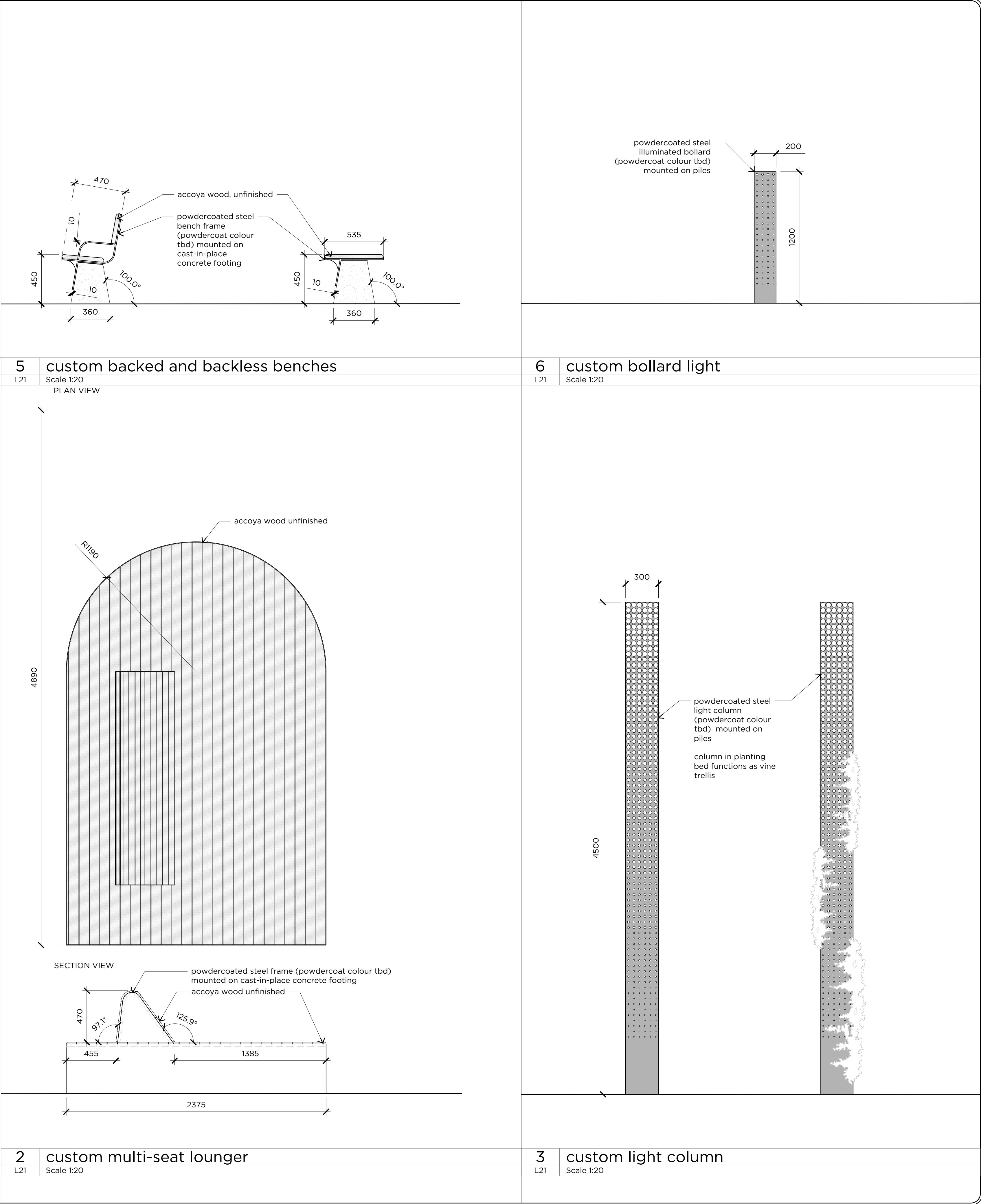
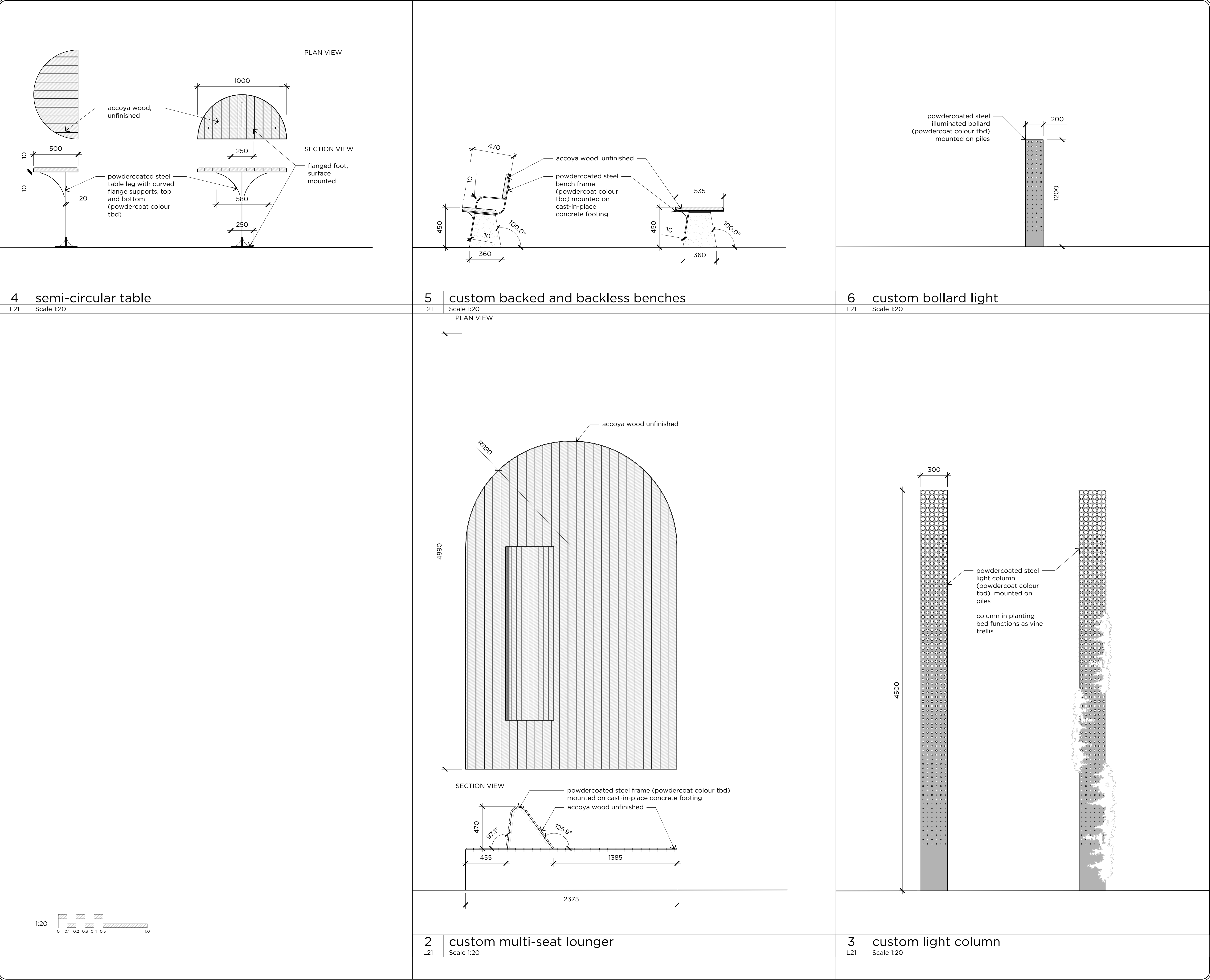
SHEET TITLE


Planting Plan

SHEET NO. FILE NO.

L07 19.404

Development Liason Plans






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APPROVAL

DEVELOPER

CONSULTANTS



SEAL

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SCALE 1:20

PROJECT TITLE

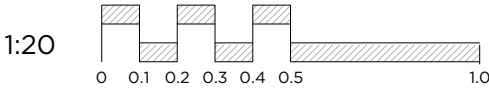
Beltline Park

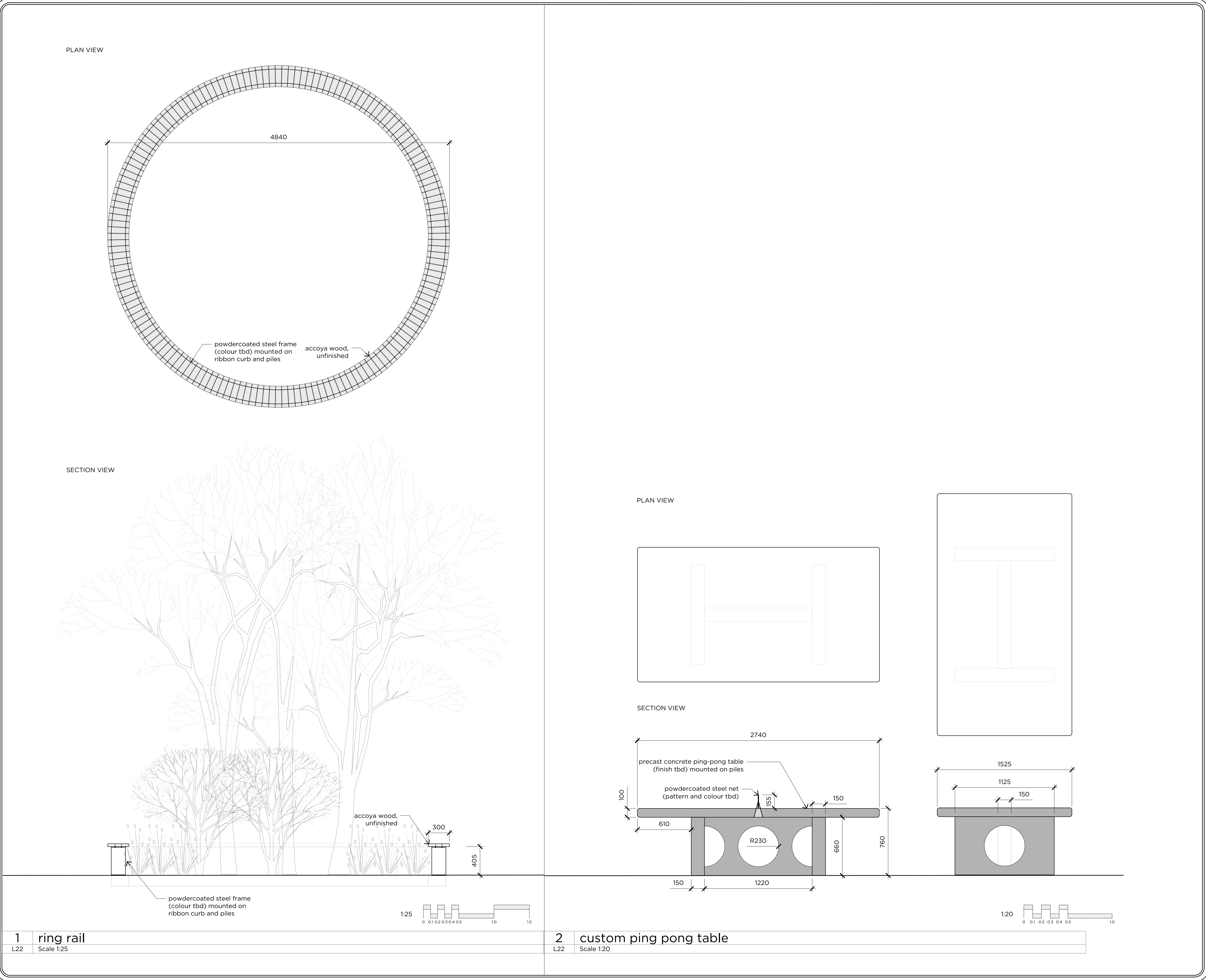
SHEET TITLE



Details

SHEET NO.	FILE NO.
L21	19.404

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CONSTRUCTION	---	yy/mm/dd

APPROVAL

DEVELOPER

CONSULTANTS



SEAL

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DATE 20.03.12	DATE 20.03.12

SCALE **1:25**

PROJECT TITLE

Beltline Park

SHEET TITLE

Details

SHEET NO. L22	FILE NO. 19.404
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Development Liason Plans

500 SERIES

MBR500-S


MATERIALS: All parts are made from H.S. steel tube.

FINISH: All steel components are protected with F-Coat rust proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

INSTALLATION: The bike rack is delivered pre-assembled. It is available with either a surface mount or direct burial installation option.

TO SPECIFY: Select MBR500-S
Choose:
- Powdercoat Color
- Galvanized Finish
- Surface Mount (MBR500-S-G)


DIMENSIONS:
Height: 35" (88.9cm)
Length: 19 25" (48.9cm)
Weight: 13.27lbs (6.0kg)


MAGLIN


T: 800.716.5508
F: 677.660-9363
WWW.MAGLIN.COM
SALES@MAGLIN.COM

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April



DESIGN:
ESPEN VOLL, TORE BORGENSEN
& MICHAEL OLOFSSON




The largest series in Vestre's range, **April** is diverse yet consistent to its particularly Scandinavian design language. The range accommodates a wide variation of social meeting places through the adaptability found within the standardised products. Lifetime warranty against rust and 15 years on wood and powder coating.


XXX 900 Hot-dip galvanized, then powder coated in a RAL color of the customer's choice.
XXX 901 Hot-dip galvanized, when produced a grey finish with permanent rust protection.

TECHNICAL INFORMATION

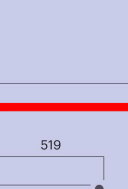
April chair
Anchoring A, B, C or M
 Art. 70.900AK
 Art. 70.900BK
Free-standing
 Art. 70.900A
 Art. 70.900B
 Art. 70.900C
Weight: 10/17/18 kg
 (Backrest and armrests available)



April bar chair
Anchoring A, B, C or C
 Art. 70.900AT
 Art. 70.900AT
 Art. 70.900C
Free-standing
 Art. 70.900T
Weight: 26/47 kg
 (Armrests available)



April seat
Anchoring A, B, C or MK
 Art. 713.900A
 Art. 713.900A
 Art. 713.900B
 Art. 713.900B
 Art. 713.900C
 Art. 713.900AK
 Art. 713.900AK
Free-standing
 Art. 716.900C
 Art. 716.90C
Weight: 11/42/45 kg
 (Armrests available)



April sun bench

AL: 735-900A
AT: 736-900A
AV: 736-900C
Weight: 18170 kg

April round table

Small size, anchoring A
AL: 735-900A
AT: 737-900A

Small size, Free-standing
AL: 735-900
AT: 737-900
Weight: 1145 kg

Large size, anchoring A or C
AL: 739-900A
AT: 739-900C
AV: 739-900C

Free-standing
AL: 738-900
AT: 739-900
Weight: 13160 kg

Large size, Free-standing
AL: 739-900A
AT: 739-900
Weight: 48160 kg

Technical drawing: Shows side view (1700, 722) and top view (S.d=750/L.d=1100).

April standard table

Small size, anchoring A or C
AL: 733-900A
AT: 733-900A
AV: 733-900C
AV: 733-900C

Free-standing
AL: 736-900
AT: 736-900
Weight: 31160 kg

Large size, anchoring A or C
AL: 739-900A
AT: 739-900C
AV: 739-900C

Free-standing
AL: 738-900
AT: 739-900
Weight: 40190 kg

Technical drawing: Shows side view (740, 722) and top view (S.104/A.F.W.1800, 920).

April litter bin

TS lines
AL: 733-900
AT: 733-900

GS lines
AL: 732-900
AT: 732-900
Weight: 58169 kg

14S lines
AL: 734-900
AT: 734-900

17S lines
AL: 735-900
AT: 735-900
Weight: 71102 kg

Technical drawing: Shows side view (750, 900) and top view (Ø430, Ø580).

CORROSION CLASS (90/90)

C1	C2	C3	C4 (C51)	C5-M
LOW	→	→	→	→
			Al-301	Al-309

→ NORTH SEA GRADE

COLORS

Vestre has a range of 200 standard colors to choose from. Here are some of Vestre's most popular colors:

7025 7026 9001 9005 7024 9005

ANCHORING

Free-standing MK

TIMER

METALS

World's greenest steel, sourced in the Nordics. Steel thickness: 8 mm unless otherwise stated.

OUNTING OPTIONS

Free-standing or surface-mounted.

CERTIFICATIONS

ISO 9001
ISO 14001

OUTDOOR: 1 Kebony, 3 Nordic Pine.
INDOOR: 2 Oak, 4 Ash.

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CONSTRUCTION	---	yy/mm/dd

APPROVAL

DEVELOPER

CONSULTANTS



SEAL

DRAWN BY bh	DESIGN BY cmc
DATE 20.03.12	DATE 20.03.12

SCALE NTS

PROJECT TITLE

Beltline Park

SHEET TITLE

Details

SHEET NO. **L24** FILE NO. **19.404**

MAGLIN™

RECYCLING STATIONS

T 800-718-5506
F 877-560-9393
WWW.MAGLIN.COM
SALES@MAGLIN.COM

MRC252-ST

MATERIALS: The recycling station frame is constructed using heavy duty steel fltbar. 2 - 20 gallon commercial grade plastic liners and black molded plastic lid are provided.

FINISH: All steel components are protected with E-Coat rust proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

INSTALLATION: The recycling station is delivered pre-assembled. Holes (0.5") are provided in each mounting foot for securing to base.

TO SPECIFY: Select MRC252
Choose:
- Powdercoat Color
- Standard Lid (ST) or lid options shown below
OPTIONS:
- Recycle Labels
- Spun Metal Lids

- Trash Opening (MTO)
- Bottle/Can Lid (MBC)
- Paper Slot Lid (MPS)

*also available in 3 unit configuration - MRC253

DIMENSIONS:	
Height:	35.875" (91.1 cm)
Width:	21.50" (54.6 cm)
Depth:	38.00" (96.5 cm)
Weight:	250lbs (113kg)
Liner Capacity:	2 x 20.0 Gallons
(each)	2 x 75.7 Litres

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*Maglin is a registered trade mark of Maglin Site Furniture Inc.

BATTERY

BTC1800

MATERIALS: The chair frame is constructed of stainless steel. The seat is made from carbon steel.

FINISH: All carbon steel components are protected with E-Coat rust proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

INSTALLATION: The chair comes pre-assembled and can be stacked and stored 4 chairs high.

TO SPECIFY: Select BTC1800
Choose:
- Powdercoat Color

DIMENSIONS:
Height: 32.00" (81.3cm)
Width: 26.75" (68.1cm)
Depth: 24.38" (61.9cm)
Weight: 16.42lbs (7.4kg)

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T 800-718-6506
F 877-860-9393
WWW.MAGLIN.COM
SALES@MAGLIN.COM

BATTERY

BTT1800-CT


MATERIALS: The table top surface is steel with a pattern of holes. The post and frame are steel. The base is covered with a stainless steel cap.

FINISH: All steel components are protected with E-Coat rust proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.

INSTALLATION: The table comes pre-assembled. 4 leveling feet are provided.

TO SPECIFY: Select BTT1800-CT
Choose:
- Powdercoat Color

DIMENSIONS:
Height: 29.00" (73.7cm)
Diameter: 36.00" (91.4cm)
Weight: 125lbs (57kg)

 **MAGLIN**

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4	surface mounted bike rack
L24	Scale NTS

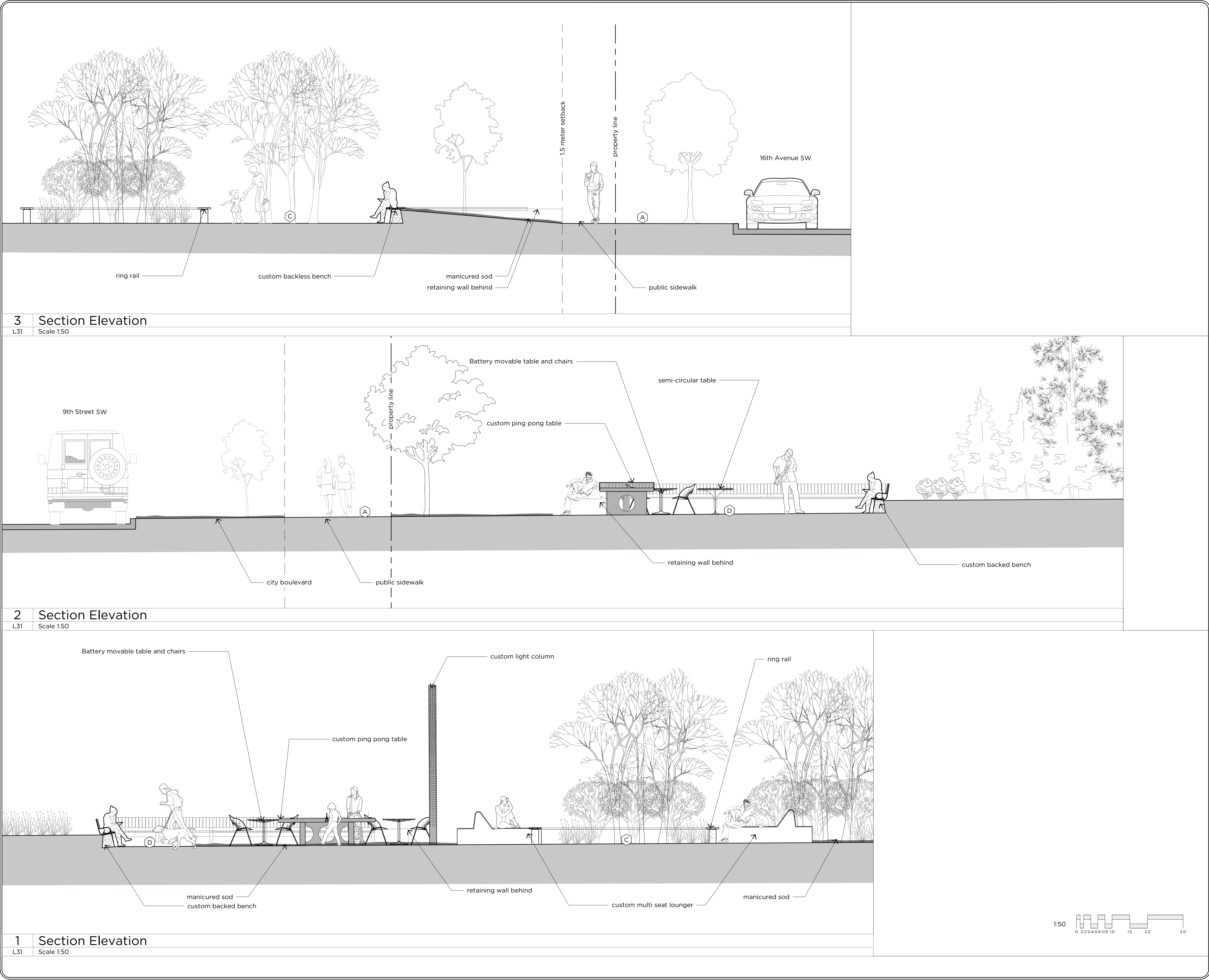
5	vestre seating
L24	Scale NTS

1	trash and waste receptacle
L24	Scale NTS

2	movable Battery chair
L24	Scale NTS

3	movable Battery table
L24	Scale NTS

Development Liason Plans



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APPROVAL

DEVELOPER

CONSULTANTS



SEAL

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DATE 20.03.12 DATE 20.03.12

SCALE 1:125

PROJECT TITLE

Beltline Park

SHEET TITLE

Sections

SHEET NO. FILE NO.

L31

19.404

n:\01 projects\4 - park development\19.404 beltline park\02 drawings\04 design development\19.404 - sections final.dwg

Applicant's Submission

Project Brief

The park space is located in the mixed-use, mixed-density Beltline neighbourhood. Nearby residential buildings range from two to twelve stories, the exception being the 32-storey Bosa development abutting the eastern edge of the park parcel. The park design addresses the context of the surrounding neighbourhood and feels like an amenity for all, despite the scale of the neighbouring development.

To create a welcoming amenity, the edges of the park are activated with multiple entry points. Seating opportunities and soft landscaping elements animate the edges, providing a sense of human scale, and encourage entry into the park. The design ensures that site lines remain open into the park, while the park space is framed with denser plantings along the inaccessible back edges.

Five-metre tall columns are utilized within the park as lighting features. Bollard lighting further accentuates the park entrances and creates a high level of visibility and safety throughout the site into the evening. The design of the lighting focuses on ambiance, striking a balance between safety, minimizing glare, and respecting adjacent residences.

Although the park is small, gathering spaces of varying sizes and activity levels have been provided to accommodate diverse uses and users. Passive and active spaces are intermingled as well as set in isolation from one another, serving a variety of park users simultaneously. There are also transformable areas with movable furnishings to facilitate small events or performances. This provides a high degree of flexibility within the space.

A hierarchy of pathways was created within the park design to intersect a variety of park spaces, drawing people in through visual interest or activity, and providing a high degree of connectivity and integration. The main diagonal spine that runs through the site is positioned to facilitate primary movements, as well as connect users to other park areas. The paving of the main spine is deliberately simple when compared to the other pavement areas to orient the user and draw the eye through the site. In anticipation of a high volume of users moving through the park in all seasons, paving of the spine is intentionally dark to facilitate rapid melting in the winter by retaining its heat. A tertiary pathway that connects the park to the abutting development has also been provided. Incorporating a direct connection to the neighbouring building encourages additional use of the public amenity space and benefits the park by encouraging more use and providing more “eyes on the park” from a safety perspective.

Applicant's Submission

Minimal slopes (~2%) have been incorporated into the park to facilitate positive drainage and the movement of water from hard surfaces into soft landscape areas. All pathways and hardscaped plaza areas within the park are fully accessible.

The park has a lot of sun through most of the year. By analyzing the sun/shade for the site, it was determined that during the winter there is shade for most of the day, except mid-day along the north and west sides of the site. Seating has strategically been located in areas of the park that would be sunny during the winter months. Additional seating options are integrated throughout the park: traditional seats with backs and armrests, social seating, intimate seating, and lounge seating – creating diverse opportunities for both passive and active park recreation.

In addition to being designed for their function and aesthetics, the site features are designed with creativity, sustainability, durability, and life-cycle in mind. Most furnishings will be locally fabricated, contributing to the local economy and reducing emissions from shipping. The wood used will be Accoya, a modified timber treated with similar properties to traditional pressure-treatment but without the harmful chemicals. This product resists rot, defies the elements, and lasts for long periods of time. Metals used on site will be powder coated, resistant to salt and extreme weather, to ensure a long lifespan.

Large swaths of planting, irrigated and with advantageous exposure, minimizes the need for maintenance and watering, providing a sustainable and durable approach to the park. The plant palette focuses on fine grain and broad textures, colour relationships and plant variability over the seasons, all of which helps to animate the space and provide multi-season interest at a human scale. Plantings have been strategically positioned to maintain sightlines across/through the park, creating a safe and welcoming environment for all park users.

new

Urban Design Review Panel Comments

Date	January 29, 2020	
Time	1:00	
Panel Members	Present Chris Hardwicke (Co-Chair) Gary Mundy Beverly Sandalack Jack Vanstone Michael Sydenham	Distribution Chad Russill (Chair) Terry Klassen Ben Bailey Colin Friesen Glen Pardoe Ryan Agrey
Advisor	David Down, Chief Urban Designer	
Application number	DL2020-0001	
Municipal address	936 16 Av SW	
Community	Beltline	
Project description	New park space	
Review	first	
File Manager	Richard Goecke	
City Wide Urban Design	Dawn Clarke	
Applicant	City of Calgary Parks, Ground Cubed Landscape Architects	

Panel Summary

This park came to the UDRP through the Design Liaison process nearing the end of the design process, and following 2 public engagements. The Panel strongly recommends that public projects like this be brought to the Panel earlier in the process where meaningful commentary can be provided, rather than late so that it is more likely that the advice can be seen to be constructive and can be acted upon.

Please refer to specific comments below.

Applicant Response

(March 11, 2020)

Urban Design Element	
Creativity <i>Encourage innovation; model best practices</i> <ul style="list-style-type: none"> Overall project approach as it relates to original ideas or innovation 	
UDRP Commentary	The Panel appreciates the attempt to design a park space that can accommodate a wide range of uses and flexible programming. There is however a lack of clarity in the delineation of space through paving, planting and other design interventions. The layby parking could be a good intervention if details that work with the framework of Roads and Transportation are given thoughtful resolution. If not, there is a danger that the layby will simply result in a widened road surface, to the detriment of this walkable residential community.
Applicant Response	<p>After further consideration and exploration, the plan has been altered to eliminate the layby from the projects scope of work. This will remove potential issues with a widened road surface and mitigate complications with existing infrastructure (light standards and shallow utilities).</p> <p>The design team has reviewed the access routes on site and created a wider entrance in the southwest corner of the site to minimize the turf area and increase the hardscaped plaza area for the inclusion of social seating. The site entrance in the southeast corner was also widened, opening the physical connection and blending the park into The Royal site (adjacent parcel).</p> <p>In terms of the delineation of space through paving, the design team has decided to simplify the hardscaped pavers and rather than using three different types, use two. Areas with the lighter coloured paving material are areas where people will likely stay in the space longer – the intent is that there will be less heat given off by the paving in the summer. The area with darker paving (the diagonal spine) is the primary pedestrian flow through the site and is intentionally dark to absorb and retain heat in the winter to encourage melting. Additionally, this spine is paved with longer pavers evoking a sense of movement.</p>
Context <i>Optimize built form with respect to mass and spacing of buildings, placement on site, response to adjacent uses, heights and densities</i> <ul style="list-style-type: none"> Massing relationship to context, distribution on site, and orientation to street edges Shade impact on public realm and adjacent sites 	
UDRP Commentary	The Panel is not able to clearly understand how this park fits within the context of other parks in the neighbourhood or the urban park and street design vocabulary. If the design is responding to a stated Parks Department purpose and benefit of this space, it is not evident.
Applicant Response	The Beltline community is distinct in that it is foremost a residential neighbourhood, and yet distinctly urban due to its proximity to downtown and 17 th Ave SW. What may be appropriate in a park space eight blocks to the North may not be appropriate in this park's location due to the demographic of the surrounding area. The park has been designed with this in mind, in addition to responding to input gathered from extensive public engagement.
Human Scale <i>Defines street edges, ensures height and mass respect context; pay attention to scale</i> <ul style="list-style-type: none"> Massing contribution to public realm at grade 	
UDRP Commentary	Many of the intended spaces are not clearly delineated, and it is not apparent if they are properly located or proportioned (e.g. ping-pong area and the performance stage). At the ground level, paving patterns are interesting in plan-view graphics but do not appear to provide cues to the intended use of the space. Regarding microclimate, the panel questions if a wind study from The Royal is available to Parks or if consideration has been given to possible downdraft from the building. Overhead shade structures do not appear to have a purpose against the backdrop of planting. Many sections of the paths are too narrow, and the entry to the park from the southwest as well as the proposed seating area at that corner do not appear to be properly sized or designed according to the expected high uses. Grass surfaces at this corner are questionable.
Applicant Response	<p>After further consideration, a number of park items have been either removed or relocated. The ping pong table has been relocated to the western edge of the open flex space where it has ample room, no longer conflicts with the pathway connection to BOSA Royal and can serve additional uses. The overhead shade structures and stage/platform have been removed from the design to simplify the space.</p> <p>Turf areas have been reduced in the SW corner of the park and replaced with more durable hardscaped plaza areas. The design team has also made the circular planting beds in the middle of the parcel smaller which has in turn increased pathway widths between them</p>

UDRP Comments with Applicant Response

	<p>creating more room for pedestrian flow throughout the sites primary pedestrian flow corridor and secondary entrances to the flex space – performance/gathering space. The design team has also reduced the tree and understory planting in these planting beds, to further increase visual connections through the site.</p> <p>The diagonal hardscaped spine may appear to have pinch points in plan view, but is actually 2.3m wide at its narrowest point, and 5.2m at its widest. After further exploration, it was determined that this is wide enough to accommodate high volumes of pedestrians moving through the site (despite high volumes not being regularly anticipated). After further communications and correspondence with the Parks subject matter expert through the Development Liaison (DL) process (DL 2020-0001), it has been determined that the widths of the pedestrian spine are adequate and work well with the scale/size of the park space.</p>
<p>Integration <i>The conjunction of land-use, built form, landscaping and public realm design</i></p> <ul style="list-style-type: none"> • Parking entrances and at-grade parking areas are concealed • Weather protection at entrances and solar exposure for outdoor public areas • Winter city response 	
UDRP Commentary	<p>Street trees on 9th street currently shown as tree lilacs will not integrate the park with the established streetscape and aesthetic of the community especially given available soil volumes and character of tree lined streets in the Beltline. The garden theme is well represented in the park already, and the Panel suggests reconsideration of the street and streetscape to benefit the overall public realm and be more appropriate.</p>
Applicant Response	<p>The design team appreciates the comment; however, they feel strongly that as the site is a park space, it is more important to direct boulevard tree planting to pedestrian scale users rather than vehicular traffic by utilizing smaller ornamental tree plantings, more densely planted than a typical planted boulevard would be.</p> <p>After further examination it was determined that there is no strong linear boulevard tree planting along 9th Street, so the design team feels that they are not affecting/impacting the general aesthetic of the street by planting denser, smaller trees and only improving human scale along 9th Street.</p> <p>The design team has done what they have been able to do in the boulevard after taking in comments from the DTR (DL 2020-0001) regarding required offsets and setbacks from underground utilities in the Roads Right of Way. This has strongly impacted the placement of trees along 9th Street in the updated plan.</p>
<p>Connectivity <i>Achieve visual and functional connections between buildings and places; ensure connection to existing and future networks.</i></p> <ul style="list-style-type: none"> • Pedestrian first design, walkability, pathways through site • Connections to LRT stations, regional pathways and cycle paths • Pedestrian pathway materials extend across driveways and lanes 	
UDRP Commentary	<p>The Panel recognizes that stakeholders and public engagement feedback desired the park be perceived as public and not a front yard for The Royal condominium. However, the park design effectively turns its back on the building as there is only a very minor connection to the western steps of the Royal, creating a potentially undesirable space and a dark microclimate adjacent to this primary entry to The Royal. Consideration of an eastern edge that achieves a more semi-public/semi-private and elegant transition between the park and The Royal is recommended.</p>
Applicant Response	<p>The design team has widened the central pathway connection to The Royal to 2.0 meters wide and removed some of the trees directly adjacent to the pathway, to improve sight lines and access to the adjacent parcel. We have also converted the soft landscape area at the southeast edge of the site to hard landscaping which creates further visibility and accessibility to The Royal. The pathway connection has been moved north to better align with the Royal's accessible ramp.</p> <p>Bollard lighting has been adjusted to provide additional lighting along the park frontage with The Royal to connect this edge of the Park in better with its surroundings.</p>
<p>Animation <i>Incorporate active uses; pay attention to details; add colour, wit and fun</i></p> <ul style="list-style-type: none"> • Building form contributes to an active pedestrian realm • Residential units provided at-grade 	

<ul style="list-style-type: none"> Elevations are interesting and enhance the streetscape 	
UDRP Commentary	<p>The Panel recognizes that this park will be animated primarily by daily and seasonal variation of users in this high-density area of the Beltline, and that passive uses and connections through the site have been provided, with the exception of the eastern edge connection to The Royal. However, it is also likely that this park will be a destination related to local businesses, and it is not evident that this has been addressed, for example the likelihood that the southwestern corner will be a popular place for gathering by patrons of the Café Beano on 9th Street, and possibly from Urban Fare and Starbuck's on 16th Avenue..</p> <p>The Panel understands and appreciates the rationale for layby parking for food trucks along 9th Street, although this will be an occasional use, and not necessarily requiring layby parking (for example, 12th Avenue by Central Memorial Park accommodates food trucks without layby parking). The panel recommends consideration of alternate curb alignments, for example, the creation of a bumpout across 9th Street for pedestrians traveling on 16th Avenue, as a cheaper and less disruptive option for accommodating food trucks. Otherwise, the inclusion of the layby will have undesirable impacts on the carriageway, parking and street tree alignments in the greater context of the street and traffic. The lighting in the park seems well considered.</p>
Applicant Response	<p>To address this concern, the design team has increased the size of the hardscaped area at the southwest corner of the site and added more seating to facilitate people utilizing this corner of the park. The site has very good solar aspect, and the proposed seating areas will provide a variety of opportunities for park users.</p> <p>As mentioned in an earlier response the plan has been altered to eliminate the layby from the projects scope of work.</p>
Accessibility <i>Ensure clear and simple access for all types of users</i> <ul style="list-style-type: none"> Barrier free design Entry definition, legibility, and natural wayfinding 	
UDRP Commentary	<p>The Panel recognizes that the design is generally accessible. However, the Panel notes that the paths are too narrow in some sections. The entries into the park are not very legible, as many terminate in plantings, rather than clearly lead the pedestrian into seating or gathering areas. The connections between the internal paths and the public sidewalks are not well resolved in some locations.</p>
Applicant Response	<p>The narrowest pathway sections range from 2.25 – 2.60 meters wide, while the wider pathway sections range from 3.0 – 5.2 meters wide. The design team feels that these pathways have sufficient width and are in scale with the park as a whole.</p> <p>We have widened the pathway connection to The Royal to 2.0 meters wide and removed some of the trees directly adjacent to the pathway, to improve sight lines and access. This pathway also now aligns much better with the Royal's accessible ramp.</p>
Diversity <i>Promote designs accommodating a broad range of users and uses</i> <ul style="list-style-type: none"> Retail street variety, at-grade areas, transparency into spaces Corner treatments and project porosity 	
UDRP Commentary	<p>The Panel recognizes this park is located where residential densities are high and expected to grow based on local ARP. The design seems to try to address all users at all times, however it does not seem to accommodate young children and families. At the same time, there are many elements included in the park (e.g. swinging table) that occupy much space and would only serve a limited number of people. The diversity and variety of elements may actually make the park less usable or enjoyable, as the Panel believes that there are too many disparate elements and small spaces to provide a legible space.</p>
Applicant Response	<p>Acknowledging there are many elements within the proposed site design, the design team has removed the swing bench, overhead structure, and the stage seating. This adjustment has also allowed us to relocate the ping pong table to a more appropriate area within the park.</p>
Flexibility <i>Develop planning and building concepts which allow adaptation to future uses, new technologies</i> <ul style="list-style-type: none"> Project approach relating to market and/or context changes 	
UDRP Commentary	<p>The Panel finds the flexibility in the design programme to be ambiguous, seemingly accommodating all users at all times, but lacking a distinct and underpinning story or concept as an urban park. Secondly, while this is a public park, it is also a forecourt to the adjacent buildings' front door, a relationship that is not well articulated, and is a potentially interesting</p>

UDRP Comments with Applicant Response

	<p>green space along 9th Street, the only one for several blocks., and this role does not seem to be acknowledged through a connection to the neighbourhood.</p> <p>The spaces within the park blend into one another and are largely unprogrammed. Further consideration of placemaking that embraces flexibility of use for events (such as a food truck rally, community events, staging for a pop-up market, etc) but that also has clarity of purpose and use during daily use is recommended.</p>
Applicant Response	<p>To better connect the site to the Royal, the design team has improved two connections. Planting in the SE corner has been removed and replaced with hardscape, and the pathway connection that connects the Royal to the flex space has been widened and visually reinforced with paving cues. Planting and lighting has been adjusted to better address this connection.</p> <p>The park has been designed with flexibility in mind. The large flex space (+/- 110 m²) is designed to accommodate events such as pop-up markets and performances. During the day the flex space it is populated with movable furnishings to allow users to create their own seating environments within the space.</p>
Safety <i>Achieve a sense of comfort and create places that provide security at all times</i> <ul style="list-style-type: none"> • Safety and security • Night time design 	
UDRP Commentary	<p>The Panel suggests that a CPTED audit be completed for the park and adjacent affected spaces. Areas of particular concern include the northeast corner where grading and dense planting create a potentially undesirable condition. Analysis of the walkway to the front door of the adjacent condominium and dead end is also suggested.</p>
Applicant Response	<p>To address the dead-end at the Royal near the bike racks, the design team has relocated and widened the pathway connection to allow better access in and out of this space. Lighting and planting has also been adjusted with CPTED in mind.</p> <p>It is the design team's belief that the perspective renderings and site plan made the planting appear denser in the NE corner than it is. For example, shrubs in the site plan may appear to be trees. Safety is the design teams number one priority; the planting in the NE corner has been adjusted to allow more visual permeability with CPTED in mind.</p>
Orientation <i>Provide clear and consistent directional clues for urban navigation</i> <ul style="list-style-type: none"> • Enhance natural views and vistas 	
UDRP Commentary	<p>The southwest corner of the park in its current design has poor legibility and function as it relates to existing and future adjacent uses, such as the coffee shop and other take-out eateries in the area. Notionally, the corner is contemplated as an extension of the streetside patios, but the corner lacks sense of entry and arrival and legibility of the park is not clear from this corner. Further, the orientation of the park and integration into the street is unclear. Discussion elsewhere in this document addresses the orientation of the park relative to the lane and The Royal.</p>
Applicant Response	<p>To address this concern, the design team has increased the size of the hard surface area at the southwest corner of the site, opening it up, additional seating has also been added to facilitate people utilizing this corner of the site.</p>
Sustainability <i>Be aware of lifecycle costs; incorporate sustainable practices and materials</i> <ul style="list-style-type: none"> • Site/solar orientation and passive heating/cooling • Material selection and sustainable products 	
UDRP Commentary	<p>The panel recognizes that the long-term success of an urban park will be highly predicated on the ability of the City to maintain the soft landscape to a high standard given anticipated high level of use. Although the Parks representative indicated that Parks Operations is contemplating a higher standard of maintenance, this standard is not clear. The panel suggests that the maintenance standard be quantified and aligned with the design to ensure this park can function as intended over the long term as an asset.</p>
Applicant Response	<p>The design team appreciates that this will be a heavily utilized urban site and understands the importance of adequate maintenance to ensure the long-term success of the park space. As per the mandatory, council approved direct control requirement from Bylaw number 11D2015, this park will be maintained according to The City of Calgary Parks Class A standards (regularly mowed and irrigated) to ensure that it does not degrade over time.</p>
Durability <i>Incorporate long-lasting materials and details that will provide a legacy rather than a liability</i> <ul style="list-style-type: none"> • Use of low maintenance materials and/or sustainable products 	

• Project detailed to avoid maintenance issues	
UDRP Commentary	The Panel appreciates the design intent to achieve a 50% soft and 50% hard landscape as a metric set out by Parks but questions the rationale as a driving force in the design resolution, taking precedence over other key factors from the site inventory and analysis. The Panel recommends a review of the planting, moveable furniture, the swing and ping-pong table for lifecycle considerations. The turfgrass on the southwest corner given anticipated traffic is also recommended for review. The park in its current design will not likely age well, and considerable editing is recommended.
Applicant Response	<p>The 50% metric derives from a mandatory, council approved direct control requirement from Bylaw number 11D2015. The bylaw states that: Open Space must be provided on this parcel and must include the following "a minimum of 50.0 per cent of the area of the <i>Open Space</i> as <i>soft surfaced Landscape Area</i>". The design team appreciates that this is an urban site which is why we have chosen to keep soft surfaced landscape area on site to only 51.75% (410 m2) of the parcel.</p> <p>Further review on the planting has taken place and various species have been exchanged with more durable substitutions. The swing has also been removed to simplify the design of the park. After further consideration the turfgrass on the southwest corner has been removed and replaced with a hardscape treatment.</p>

new park space in beltline
2020.03.12

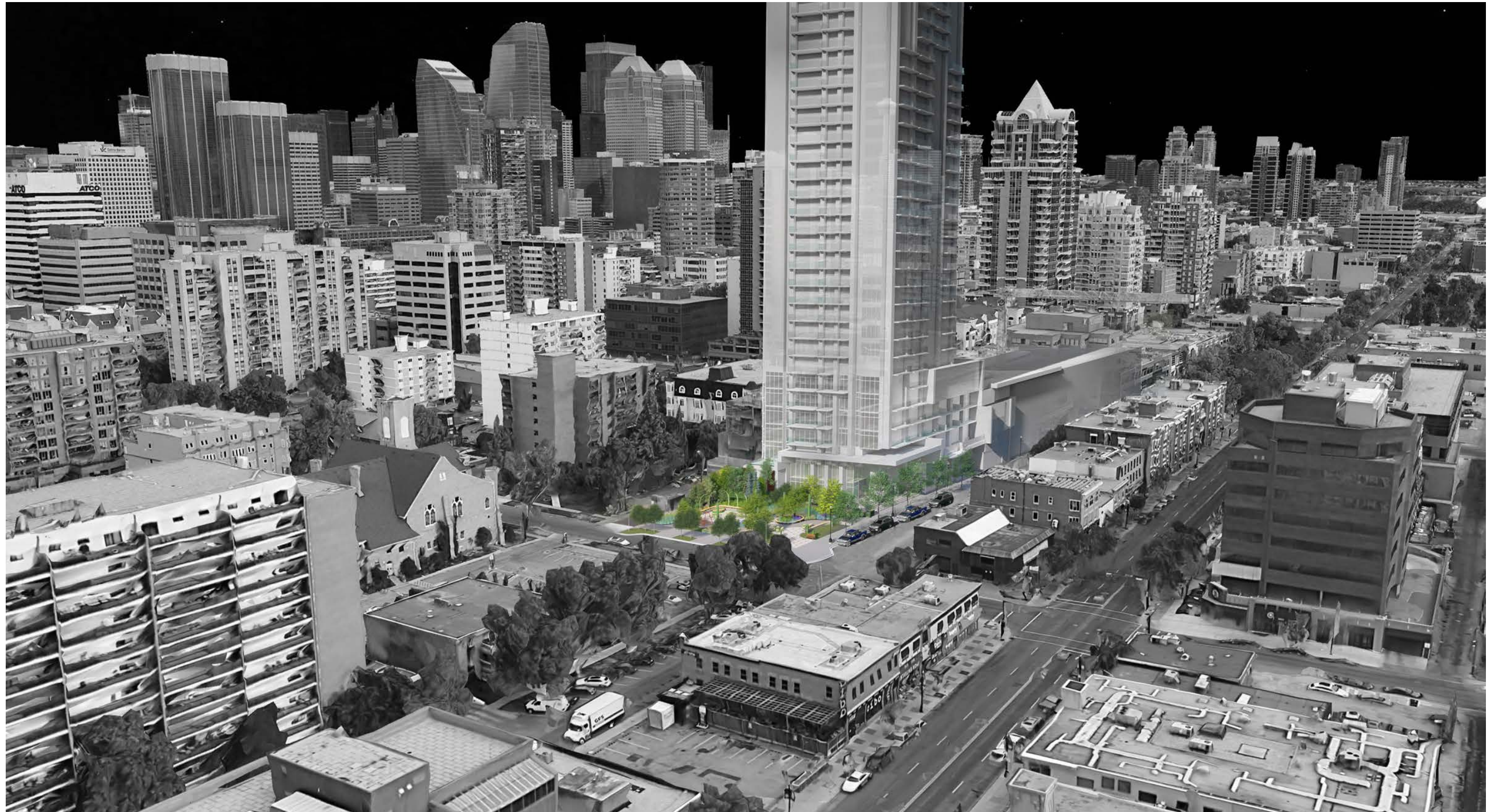


table of contents

fig. 1

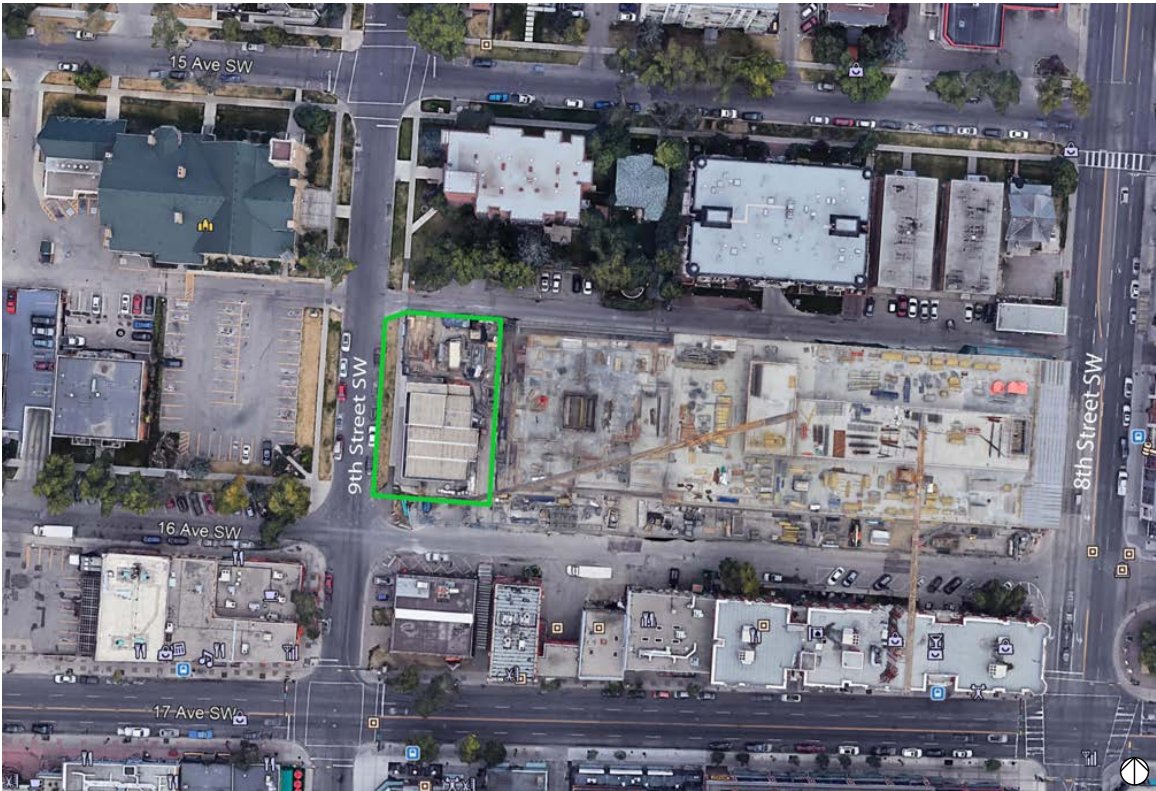


fig . 1 - location of site parcel at 936 16th ave sw

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introduction + history of project

Land Exchange

In 2014 a land exchange agreement was finalized between First Capital Holdings (ALB) Corporation, First Capital Realty Inc. and The City of Calgary. This exchange traded a mid-block parcel (which used to act as a small greenspace) for 936 16 Ave SW, Calgary AB. The City committed to convert this parcel into a usable Park Space with amenities according to The City of Calgary Parks Class A standards. Since 2014, the adjacent lands to the East have been developed and this park space is the last piece of the puzzle to be developed on this block.

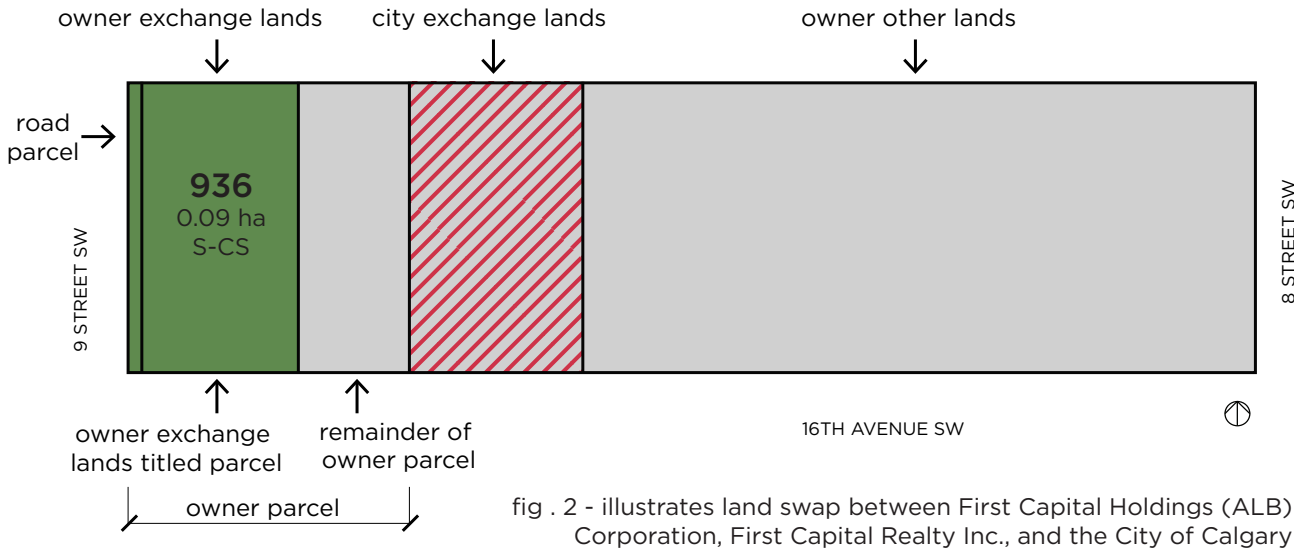
How We Got Here

The City of Calgary has partnered with Ground Cubed Landscape Architects, a professional consulting firm to initiate the design of the park space and help bring this design to fruition. After significant public and stakeholder engagement through 2019, the final design of the park has been developed and is currently going through the Development Liaison permit process. Construction is intended to commence in the summer of 2020 with expected completion in late 2020. Construction is anticipated to take four months.

Prior to collecting input during the project's engagement process, The City developed a list of items that were not open for feedback. Many of these rules and requirements are based on feasibility, City initiatives and land use control requirements for the parcel. These rules and requirements can be seen below:

- At least 50% of the park must be soft surface landscaped area (sodded area(s), planting beds, etc.);
- The park space will have no fencing;
- There will be no off-leash component in the park space;
- No motor vehicle parking stalls provided on park parcel;
- There will be no water feature incorporated into the park design; and,
- There will be no playground or sports field incorporated into the park design.

The City then worked with Ground Cubed Landscape Architects to undertake a site inventory and analysis. This helped to develop a list of opportunities and constraints for the site to establish how best to make use of the space. All of the above was balanced with input, preference, and feedback from the public and key stakeholders to eventually develop the preferred concept.



project timeline

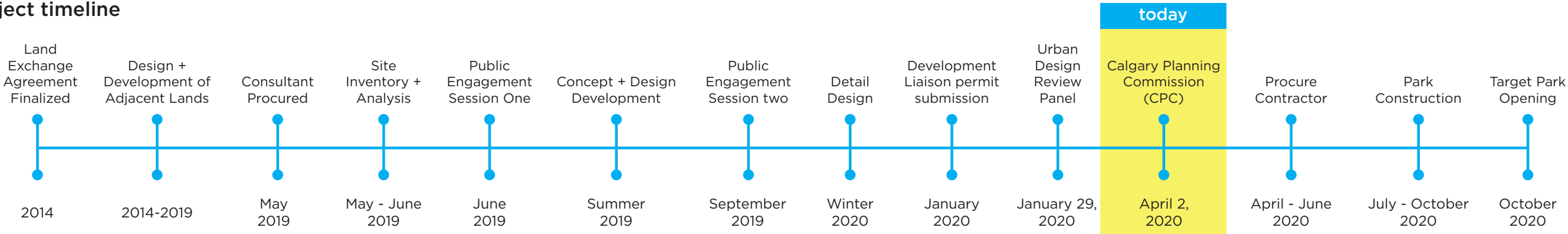


fig . 3 - history and projected timeline of project

context plan

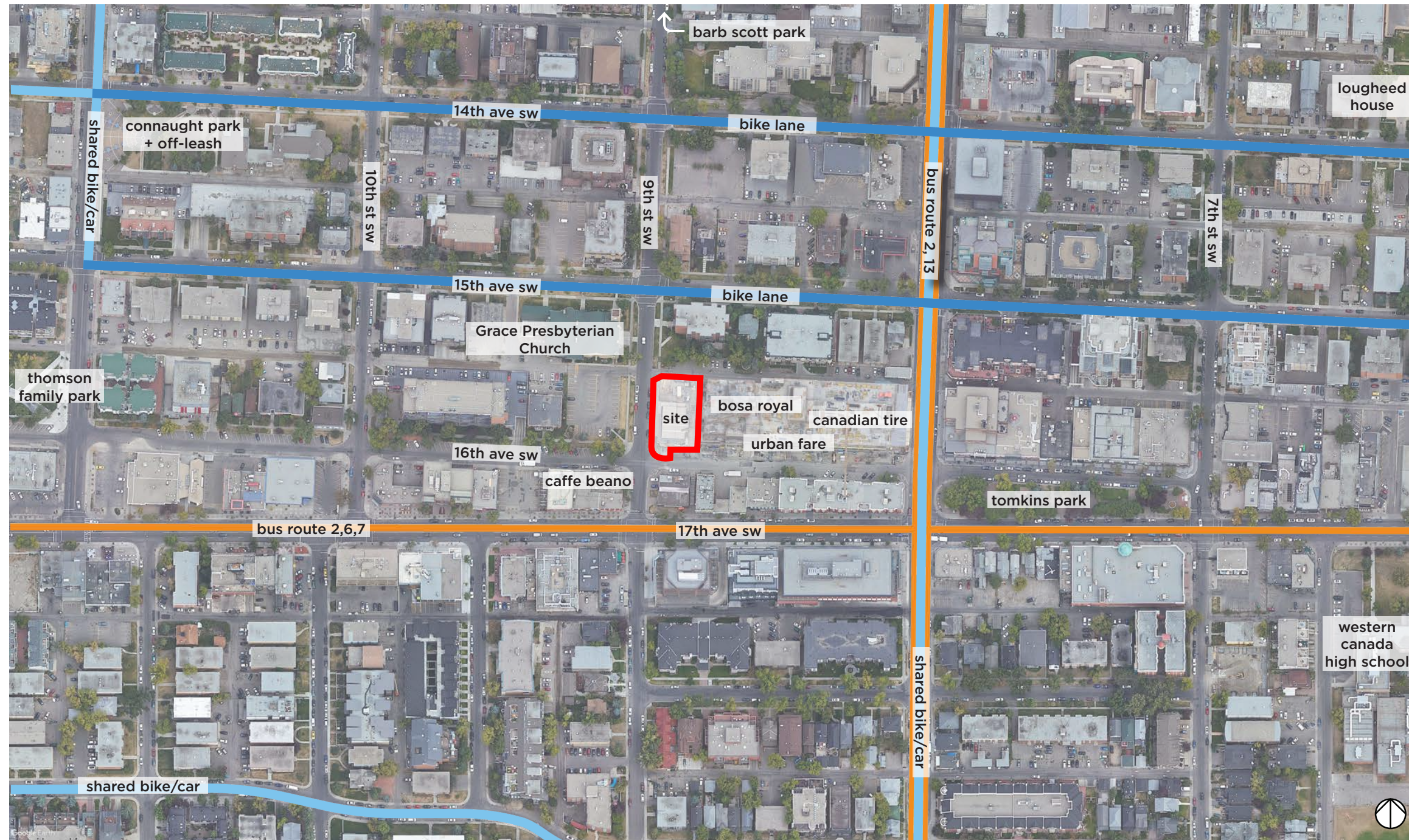


fig. 6 - demonstrates relationship of the site to its surroundings including transit network, cycle networks, important open spaces, nearby institutions, and landmark buildings

existing conditions



fig. 7 - sidewalk between site and 9th st. sw



fig. 8 - site is directly adjacent the western edge of the BOSA Royal condominium building



fig. 9 - interface with adjacent condo building



fig. 10 - interface with adjacent condo building



fig. 11 - sidewalk condition along 16th ave. sw



fig. 12 - popular parklet across 9th street sw - belongs to Grace Presbyterian Church



fig. 13 - view across 16th ave. sw - back of commercial building currently occupied by purr clothing



fig. 14 - view of caffe beano - corner of 16th ave. sw and 9th st. sw

site analysis

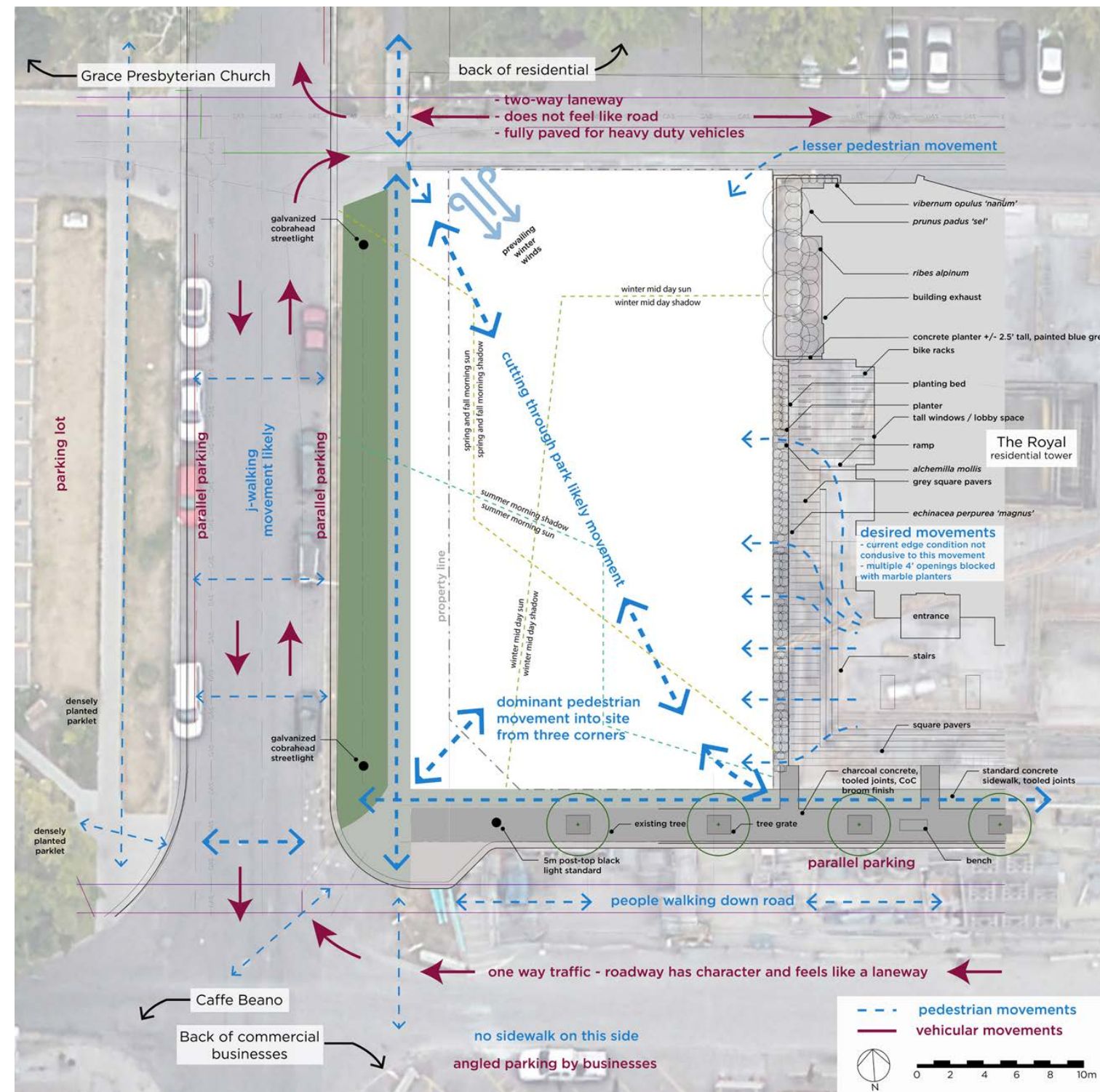
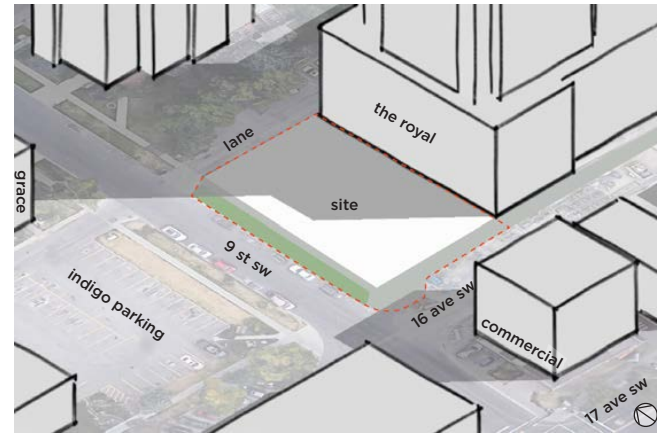


fig. 15 - represents site analysis including pedestrian flows, vehicular flows, environmental factors, edge conditions, and existing infrastructure

shadow study

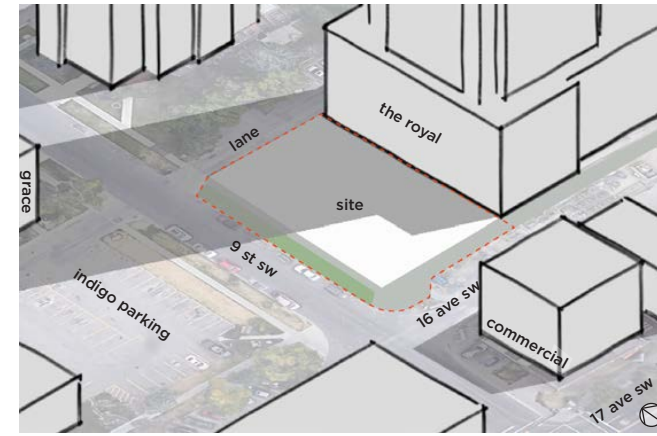
spring equinox (March 21)



9:00am

fig. 16

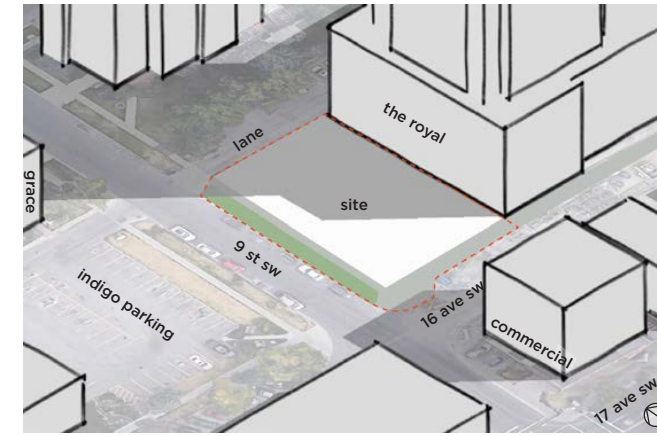
summer solstice (June 21)



9:00am

fig. 17

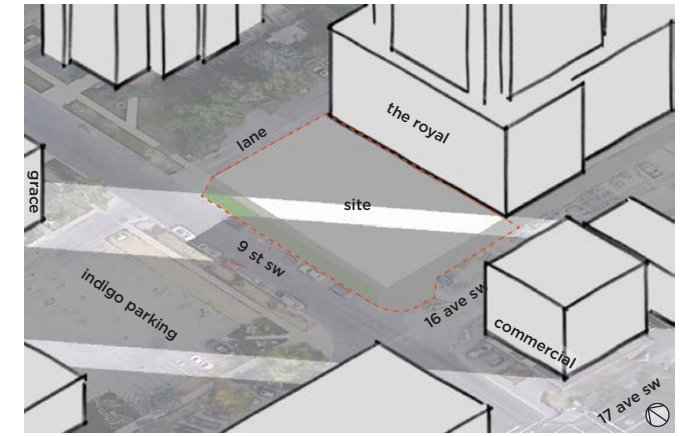
autumn equinox (Sept 21)



9:00am

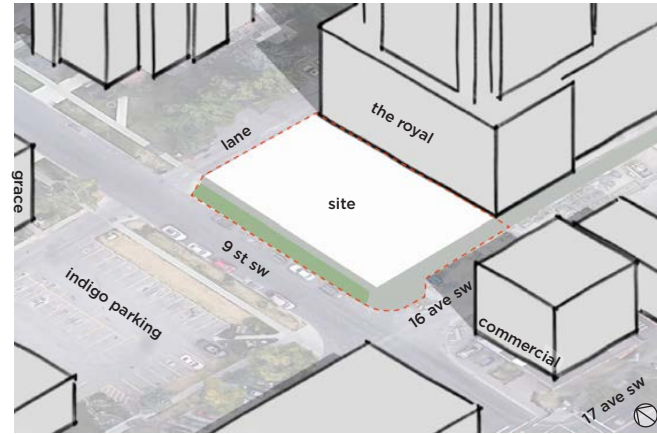
fig. 18

winter solstice (Dec 21)



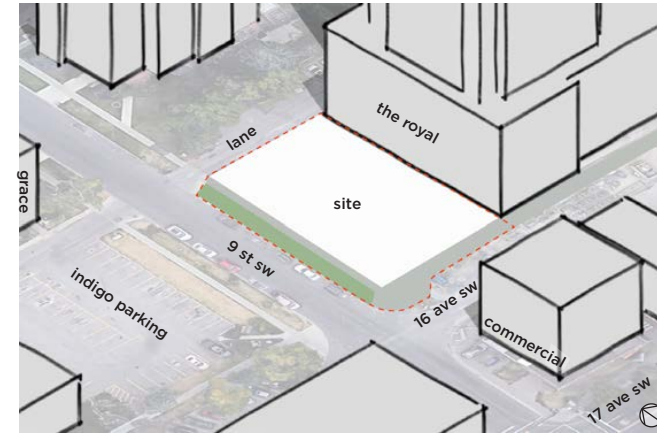
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fig. 19



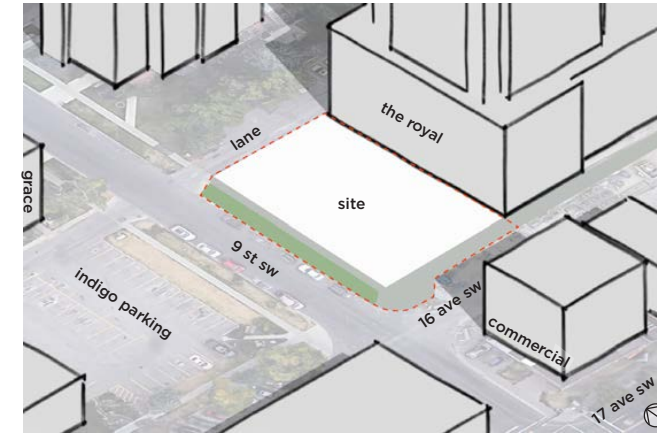
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fig. 20



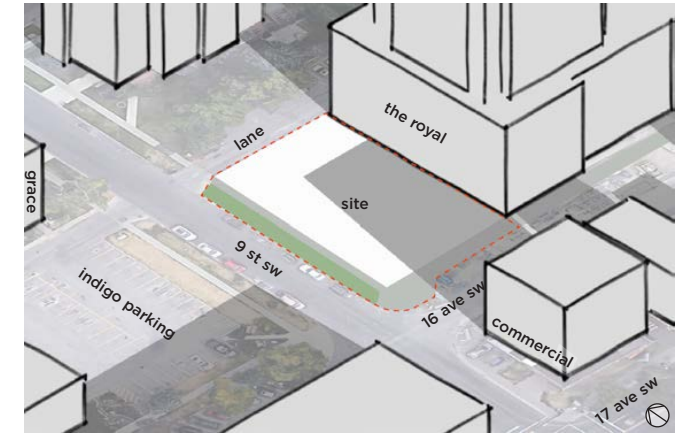
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fig. 21



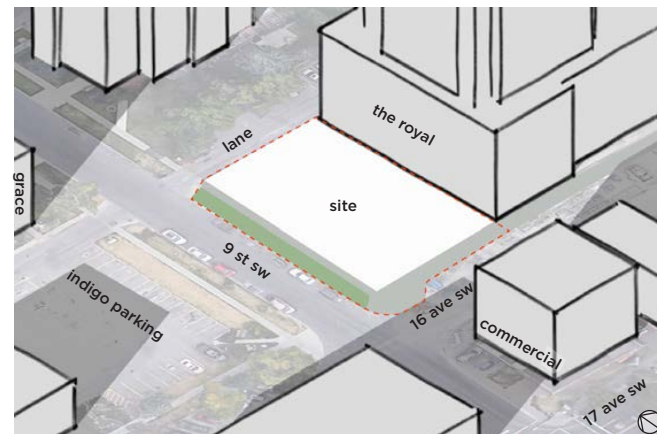
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fig. 22



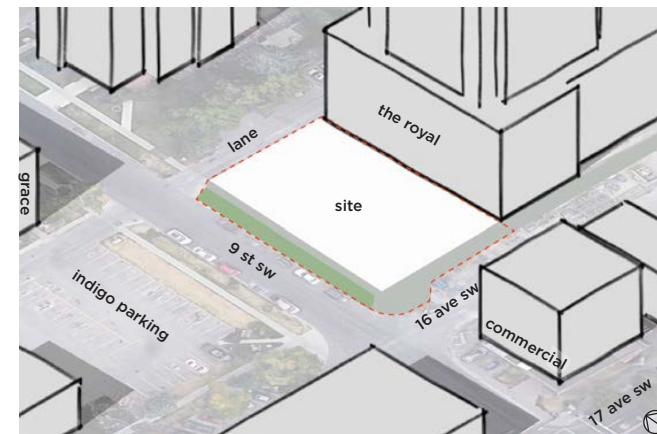
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fig. 23



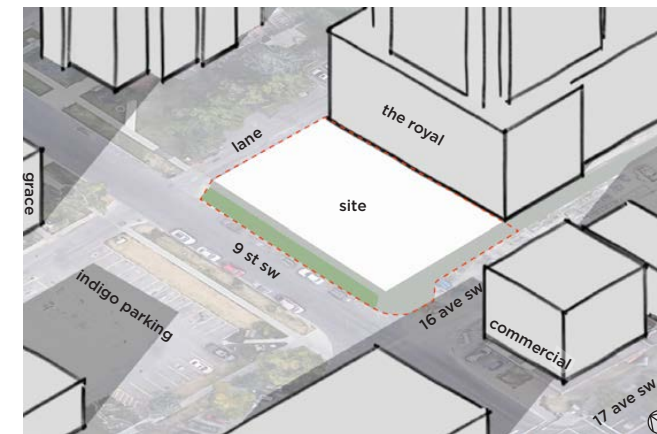
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fig. 24



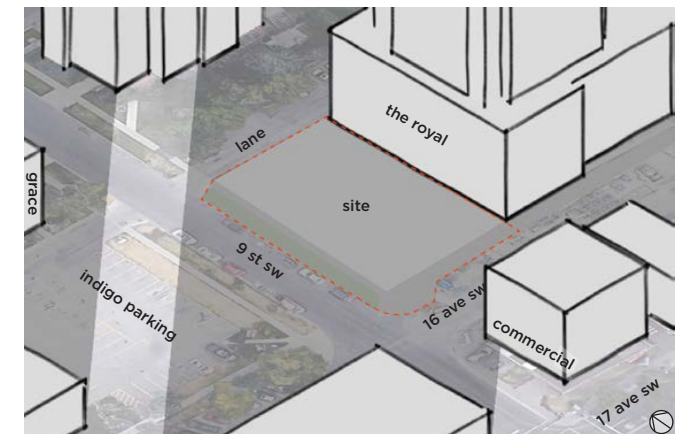
4:00pm

fig. 25



4:00pm

fig. 26



4:00pm

fig. 27

fig. 14-25 - illustrates sun + shade conditions that informed the layout of the park

project brief

The park space is located in the mixed-use, mixed-density Beltline neighbourhood. Nearby residential buildings range from two to twelve stories, the exception being the 32-storey Bosa development abutting the eastern edge of the park parcel. The park design addresses the **context** of the surrounding neighbourhood and feels like an amenity for all, despite the scale of the neighbouring development.

To create a welcoming amenity, the edges of the park are activated with multiple entry points. Seating opportunities and soft landscaping elements **animate** the edges, providing a sense of **human scale**, and encourage entry into the park. The design ensures that site lines remain open into the park, while the park space is framed with denser plantings along the inaccessible back edges.

Five-metre tall columns are utilized within the park as lighting features. Bollard lighting further accentuates the park entrances and creates a high level of visibility and **safety** throughout the site into the evening. The design of the lighting focuses on ambiance, striking a balance between safety, minimizing glare, and respecting adjacent residences.

Although the park is small, gathering spaces of varying sizes and activity levels have been provided to accommodate **diverse** uses and users. Passive and active spaces are intermingled as well as set in isolation from one another, serving a variety of park users simultaneously. There are also transformable areas with movable furnishings to facilitate small events or performances. This provides a high degree of **flexibility** within the space.

A hierarchy of pathways was created within the park design to intersect a variety of park spaces, drawing people in through visual interest or activity, and providing a high degree of

connectivity and **integration**. The main diagonal spine that runs through the site is positioned to facilitate primary movements, as well as connect users to other park areas. The paving of the main spine is deliberately simple when compared to the other pavement areas to **orient** the user and draw the eye through the site. In anticipation of a high volume of users moving through the park in all seasons, paving of the spine is intentionally dark to facilitate rapid melting in the winter by retaining its heat. A tertiary pathway that connects the park to the abutting development has also been provided. Incorporating a direct connection to the neighbouring building encourages additional use of the public amenity space and benefits the park by encouraging more use and providing more “eyes on the park” from a **safety** perspective.

Minimal slopes (~2%) have been incorporated into the park to facilitate positive drainage and the movement of water from hard surfaces into soft landscape areas. All pathways and hardscaped plaza areas within the park are fully **accessible**.

The park has a lot of sun through most of the year. By analyzing the sun/shade for the site, it was determined that during the winter there is shade for most of the day, except mid-day along the north and west sides of the site. Seating has strategically been located in areas of the park that would be sunny during the winter months. Additional seating options are integrated throughout the park: traditional seats with backs and armrests, social seating, intimate seating, and lounge seating – creating **diverse** opportunities for both passive and active park recreation.

In addition to being designed for their function and aesthetics, the site features are designed with **creativity**, **sustainability**,

durability, and life-cycle in mind. Most furnishings will be locally fabricated, contributing to the local economy and reducing emissions from shipping. The wood used will be Accoya, a modified timber treated with similar properties to traditional pressure-treatment but without the harmful chemicals. This product resists rot, defies the elements, and lasts for long periods of time. Metals used on site will be powder coated, resistant to salt and extreme weather, to ensure a long lifespan.

Large swaths of planting, irrigated and with advantageous exposure, minimizes the need for maintenance and watering, providing a **sustainable** and **durable** approach to the park. The plant palette focuses on fine grain and broad textures, colour relationships and plant variability over the seasons, all of which helps to **animate** the space and provide multi-season interest at a **human scale**. Plantings have been strategically positioned to maintain sightlines across/through the park, creating a **safe** and welcoming environment for all park users.

site plan

fig. 28

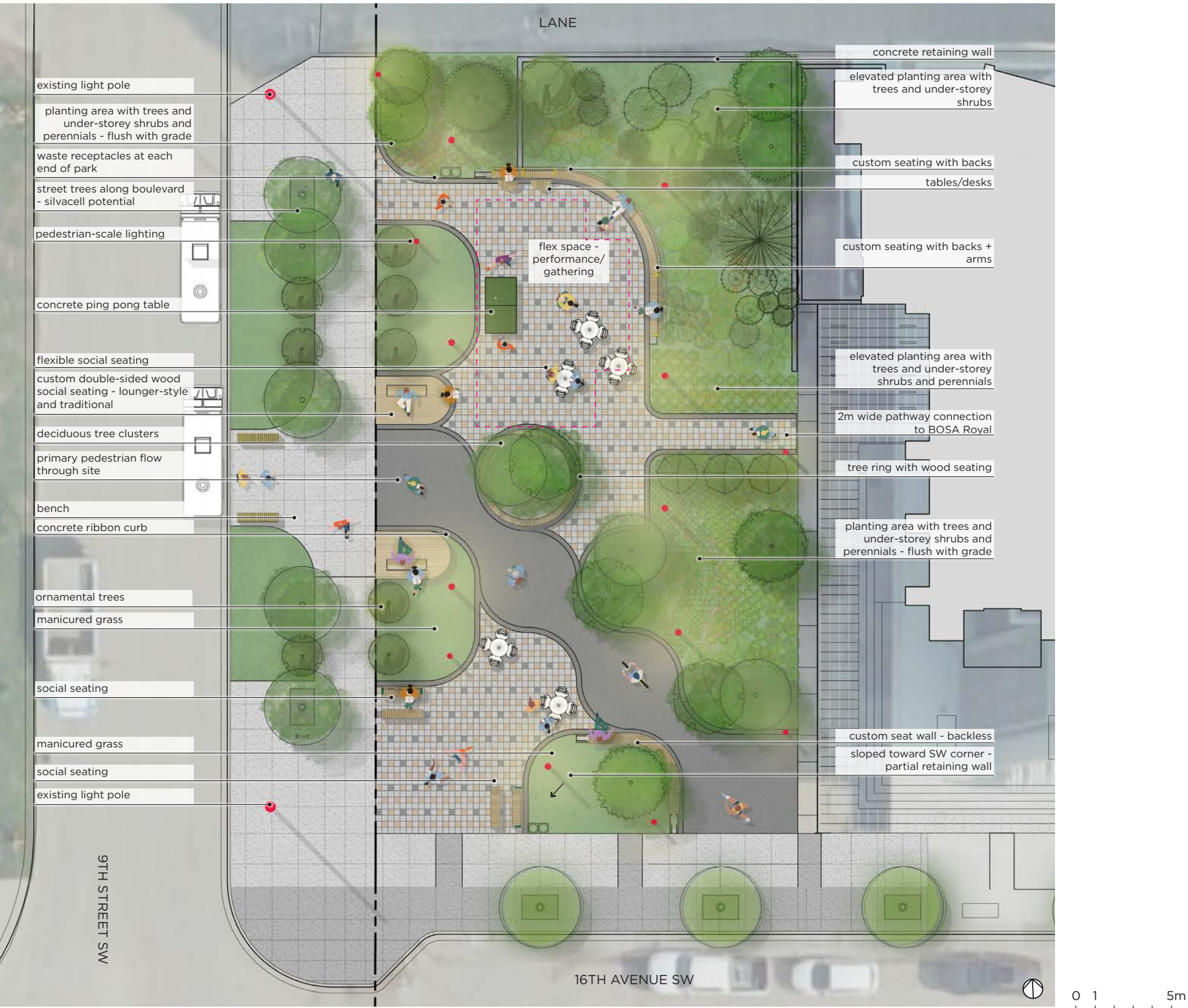


fig. 28 - illustrates layout of park including plantings, paving, site furnishings, curb realignment, and lighting

perspective renderings | birdseye



fig. 29 - illustrates layout and relationship of site elements to one another

perspective renderings | daylight



fig. 30 - illustrates event/flex space with its diversity of seating options and site elements



fig. 31 - concrete ping pong table and movable seating



fig. 32 - site design acknowledges adjacent condo and provides access point



fig. 33 - diagonal spine through site acknowledges projected pedestrian flows and provides access to passive and active spaces. food trucks along 9th ave sw help activate the space

perspective renderings | evening



fig. 34 - diagonal spine through site illuminated by custom bollard lighting and spillage from condo



fig. 35 - birdseye view of site highlights lighting scheme



fig. 36 - entrance at southwest corner of site illuminated by custom bollard lighting and street lighting



fig. 37 - western edge of site with custom site elements

Planning & Development Report to
Calgary Planning Commission
2020 March 19

ISC: UNRESTRICTED
CPC2020-0275

Development Permit in Downtown (Ward 8) at 614 – 6 Avenue SW, DP2019-5502

EXECUTIVE SUMMARY

This development permit application was submitted on 2019 October 23 by NORR Architects Engineers Planners on behalf of Triple One Properties Management. The proposed development is located in the Downtown Business District on the north side of 6 Avenue SW, between 5 Street SW and 6 Street SW. The application proposes a new hotel development that includes:

- A 16-storey (55 metre) high-rise building;
- 151 hotel guest rooms;
- Retail and consumer service and hotel lobby at-grade;
- Arcaded porte cochere access off of 6 Avenue SW for hotel guests; and
- Valet serviced underground parking with automated car lift for stacked parking.

While challenging in terms of parcel size (605 square metres), this proposal is a positive addition to the Downtown Business District and the city on the whole in providing guest services and accommodations for visitors to Calgary's City Centre.

The proposal was found to align with Land Use Bylaw 1P2007 and applicable policies of the *Municipal Development Plan* and *Centre City Plan*, subject to the conditions of approval (Attachment 2)

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission Approve the proposed Development Permit application, DP2019-5502 for a New: Hotel, Retail and Consumer Service at 614 – 6 Avenue SW (Plan A1, Block 29, Lots 27 and 28) with conditions (Attachment 2).

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

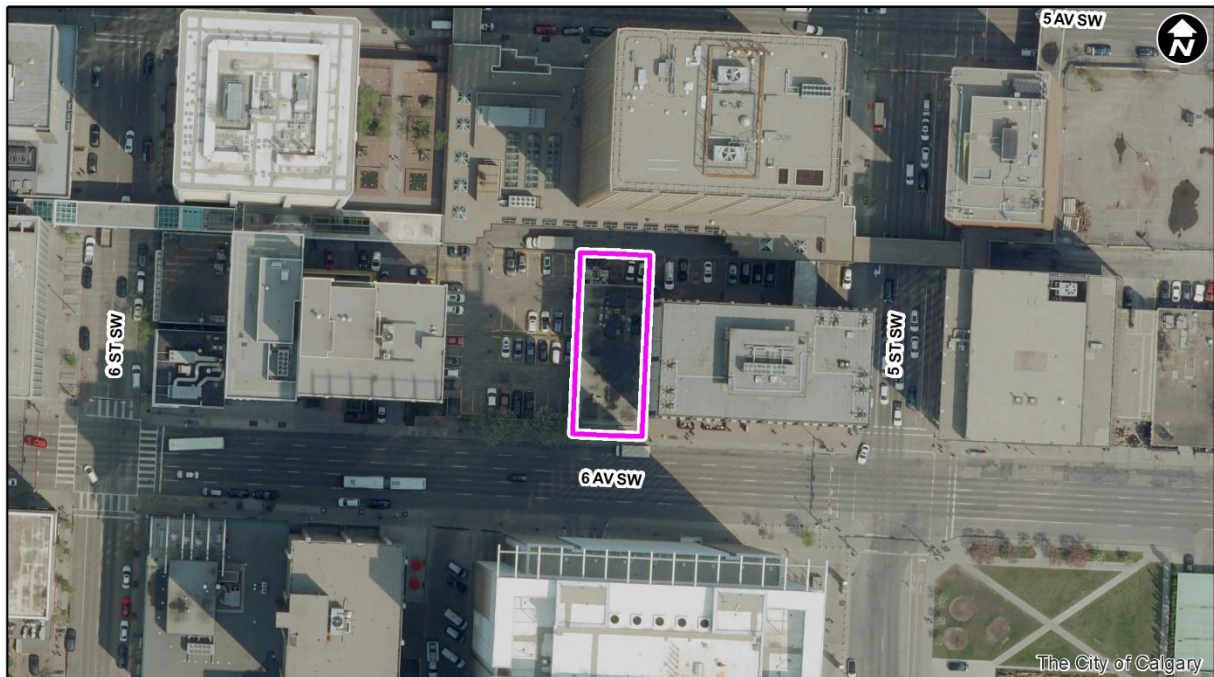
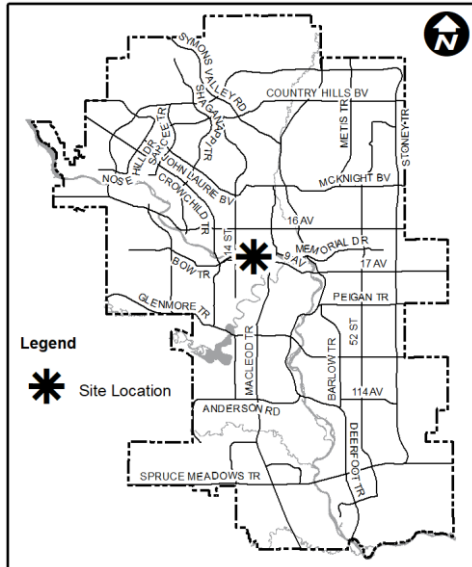
Substantial preliminary consultation took place ahead of the 2019 October 23 application submittal by NORR Architects Engineers Planners and Triple One Properties Management. At the pre-application stage, the proposal was taken to the Urban Design Review Panel who offered their unanimous support in solving the challenges of inner city development on a small parcel. The specific opportunities identified by the UDRP were integrated into the final design.

Planning & Development Report to
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2020 March 19

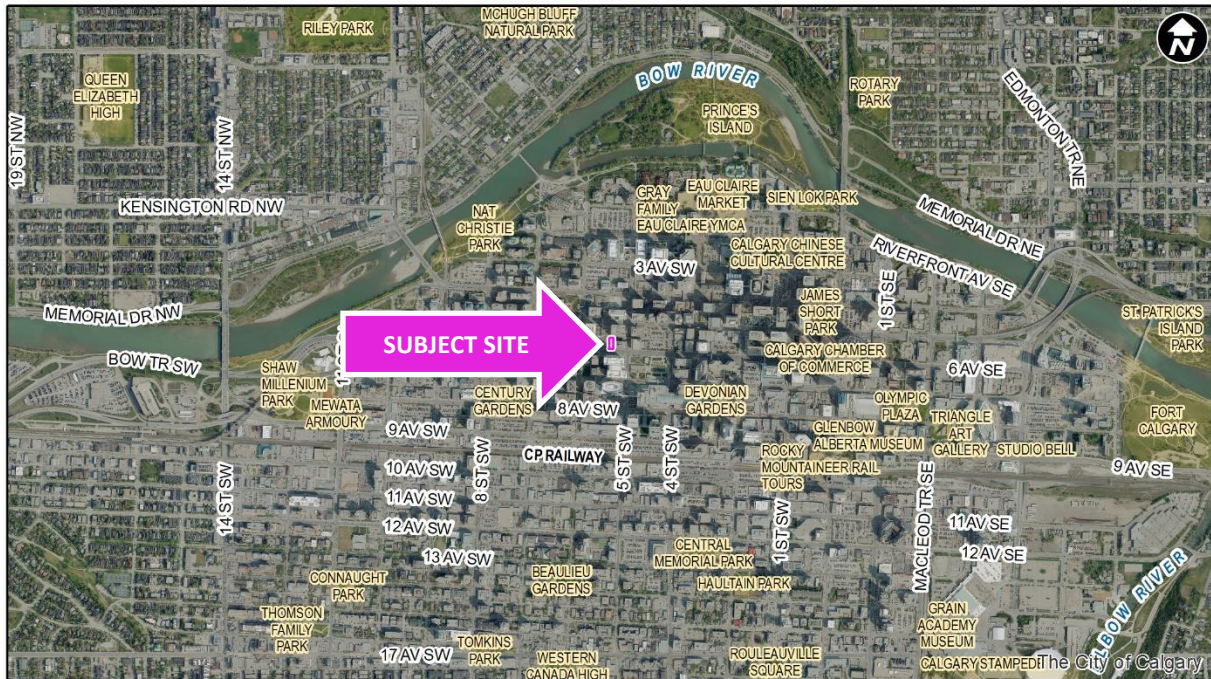
ISC: UNRESTRICTED
CPC2020-0275

Development Permit in Downtown (Ward 8) at 614 - 6 Avenue SW, DP2019-5502

Location Maps



Development Permit in Downtown (Ward 8) at 614 - 6 Avenue SW, DP2019-5502



Site Context

The subject site is a small mid-block parcel, 39 metres long by 15.2 metres wide, is located near the west end of the Downtown Business District surrounded largely by office and surface parking lot development (Calgary Courts, CDI College, Manulife and adjacent Pentex building). The 4 Street SW and 7 Street SW LRT platforms are located within 10 minutes walking distance, to the southeast and southwest respectively. The subject site is currently a modest, 2 storey commercial building constructed on the site in 1965.

The applicant made attempts to acquire and incorporate the property immediately west of the subject site, currently occupied by a parking lot. However, the neighbouring western parcel is approved as parking for the uses within the Bradie Building.

The subject parcel is adjacent to the +15 Sky Walk network running east/west along the lane and takes advantage of access to the greater system to the north, east and west via a lane link connection.

While situated on a small parcel, this hotel is designed for the smaller, boutique-style market in the west end of the Downtown Business District, which is served currently by only 2 hotels in the area (Sandman Hotel and Regency Suites Hotel).

Development Permit in Downtown (Ward 8) at 614 - 6 Avenue SW, DP2019-5502

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Application Review

In keeping with Administration's standard practices, the application was circulated to internal and external stakeholders and a large notice posting was placed on the site. Given the amount of pre-application consultation and pre-review conducted, the first Detailed Team Review, issued to the applicant on 2019 November 27, concentrated on technical details related to the valet method/protocol for automobile parking and waste and recycling configuration.

City Wide Urban Design

The proposal was reviewed by the City Wide Urban Design team throughout the CPAG review process. Having gone to the UDRP prior to development permit application submittal, the City Wide team supported the proposed retail at-grade on 6 Avenue SW, noting additional opportunities to add wayfinding to the +15 Sky Walk level and use of quality unit pavers for the internal driveway/porte cochere.

Urban Design Review Panel

Considerable communication and engagement took place between the applicant and Administration dating back to mid-2018 including a review by the Urban Design Review Panel (UDRP) as a pre-application referral in July 2019 (Attachment 4). The UDRP gave the proposal high regard and did not identify any missed opportunities in their recommendations. The recommendations of the UDRP and CPAG were communicated to the applicant and were embodied in the development permit application which was submitted on 2019 October 23. The proposal submitted to the Panel was effectively 90 per cent development permit level design. As such, the UDRP recognized the approach to designing a structure constrained by the small parcel area, building footprint and access to public roadways and overall endorsed the design with only minor comments regarding finishes and way-finding.

To the extent possible, these opportunities were rolled into the final design forming this recommendation. Calgary Roads Department is reluctant to accept special materials and finishes within the public right-of-way. However, this does not preclude installation of special materials within the site as repair and replacement are borne by the developer, not Calgary Roads.

Site and Building Design

The design of the hotel structure is directly related to the constraints of a parcel 15.2 metres wide by 39.6 metres deep, bounded on the east side by the Pentex office building built to zero property line, and a new right turn-in only ingress on 6 Avenue SW.

Development Permit in Downtown (Ward 8) at 614 - 6 Avenue SW, DP2019-5502

Concept and Form

In response to the smaller and narrow site, 15.2 metres wide by 39.62 metres deep, the design takes a distinct approach to address massing, organization and exterior expression. A 16-storey vertical extrusion of the build-to-line (setbacks established by bylaw) frames the building. Pedestrian and vehicular access challenges are met through an arcaded porte cochere accessed via a right turn only driveway on 6 Avenue SW.

Framed on the east elevation by the existing Pentex office building set at its west property line, the east elevation has no unprotected or protected openings. As such, material clarity and expression focused on the east, west and north elevations of the building, allowing for unprotected openings on these 3 sides of the building. Attention is drawn to the west elevation of the building's porte cochere which provides protective cover for pedestrians and automobiles accessing the site.

With a gross floor area of 8,993 square metres, the proposal equates to a floor area ratio (FAR) of 16.67 through bonusing.

Public Realm

The uniqueness of the narrow lot frontage provides drives options for pedestrian accessibility. Set at the 2.34 metre pedestrian way setback, the opportunity for an extension in width of the public sidewalk on 6 Avenue SW was taken. The protected porte cochere is flush with the hotel pedestrian access and delineated through color contrasting surface paving.

The drop-off area for vehicles allows for vehicular cuing without sacrificing pedestrian flow to the hotel entrance and lobby. From the hotel lobby, visitors/guests have access to the +15 bridge connection and the +15 system via a feature stairway and public shuttle elevator.

Floor Plans

Parkade – Level 2

A 2 storey parkade, accessed from the lane on the north side of the building, is capable of parking 33 cars through a 3-high mechanized vehicle stacker. All ingress and egress to the parkade is by hotel valet service only.

Housekeeping/Mechanical – Level 1

Laundry services, HVAC and mechanical installations form the uses within this partial level of the sub-grade components.

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Ground Floor

The 6 Avenue SW frontage is framed by a modest commercial retail unit with direct access to the Avenue. The hotel lobby occupies the majority of the ground floor with twin elevator access to the guest rooms, a separate shuttle elevator accessing the +15 level as well as feature stairs. All back-of-house activity occupy the remainder of the ground floor accessed from the lane.

Second Floor - +15 Level

Administrative offices, food preparation and service (continental style), conference room, elevators, restrooms and stair/elevator access to the +15 connection form the uses on the second floor. In consideration of the challenges of a smaller site and the benefits to the public as well as guests, Administration supports variances to the standard stairwell width as well as +15 connection width to accommodate the proposal.

Typical Guest Room Floors – 3 through 14

These floors are arranged as queen and king size suites (3 and 9 respectively) with elevator core, stairwell, and storage forming the predominant uses along the east side of the building with no openings on this elevation.

Level 15

The last guest floor is arranged as executive office and conference space as well as 7 executive suites. As in floors 3 through 14, elevator core, stairwells and storage form the uses on the east side of the building with no opening on this elevation.

Level 16

The last storey of the building contains a gym, conference rooms and mechanical equipment.

Building Materiality

The ground floor and second floor provide amenities and street level retail that activates the façade of the building along 6 Avenue SW. The building face along the Avenue is designed with a faceted finish. The vertical facet element is intended to frame the upper floors of the building as well as the porte-cochere to reinforce the character of the pedestrian experience.

Sustainability and durability strategies were employed in choosing building envelope and finishing materials. Faceted glass store front materials frame the first 2 floors facing 6 Avenue and wrap around onto the porte cochere capped by a faceted metal soffit.

Insulated glass unit and metal panel spandrel are the dominant finish materials for the building envelope with metal clad rain-screen and metal screen outboard metal clad rainscreen. The building is capped off by a faceted metal soffit and flat roof, enclosing and concealing the mechanical units and finished in vision glass for the gym and conference facilities.

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Shadow Study

A Shadow Study accompanied the application and concludes that while the 16-storey building is modest in terms of surrounding development, it does receive generous access to sunlight, primarily to the south and west facing façade. Shadows cast by this proposal do not intrude on any public parks.

Wind Study

A Pedestrian Wind Assessment also accompanied the application and concentrated on pedestrian areas of interest including public sidewalks, building entrances and an outdoor terrace on level 16. Surrounded by larger tower development and designed with inset entrances on 6 Avenue SW and the arcaded porte cochere, the study concludes that no uncomfortable or unsafe winds are expected for users sitting or standing associated with this design.

Landscaping

Opportunities to provide landscaping or street tree(s) along the 6 Avenue frontage do not exist given the presence of utilities. The narrow parcel frontage along 6 Avenue is further diminished by the right-turn-only driveway entrance to the development. The lack of landscaping opportunities is off-set by the widened pedestrian realm along the Avenue frontage.

Moveable planters will be used along the west property line to screen the adjoining surface parking lot to the west and provide visual interest.

Utilities and Servicing

Public water, sanitary and storm sewer mains existing within the adjacent public rights-of-way for development servicing purposes.

Environmental

A Phase 1 Environmental Site Assessment was conducted as part of the application and revealed no evidence of actual environmental contamination associated with the site as a result of on-site or adjacent land uses.

Transportation

The subject site is well serviced by transit with both the 6 Street West and 3 Street W LRT platforms being within easy walking distance. Several bus routes traversing 6 Avenue SW, 5 Avenue SW and 5 Street SW are also available. Providing a lane connection to the existing +15 Skywalk System will enable pedestrian, accessible ingress and egress to the greater +15 system to the west and the downtown core.

In pursuit of a parking relaxation for the development, the applicant commissioned a Parking Study to support the proposal for a reduction in on-site parking accommodations. Land Use Bylaw 1P2007 requires 1 parking stall per 2.5 guest rooms (64 in this case). Given options

Development Permit in Downtown (Ward 8) at 614 - 6 Avenue SW, DP2019-5502

including taxi, limousine, bus and shuttle bus service and the proposal valet parking solution, the 27 parking stall reduction was deemed acceptable.

In accordance with LUB 1P2007, hotels are not required to provide class 1 or class 2 bicycle parking.

Stakeholder Engagement, Research and Communication

There was no applicant-led formal community outreach undertaken. During the preliminary review of the proposal, the applicant did approach the adjacent ownership regarding interest in acquiring additional property, however there was no interest. No public meetings were held by the applicant or attended by Administration.

In keeping with Administration's standard practices, this application was circulated to external stakeholders and notice posted on-site and advertised online.

Administration received a letter in support of the application from the Beltline Neighbourhoods Association citing the project's compliance with the Land Use Bylaw and policy expectations. Administration received no letters from the public in opposition or support to the application. The decision made by Calgary Planning Commission (CPC) will be advertised in accordance with the *Municipal Government Act* and is subject to appeal.

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of [South Saskatchewan Regional Plan](#) (SSRP), which directs population growth in the region to Cities and Towns and promotes efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the [Interim Growth Plan](#). The proposed development builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located in the Activity Centres – Centre City and on one of the major downtown roadways. Administration's recommendation aligns with the [Municipal Development Plan](#) (MDP), specifically supporting the Centre City as the business and cultural heart of The City of Calgary.

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Centre City Plan (Non-statutory – 2007)

Administration's recommendation aligns with the vision and policies of the [Centre City Plan](#). Specifically, the principle of ensuring the Centre City remains and grows in reputation as a location of choice for business. The Plan recognizes the Centre City is a business centre of national and global importance. The underlying strength of the Centre City is the intense concentration of the energy sector and the business and financial services that support it. Calgary's importance is only expected to grow over time. In order to realize this potential, the Centre City must provide the necessary environment, services and amenities to ensure that the Centre City remains a location of choice for both small and big businesses operating on the local, national and international stage.

Calgary Downtown Retail District Strategy (Non-Statutory – 2009)

Administration's recommendation also aligns with the goal and objectives of the [Calgary Downtown Retail District Strategy](#). Downtown Calgary has a robust and varied audience. This includes residents of Downtown as well as the surrounding and greater Calgary area; Downtown and Beltline office workers; and tourists visiting from Alberta, other provinces, and abroad. Each group is attracted to Downtown for different reasons.

Land Use Bylaw 1P2007 (Statutory – 2007)

The subject parcel is designated Commercial Residential District (CR-20-C20/R20), appropriately suited for a hotel use. The proposed FAR for the development is 16.67 as identified in the review below.

Bylaw Relaxations		
Regulation	Standard	Provided
1310(a) maximum FAR is 3.0 allowed as of right		
8.0 On-Site Pedestrian Amenities	(a) at grade pedestrian circulation – public sidewalk setback area where: (i) the portion of a parcel adjacent to a street must be a hard surface landscaped area and: (B) where it is not part of an arcade, must not contain structural elements of a building between grade and the bottom of the storey above for a minimum depth of 2.2 metres;	Plans indicate a 2.134m (assumed) depth. It should be noted the upper portions of the building cantilever into the future ROW. No relaxation required above 9.0 metres
	(c) +15 Skywalk System provisions where: (i) +15 Skywalk System elements for potential connection to the +15 Skywalk System on the parcel and to adjoining parcels:	Plans indicate a 2.37m hall width. RELAXATION AGREED TO BY CALGARY ROADS AND PLANNING IN CONSIDERATION OF SMALL SITE DEVELOPMENT

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	(A) +15 Skywalk System walkway with an unobstructed width of 4.5 metres oriented in a manner that provides the greatest opportunity for connection to, and extension of, the +15 Skywalk System, as shown on a plan approved by the Development Authority;	Plans indicate a 3.5 width. RELAXATION SUPPORTED BY CALGARY ROADS AND PLANNING IN CONSIDERATION OF SMALL SITE DEVELOPMENT
	(C) vertical movement opportunities between grade and the second storey within a building, which must include: (II) either a pair of escalators or a staircase with a minimum unobstructed width of 2.0 metres; and	Plans indicate a 1.50m stair width. RELAXATION SUPPORTED BY CALGARY ROADS AND PLANNING IN CONSIDERATION OF SMALL SITE DEVELOPMENT
4.0 FAR achieved.		
8.22 Indoor Public Hotel Space	Conference facility ratio 1:18 Indoor public hotel space ratio 1:10	Conference facility on level 2 (220.9sq m at 1:18) Indoor public space on level 1 (140.7sq m) Public space on level 2 (74 sq m at 1:10)
8.0 FAR achieved		
8.23 +15 Skywalk System Bridge	Maximum 1.0 for each +15 bridge	
0.67 FAR achieved		
8.24 +Skywalk System Feature Access	(c) minimum tread widths of: (i) 0.8m for an escalator; or (ii) 2.0m for a stair;	Plans indicate a 1.50m stair width. RELAXATION SUPPORTED BY CALGARY ROADS AND PLANNING IN CONSIDERATION OF SMALL SITE DEVELOPMENT
	(d) a location directly visible and accessible from the public sidewalk;	Plans indicate an elevator that might not be visible from the public sidewalk. +15 signage on 6 Avenue for wayfinding required.
1.0 FAR achieved		
Plans indicate a 16.67 total FAR inclusive of relaxations.		

Development Permit in Downtown (Ward 8) at 614 - 6 Avenue SW, DP2019-5502

Social, Environmental, Economic (External)

This proposed development will provide additional hotel room offerings in and guest services for visitors to the Downtown Business and Retail District, and the city at large.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets.

Current and Future Capital Budget

This proposal amendment does not trigger capital infrastructure investment.

Risk Assessment

There are no significant risks to the City of Calgary associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

Administration finds the development will be a positive addition to The City's downtown supply of hotel guest services for business and pleasure travellers. As such, subject to the conditions of approval listed herein and considering the relaxations noted, Administration considers this application in alignment with relevant statutory and non-statutory planning policy contained in the *Municipal Development Plan, Centre City Plan, Calgary Downtown Retail Strategy* and Land Use Bylaw 1P2007.

ATTACHMENT(S)

1. Development Permit Plans
2. Conditions of Approval
3. Applicant's Submission
4. Urban Design Panel Review Comments

2020/02/27 11 PM



ARTIST RENDERING. FOR REFERENCE ONLY.

NORR

2300, 411 1st Street SE,
Calgary, AB Canada T2G 4Y5
norr.com

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614 6th AVENUE S.W.
CALGARY, ALBERTA T2P 0S4

DP#: PE 2018-00452
NORR JOB NO: ONBL18-0284



DEVELOPMENT PERMIT REV.1 - 27TH JANUARY 2020

SURVEY  #275 4515 BOW TRAIL SW, CALGARY AB T3C 2G3 PHONE: 403-286-7937 FAX: NA	CIVIL  Jubilee Engineering Consultants Ltd. 3702 EDMONTON TRAIL N.E. CALGARY, ALBERTA, T2E 3P4 PHONE: 403 276 1001 FAX: NA	ARCHITECTURE - DESIGN NORR 175 BLOOR ST E, NORTH TOWER, 15TH FLOOR TORONTO, ON, M4W 3R8 PHONE: 416 929 0200 FAX: NA	STRUCTURAL  CANAM BUILDINGS 270, CHEMIN DU TREMBLAY, BOUCHERVILLE, QC., J4B 5X9 PHONE: 866 506 4000 FAX: NA
MECHANICAL  ARROW ENGINEERING #204 - 2100 AIRPORT DR SASKATOON, SK, S7L 6M6 PHONE: 306 361 4365 FAX: NA	ELECTRICAL  ARROW ENGINEERING #204 - 2100 AIRPORT DR SASKATOON, SK, S7L 6M6 PHONE: 306 361 4365 FAX: NA	INTERIORS ACCENT DESIGN STUDIO 5034 FAIRVIEW STREET BURLINGTON, ON, L7L 0B4 PHONE: 289 337 9066 FAX: NA	LANDSCAPE NORR ARCHITECTS & ENGINEERS LIMITED 411- 1ST STREET SE, SUITE 2300 CALGARY, AB T2G 4Y5 PHONE: 403.264.4000 FAX: 403.269.7215

ARCHITECTURE	LANDSCAPE	SURVEY	CIVIL
A0-00 COVER A0-01 SITE STATISTICS & CONTEXT PLAN / LAND USE MAP / SITE PHOTOS A0-02 FAR CALCULATION A0-03 OVERALL SITE PLAN & SHADOW STUDY A0-04 FIRE DEPARTMENT CONNECTION, DRIVEWAY ACCESS AND WASTE & RECYCLING PLAN A2-01 PROPOSED LEVEL 01, LOWER LEVEL 01 & 02 FLOOR PLANS A2-02 PROPOSED LEVEL MEZZANINE, LEVEL 02 & GUESTROOM (TYP 03-14) FLOOR PLANS A2-03 PROPOSED LEVEL 15, LEVEL 16 FLOOR PLANS & ROOF PLAN A3-01 NORTH AND WEST ELEVATIONS A3-02 SOUTH AND EAST ELEVATIONS A3-03 BUILDING SECTIONS A4-01 SUITE PLANS	L1-01 LANDSCAPE PLAN	190140 SITE SURVEY	SP1 SITE SERVING PLAN SP2 SITE GRADING PLAN

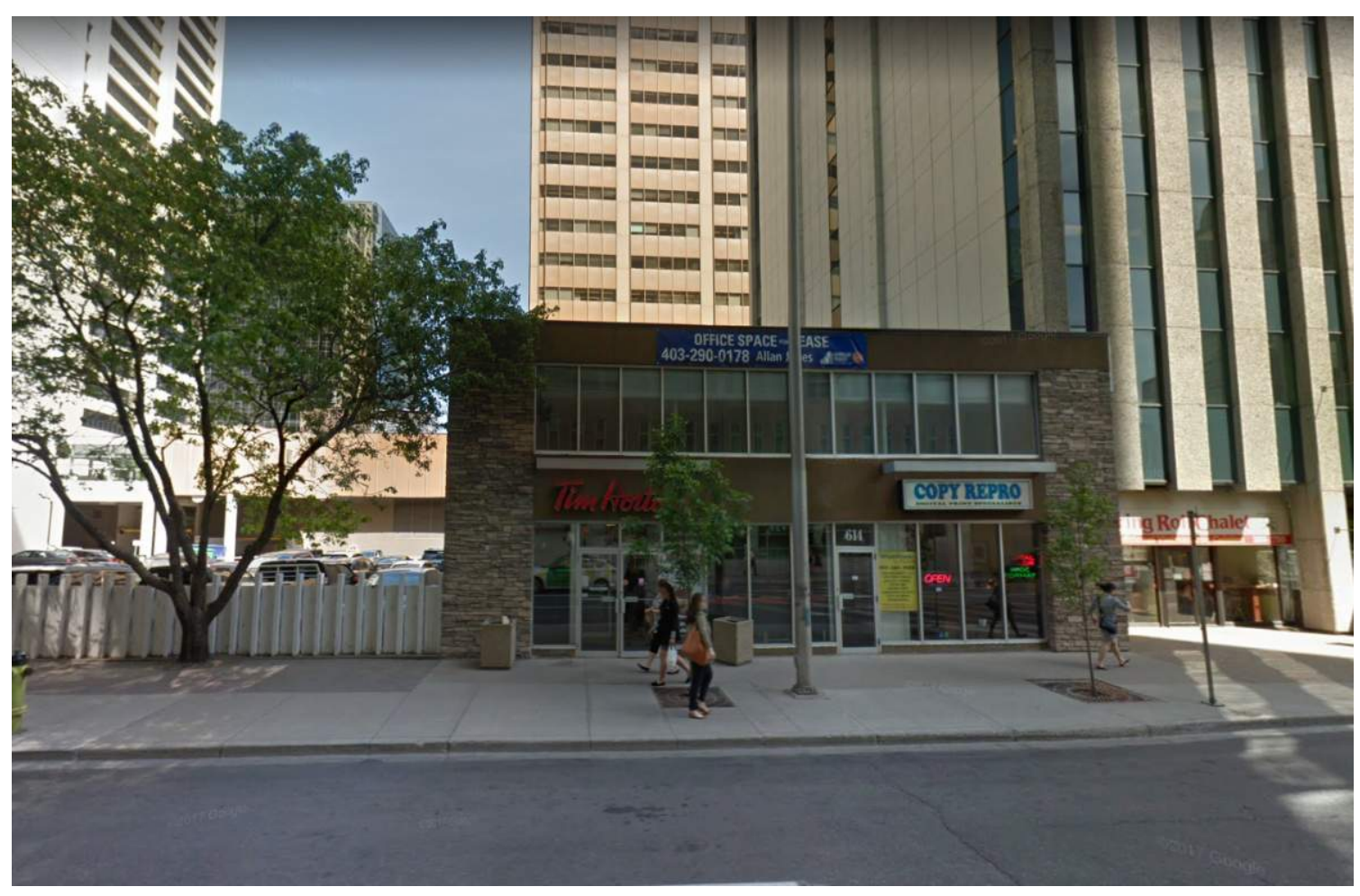
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LEGAL DESCRIPTION			
LOT	27-28		
BLOCK	29		
PLAN	SA1		
MUNICIPAL ADDRESS	614 6 Avenue SW - Calgary, AB		
COMMUNITY	City Centre - Downtown Commercial Core		
LAND USE	CR20-C20/R20 - Commercial Residential District Incentive Density		
SITE AREA	m ²		
	604.59		
	sq. ft.	acre	Ha
	6,507.75	0.15	0.06
FAR			
As-of-Right		Incentive	Max Possible
FAR- COMMERCIAL USE (HOTEL) PROVISIONS	3.00	17.00	20.00
GFA			
m ²			
1,813.77		10,278.03	12,091.80
FAR- COMMERCIAL USE (HOTEL) ALLOWABLE	3.00	14.67	17.67
GFA			
m ²			
1,813.77		8,869.34	10,683.11
FAR- COMMERCIAL USE (HOTEL) PROPOSED	3.00	11.87	14.87
GFA			
m ²			
1,813.77		7,177.50	8,991.27

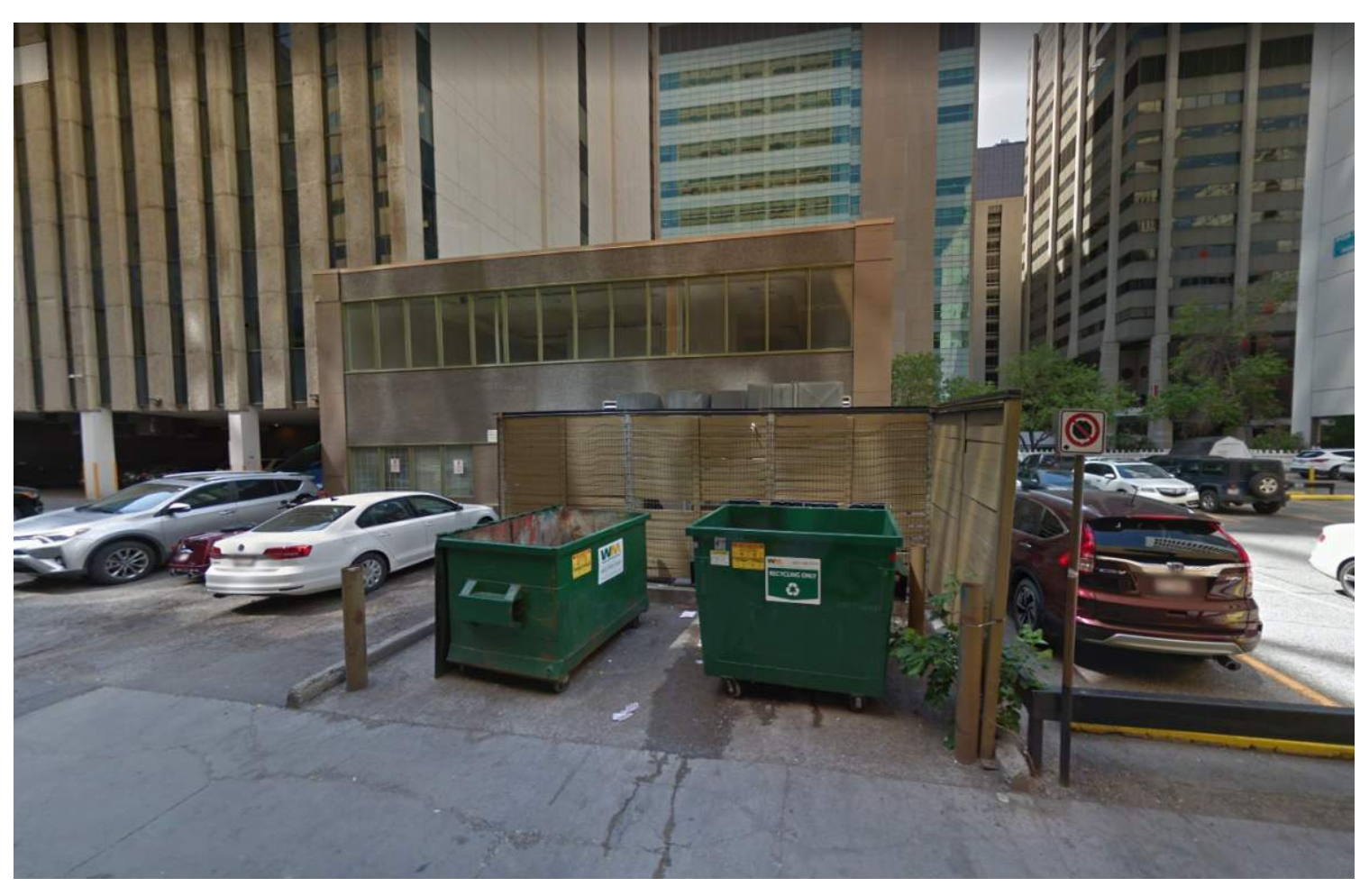
AREA CALCULATIONS				UNIT MIX				
	USE	AREA	HEIGHT	GUESTROOM COUNT				
		m²	m		KING	KING SUITE	KING DELUXE	DOUBLE QUEEN
LEVEL 1	RESIDENTIAL/RETAIL	328.67	5.94		0	0	0	0
LEVEL MEZZANINE	RESIDENTIAL/RETAIL	154.23			0	0	0	0
LEVEL 2	RESIDENTIAL	545.71	10.54		0	0	0	0
LEVEL 3	RESIDENTIAL	574.46	13.69		6	2	1	3
LEVEL 4	RESIDENTIAL	574.46	16.84		6	2	1	3
LEVEL 5	RESIDENTIAL	574.46	19.99		6	2	1	3
LEVEL 6	RESIDENTIAL	574.46	23.14		6	2	1	3
LEVEL 7	RESIDENTIAL	574.46	26.29		6	2	1	3
LEVEL 8	RESIDENTIAL	574.46	29.44		7	2	1	2
LEVEL 9	RESIDENTIAL	574.46	32.59		6	2	1	3
LEVEL 10	RESIDENTIAL	574.46	35.74		6	2	1	3
LEVEL 11	RESIDENTIAL	574.46	38.89		6	2	1	3
LEVEL 12	RESIDENTIAL	574.46	42.04		6	2	1	3
LEVEL 13	RESIDENTIAL	579.92	45.19		6	2	1	3
LEVEL 14	RESIDENTIAL	579.92	48.34		6	2	1	3
LEVEL 15	RESIDENTIAL	579.92	51.55		4	1	1	1
LEVEL 16	RESIDENTIAL/MECHANICAL	478.27	56.35		0	0	0	0
TOTAL		8,991.27	56.35	TOTAL PER ROOM TYPE	77	25	13	36
				% PER ROOM TYPE	50.99%	16.56%	8.61%	23.84%
TOTAL UNITS				151				

PARKING CALCULATION				
LEVEL	USE	REQ. PER UNIT	# OF GUESTROOMS	REQ. PARKING
		1 STALL PER 3 GUESTROOMS	UNDERGROUND VALET OPERATED	
BELOW GROUND				
LL02	HOTEL	0.33	151	50
RELAXATION OF MINIMUM STALLS REQUIRED				TOTAL REQUIRED
* REFER TO 1.0 PARKING REVIEW LETTER REPORT PREPARED BY WATT GROUP				25
TOTAL PROVIDED				27

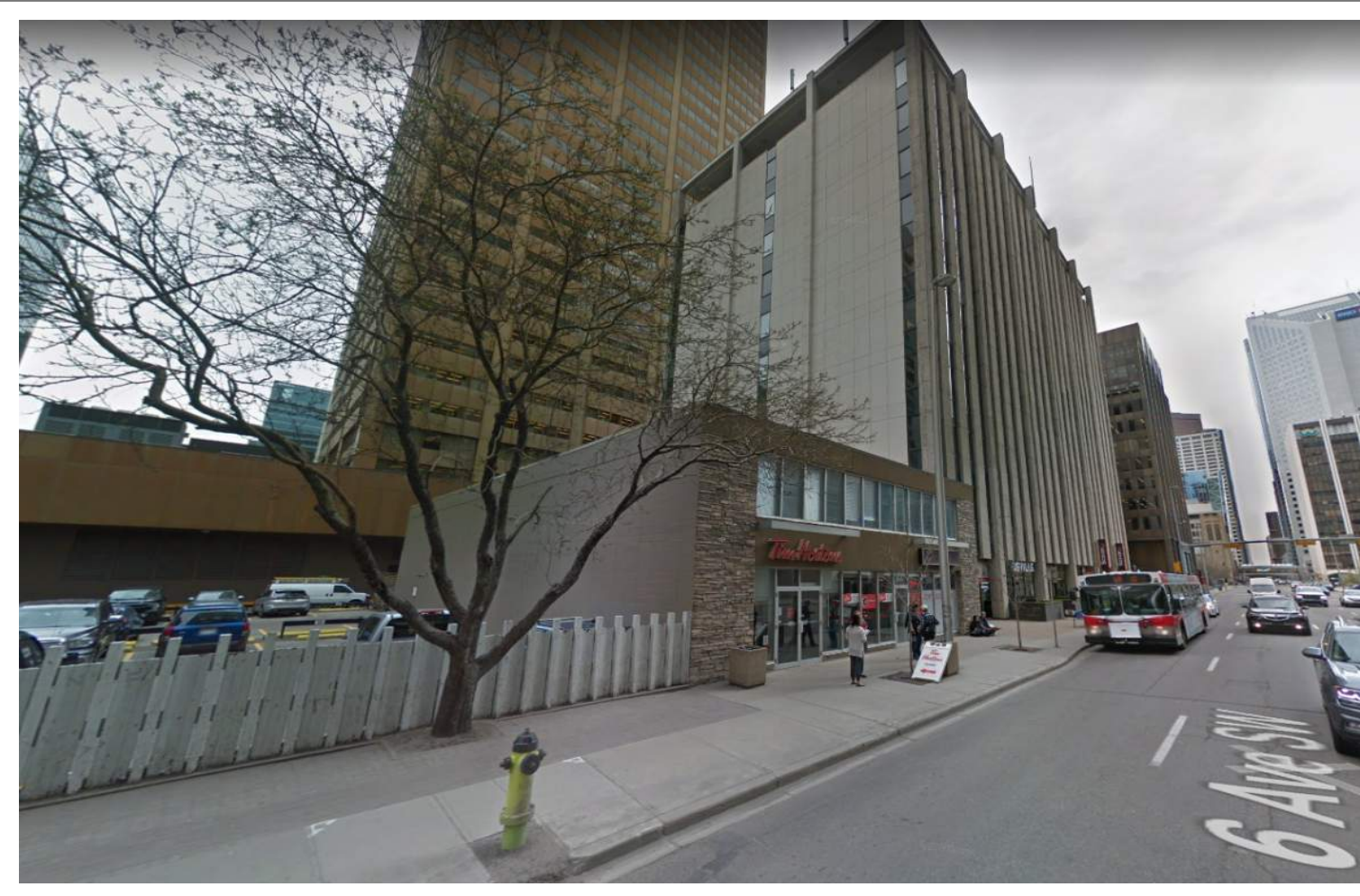
BICYCLE PARKING	NOT PROVIDED
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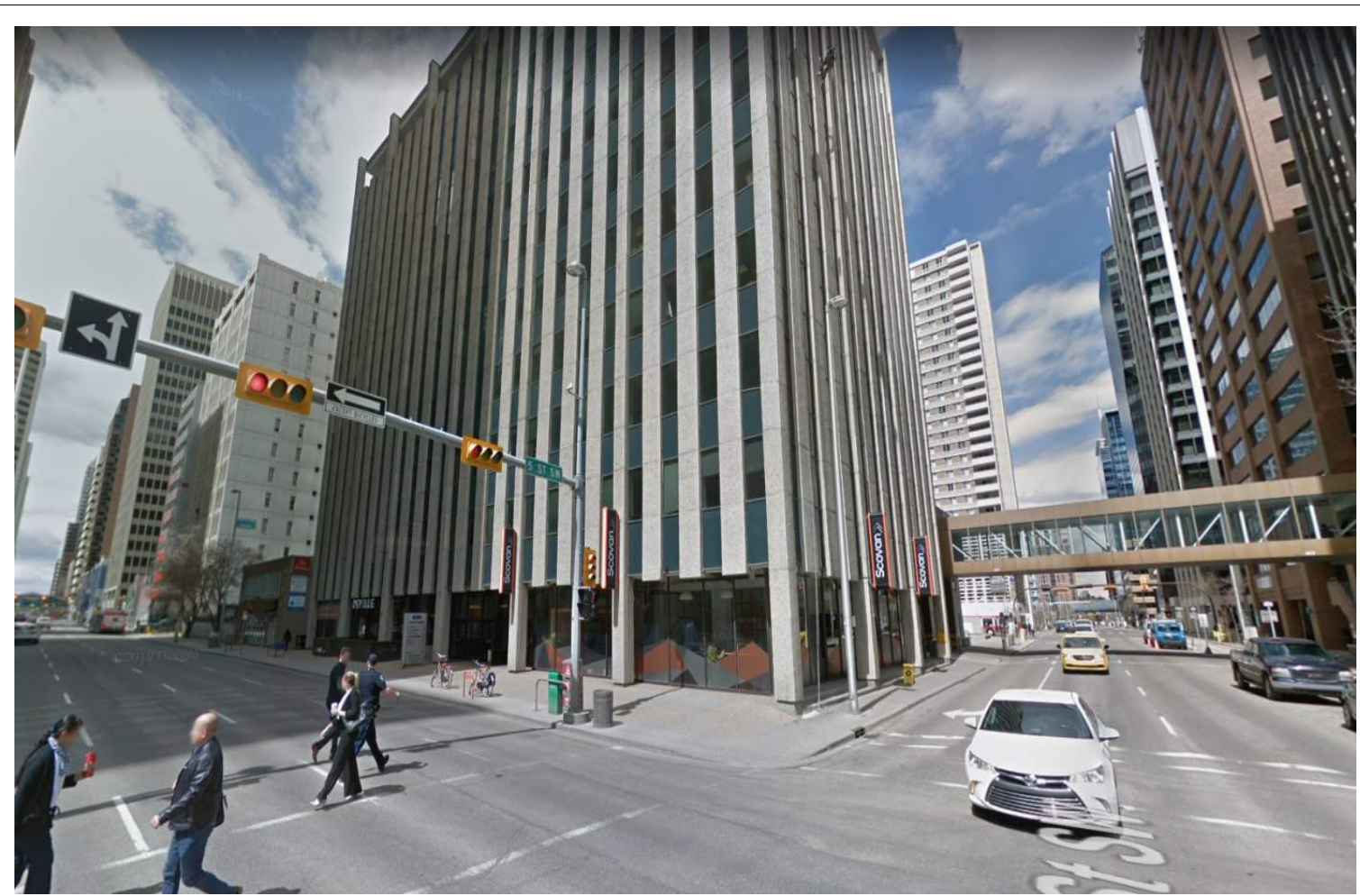
6 VIEW OF SITE FROM FRONT
N.T.S.



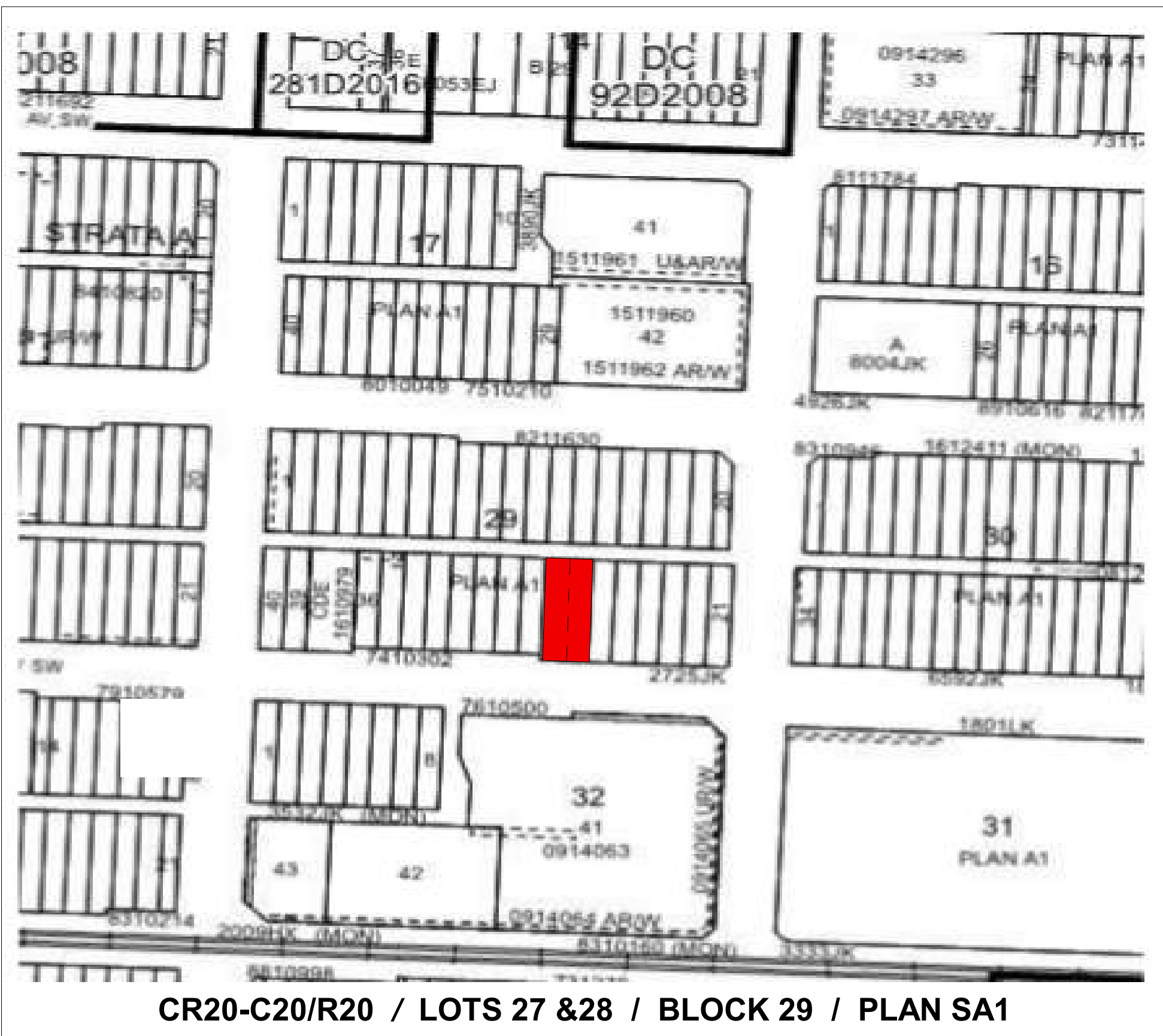
4 VIEW OF SITE FROM REAR
N.T.S.



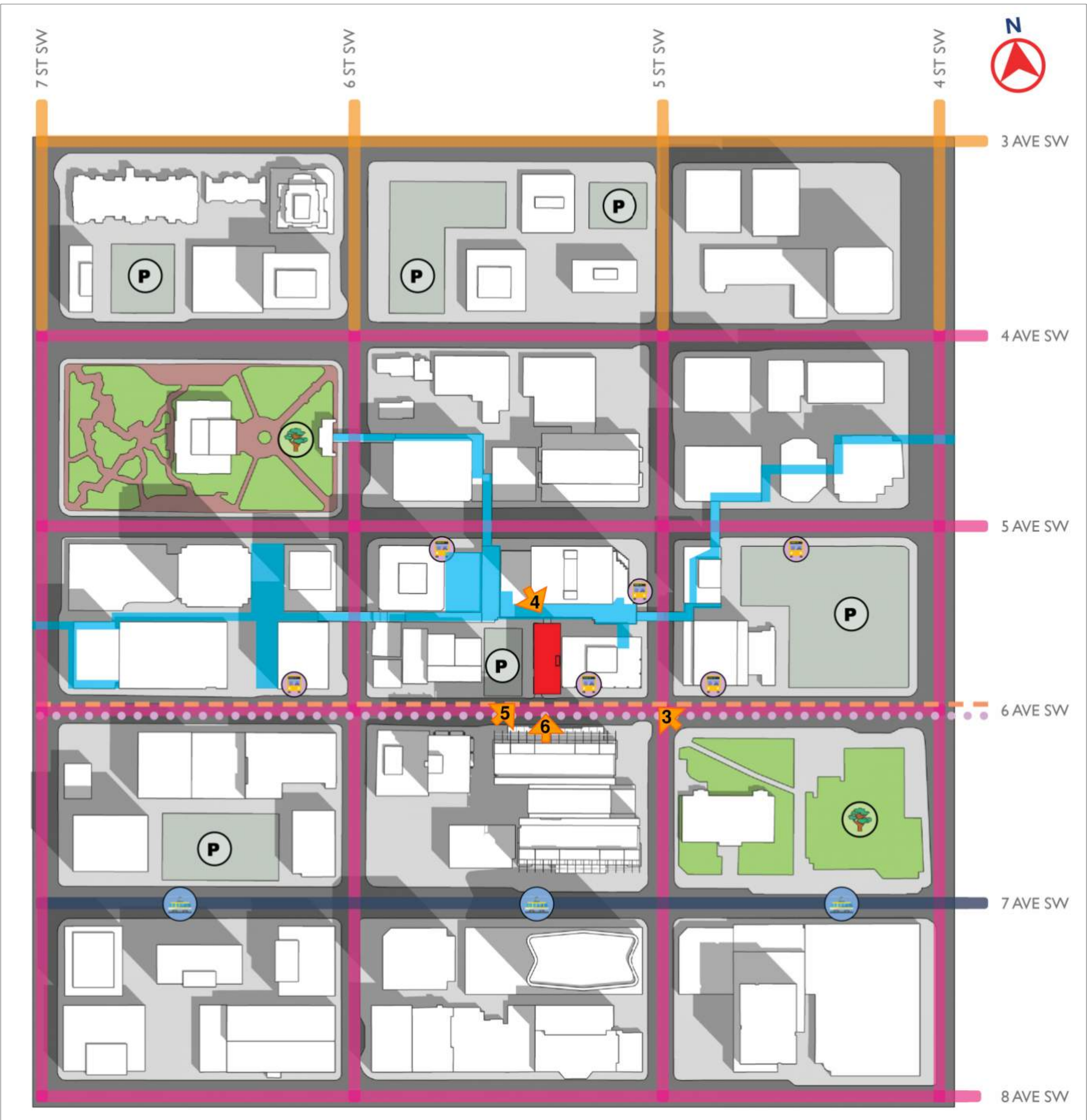
5 VIEW OF 630 6 AVE. S.W. AND SITE LOOKING N.E.
N.T.S.



3 VIEW LOOKING N.W. OF 600 6 AVE. S.W.
N.T.S.



2 LAND USE MAP/ LOCATION
N.T.S.



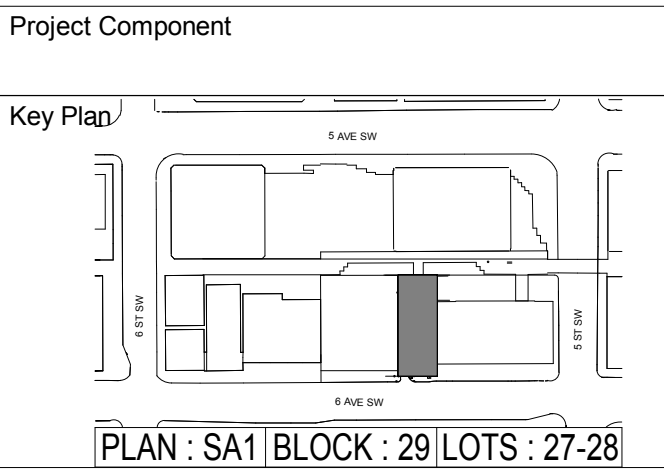
1 CONTEXT PLAN
N.T.S.

- SITE
- COMMERCIAL STREETS
- HIGH VOL. TRAFFIC PRIORITY
- PEDESTRIAN PRIORITY
- BUS ZONES
- TRANSIT STREETS
- RESIDENTIAL STREETS
- +15 WALKWAY SYSTEM
- PARKING
- TRANSIT STATIONS
- PARKS/GREEN SPACES
- VIEW LOCATION

DATE	ISSUED FOR	REV
2019-10-18	DEVELOPMENT PERMIT	A
2020-01-27	DEVELOPMENT PERMIT- R1	C

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Consultants

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Landscape: NORR ARCHITECTS & ENGINEERS LIMITED
Architecture: NORR ARCHITECTS & ENGINEERS LIMITED
Structural: CANAM MANAC
Mechanical: ARROW ENGINEERING
Electrical: ARROW ENGINEERING

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Project Manager CG	Drawn MK
Project Leader MK	Checked CG
Client TRIPLE ONE PROPERTIES	
2420 37 AVE NE, CALGARY, ALBERTA T2E 8S6	
Project HAMPTON INN BY HILTON	
614 6th AVENUE S.W. CALGARY, ALBERTA T2P 0S4	
Drawing Title SITE STATISTICS & CONTEXT PLAN / LAND USE MAP / SITE PHOTOS	
Scale As indicated	
Project No. ONBL18-0284	
Drawing No. A0-01	

Hampton Inn Revision 4 27-Jan-20

City of Calgary Planning - land Use Bylaw 1P2007
Development Permit Application Analysis of Requirements
http://lub.calgary.ca/

614 6th Avenue SW
City Centre
Downtown Commercial Core
Ward 8

Lot Size 50' x 130' 15.24m x 39.62m (approx.)
Lot Area 6500 sf 604.46 sm

Applicable Zoning
Part 13 Commercial Residential Districts
Division 3 CR20-C20/R20 Incentive Density
Use Hotel

FAR Incentives	Table	Item No	Items	Remarks	FAR Attained
Allowed as of right	3	7		MAX FAR allowed for Hotel use	3
Mandatory (additional incentive)					
4	8	8.0.4	On-Site Pedestrian Amenities	Requirement	4
		(a)	At grade pedestrian circulation, 2.134 setback at 6th Ave elevation	Complies	
		(b)	At grade pedestrian circulation corner lot	discussed with File Manager)	
		(c)	(i) (A) +15 Skywalk System - elements for potential connection to +15 unobstructed with of 4.5 meter oriented for the greatest opportunity for connection, and extension of (i) (C) vertical movement opportunities: publicly accessible elevator staircase with a minimum unobstructed width of 2.0 meters (ii) financial contribution to the +15 Skywalk System Fund	Written confirmation received from Roads that 3.5m connection was accepted Accessible elevator provided; written confirmation received form Roads that 1.5m wide staircase was accepted Not targeted	
8 max		8.22	Indoor Public Hotel Space	Conference facility ratio 1:18 All other indoor hotel public spaces 1:10	8
1		8.23	+ 15 Skywalk System Bridge	A minimum 11.0 FAR must be achieved prior to use of this item. 1.0 FAR for each +15 bridge	0.67
1max		8.24	+ 15 Skywalk System Feature Access	Elevator or stair that creates a focal point	1
Total					16.67

- The above is a summary of the FAR calculation of Table 8: Public Amenity Items evaluation by the City of Calgary, with the exception that at present we are not pursuing 8.21 Exceptional Design.
- See attached evaluation for your reference.

CONFERENCE FACILITIES		
	sm	sft
LEVEL 2	220.9	2,377.2
	220.9	2,377.2

INDOOR PUBLIC SPACES		
	sm	sft
LEVEL 1	97.8	1,053.0
Retail	42.9	478.3
LEVEL 2	74.0	796.1
	214.7	2,327.5

INDOOR PUBLIC SPACES

CONFERENCE FACILITIES



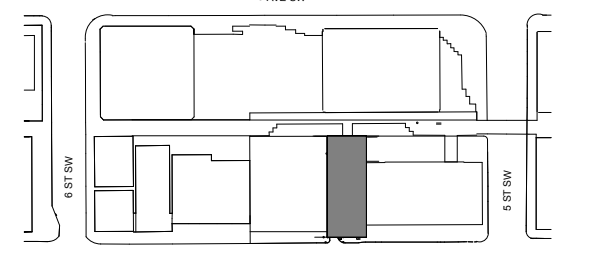
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Project Component

Key Plan



PLAN : SA1 BLOCK : 29 LOTS : 27-28

Consultants
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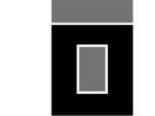
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Prior Member: NORR Architects Inc. Prior Member: NORR Engineers Inc.

Project Manager
CG
Project Leader
MK
Client

TRIPLE ONE PROPERTIES



2420 37 AVE NE, CALGARY, ALBERTA T2E 8S6

Project
HAMPTON INN BY HILTON

614 6th AVENUE S.W.
CALGARY, ALBERTA T2P 0S4

Drawing Title
FAR CALCULATION

Scale
As indicated

Project No.
ONBL18-0284

Drawing No.
A0-02

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SEPTEMBER 21 - 10 AM



SEPTEMBER 21 - 12 PM

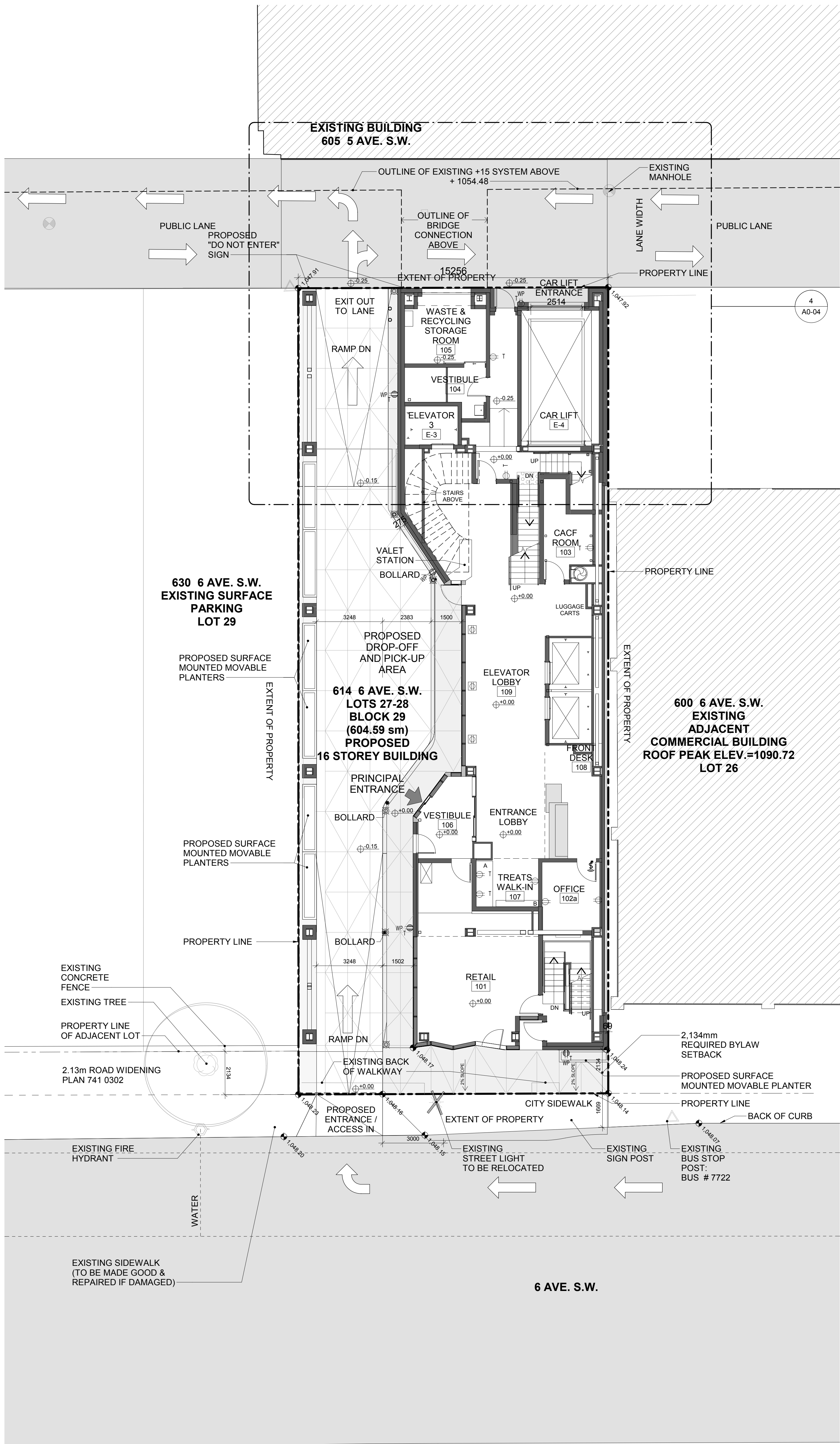


SEPTEMBER 21 - 2 PM



SEPTEMBER 21 - 4 PM

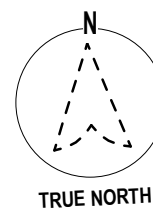
2 SHADOW STUDY
A0-03 N.T.S.



1 OVERALL SITE PLAN
A0-03 SCALE: 1:100

+0.00 FIN FLOOR DATUM = 1048.2m GEODETIC DATUM
ABOVE SEA LEVEL

xxx - GEODETIC DATUM
xxx - ELEVATION



SCALE: 1:100 0 1m 2.5m 5m 10m

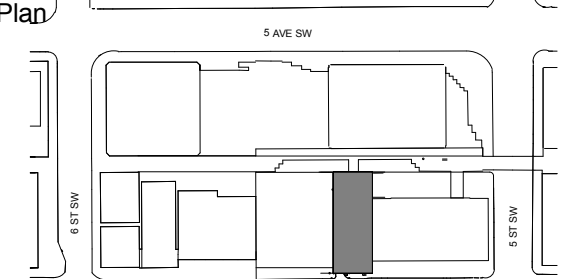
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Project Component

Key Plan



PLAN : SA1 BLOCK : 29 LOTS : 27-28

Consultants

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Structural: CANAM MANAC
Mechanical: ARROW ENGINEERING
Electrical: ARROW ENGINEERING

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Project Manager

CG

Project Leader

AK

Client

TRIPLE ONE PROPERTIES



2420 37 AVE NE, CALGARY, ALBERTA T2E 8S6

Project

HAMPTON INN BY HILTON

614 6th AVENUE S.W.
CALGARY, ALBERTA T2P 0S4

Drawing Title

OVERALL SITE PLAN & SHADOW STUDY

Scale

As indicated

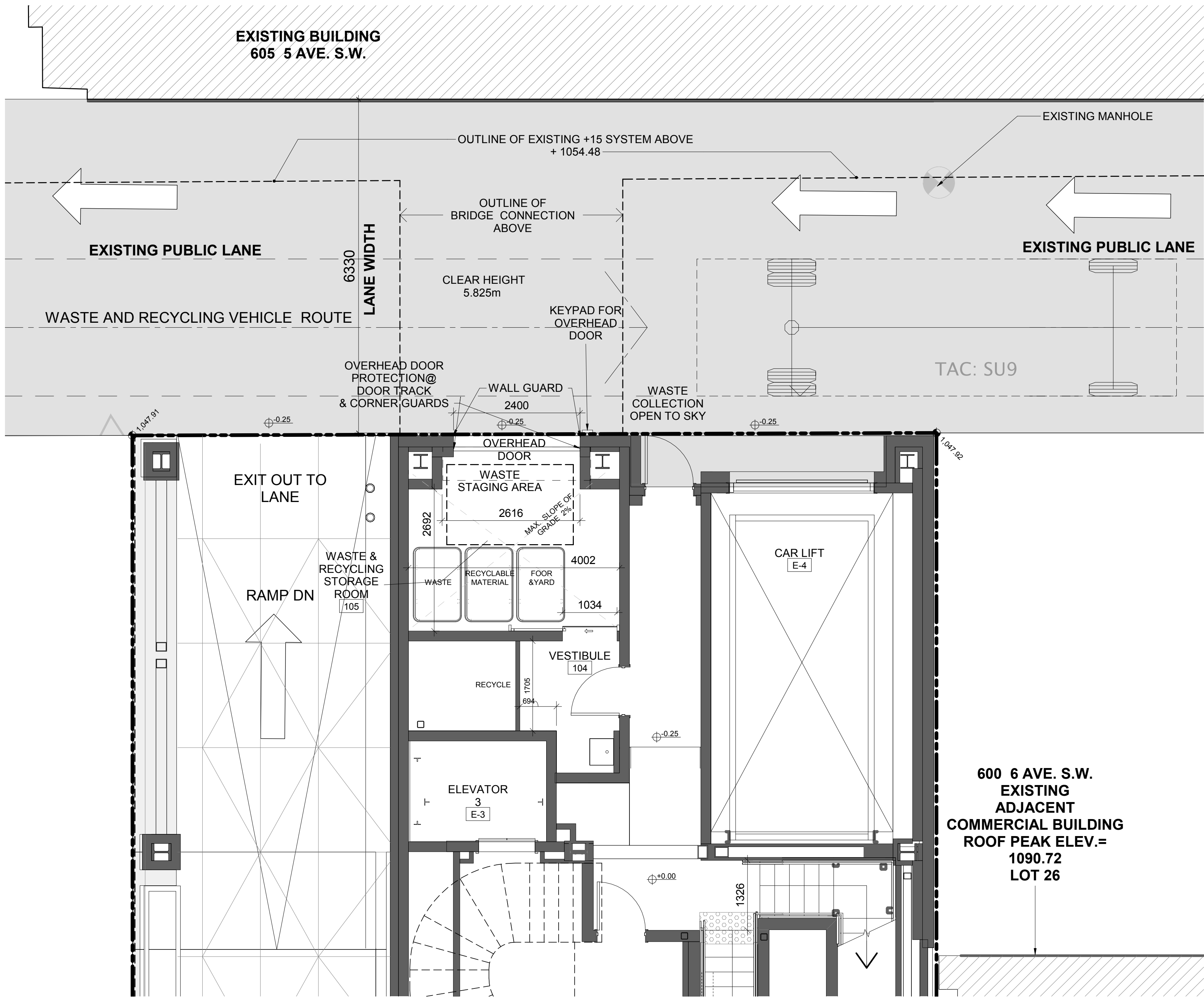
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ONBL18-0284

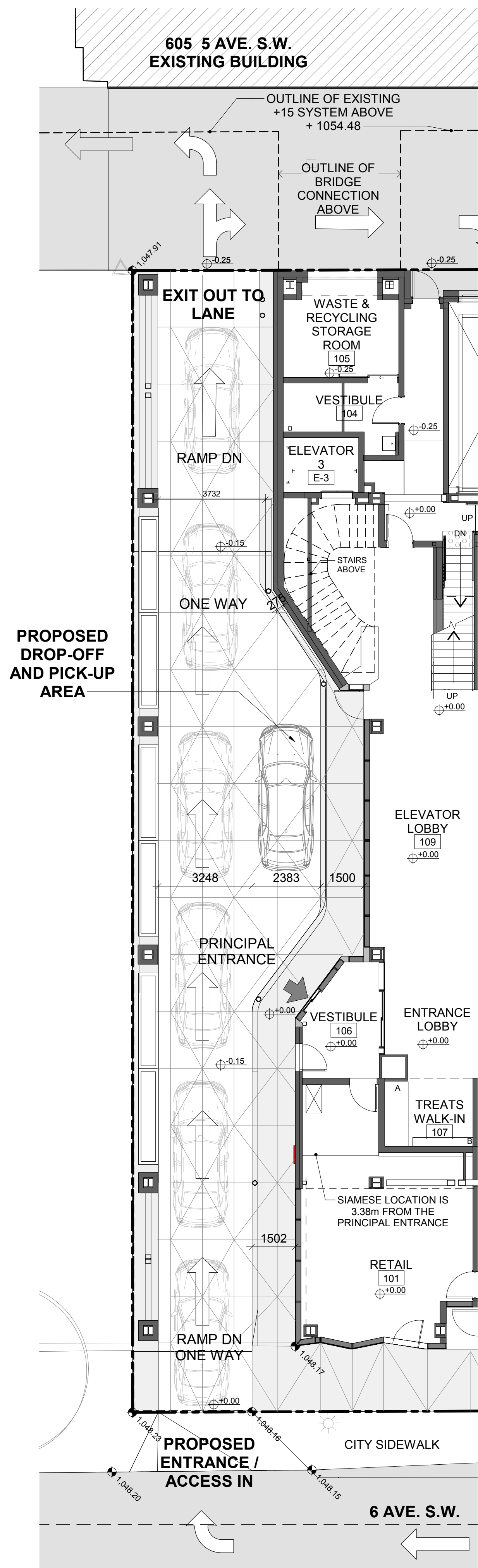
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A0-03

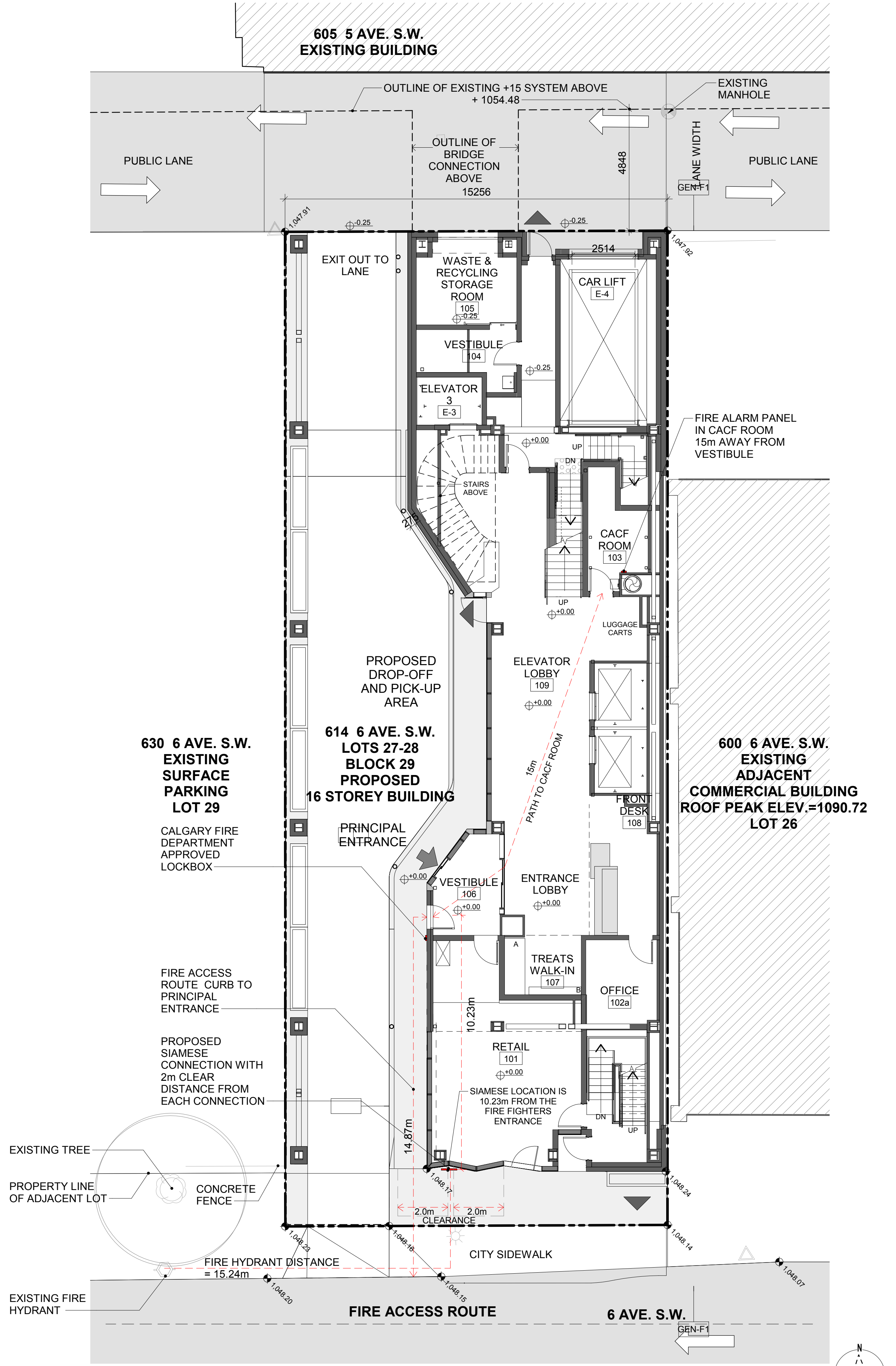
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4 WASTE & RECYCLING ROOM
SCALE: 1:50



2 DRIVEWAY ACCESS PARTIAL PLAN
SCALE: 1:100



1 FIRE DEPARTMENT CONNECTION
SCALE: 1:100

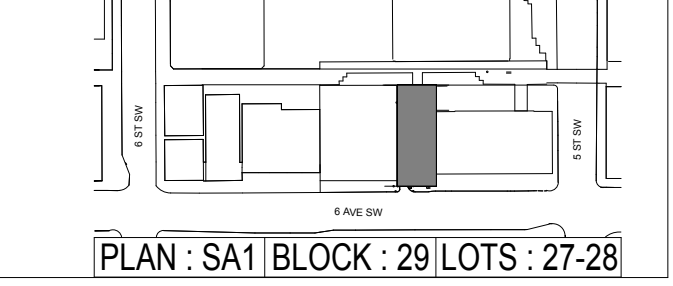
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2020-01-27	DEVELOPMENT PERMIT- R1	C

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Project Component

Key Plan



Consultants

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- Structural: CANAM MANAC
- Mechanical: ARROW ENGINEERING
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CG
Project Leader
MK
Client

TRIPLE ONE PROPERTIES

2420 37 AVE NE, CALGARY, ALBERTA T2E 8S6

Project
HAMPTON INN BY HILTON

614 8th AVENUE S.W.
CALGARY, ALBERTA T2P 0S4

Drawing Title
FIRE DEPARTMENT CONNECTION, DRIVEWAY ACCESS AND WASTE & RECYCLING PLAN

Scale
As indicated

Project No.
ONBL18-0284

Drawing No.
A0-04

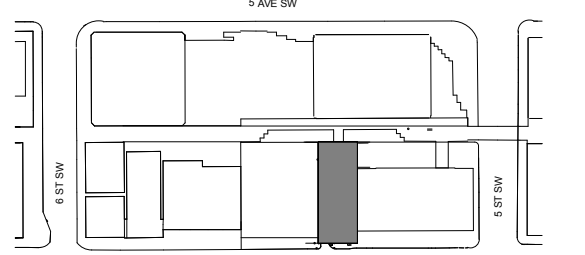
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Project Component

Key Plan



PLAN : SA1 BLOCK : 29 LOTS : 27-28

Consultants

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- Electrical: ARROW ENGINEERING

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Project Manager

CG

Project Leader

AK

Client

TRIPLE ONE PROPERTIES



2420 37 AVE NE, CALGARY, ALBERTA T2E 8S6

Project

HAMPTON INN BY HILTON

614 6th Avenue S.W.

CALGARY, ALBERTA T2P 0S4

Drawing Title

PROPOSED LEVEL 01, LOWER LEVEL 01 & 02 FLOOR PLANS

Scale

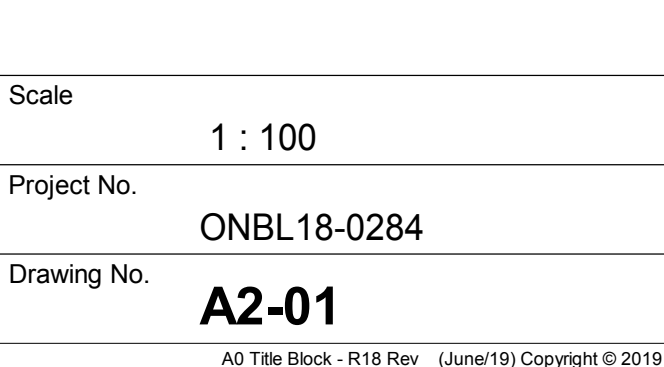
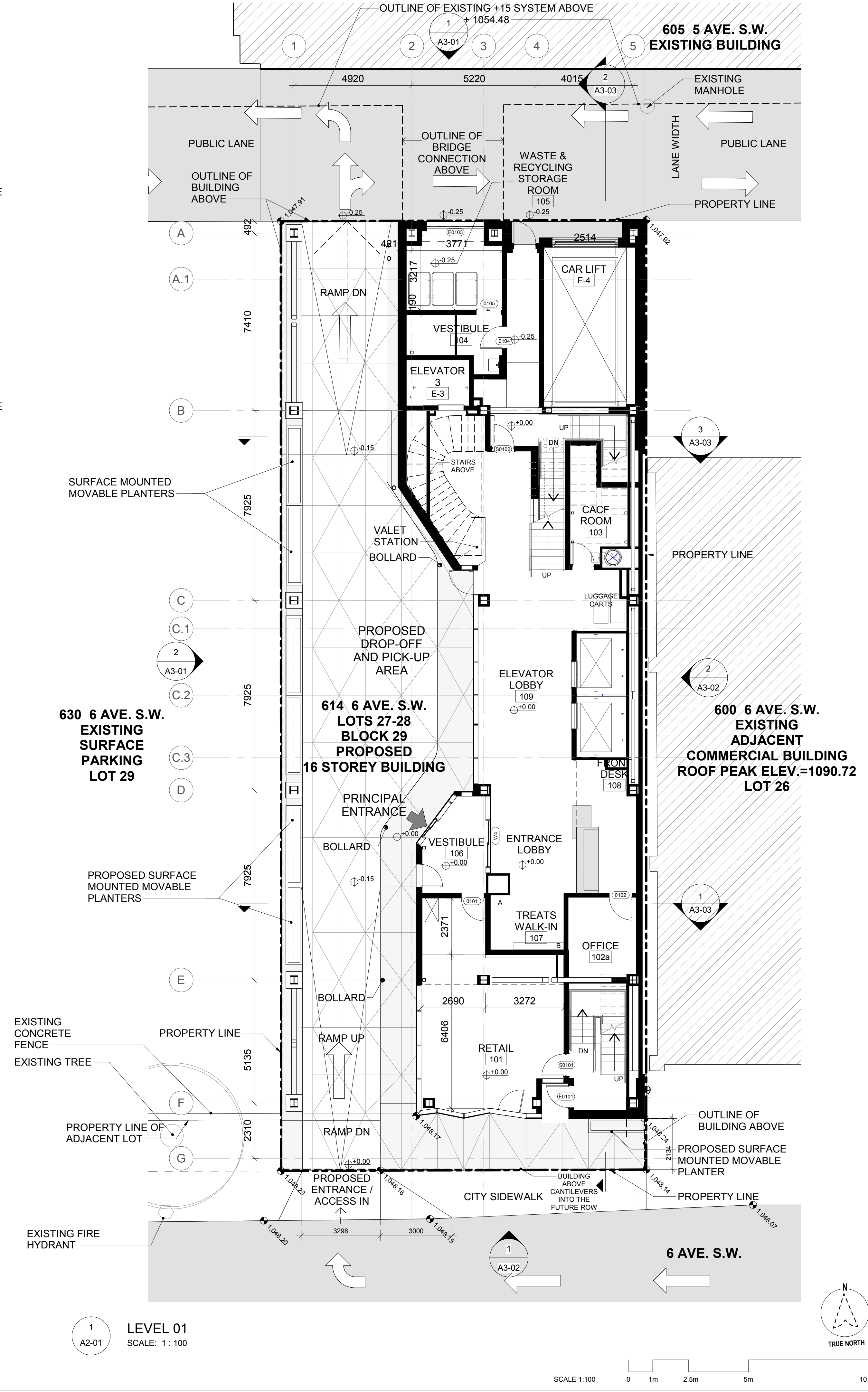
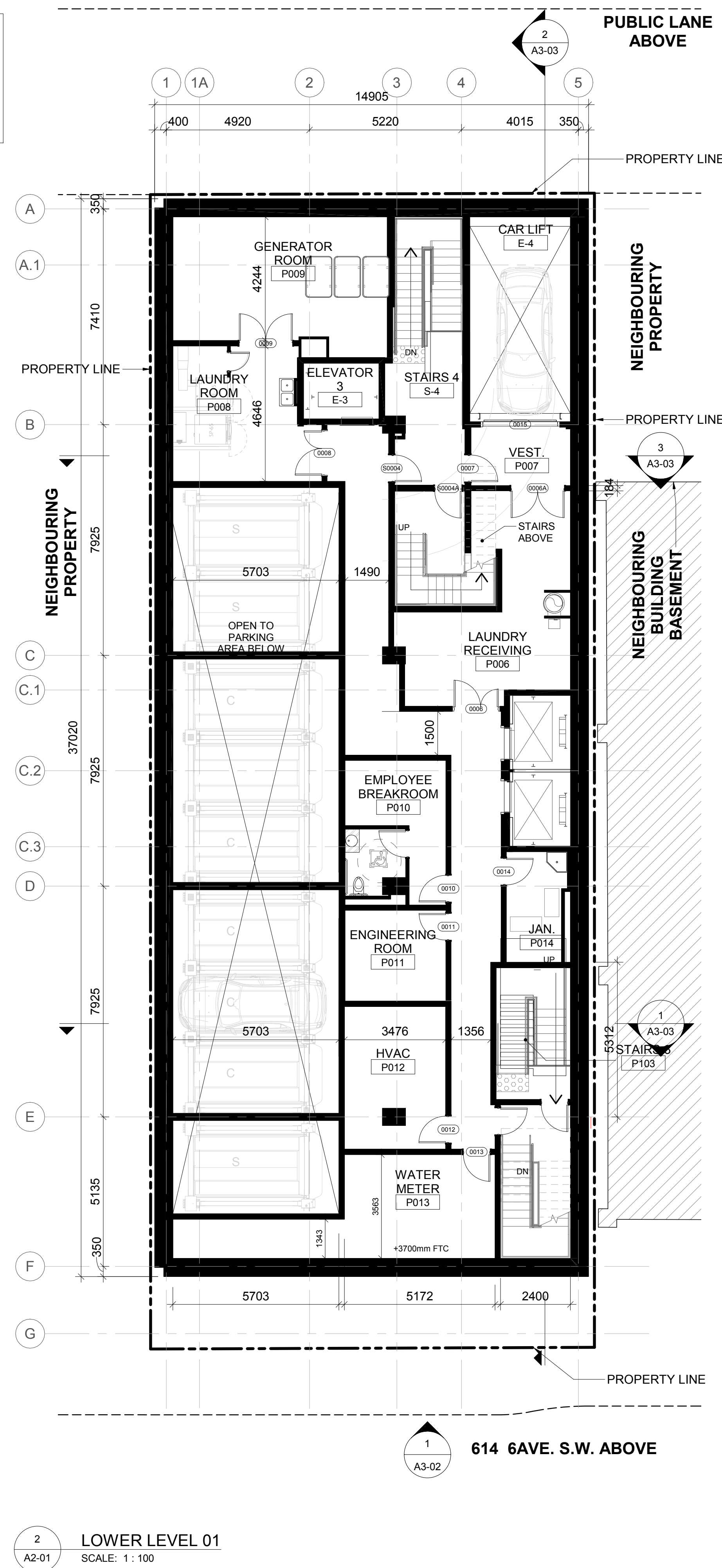
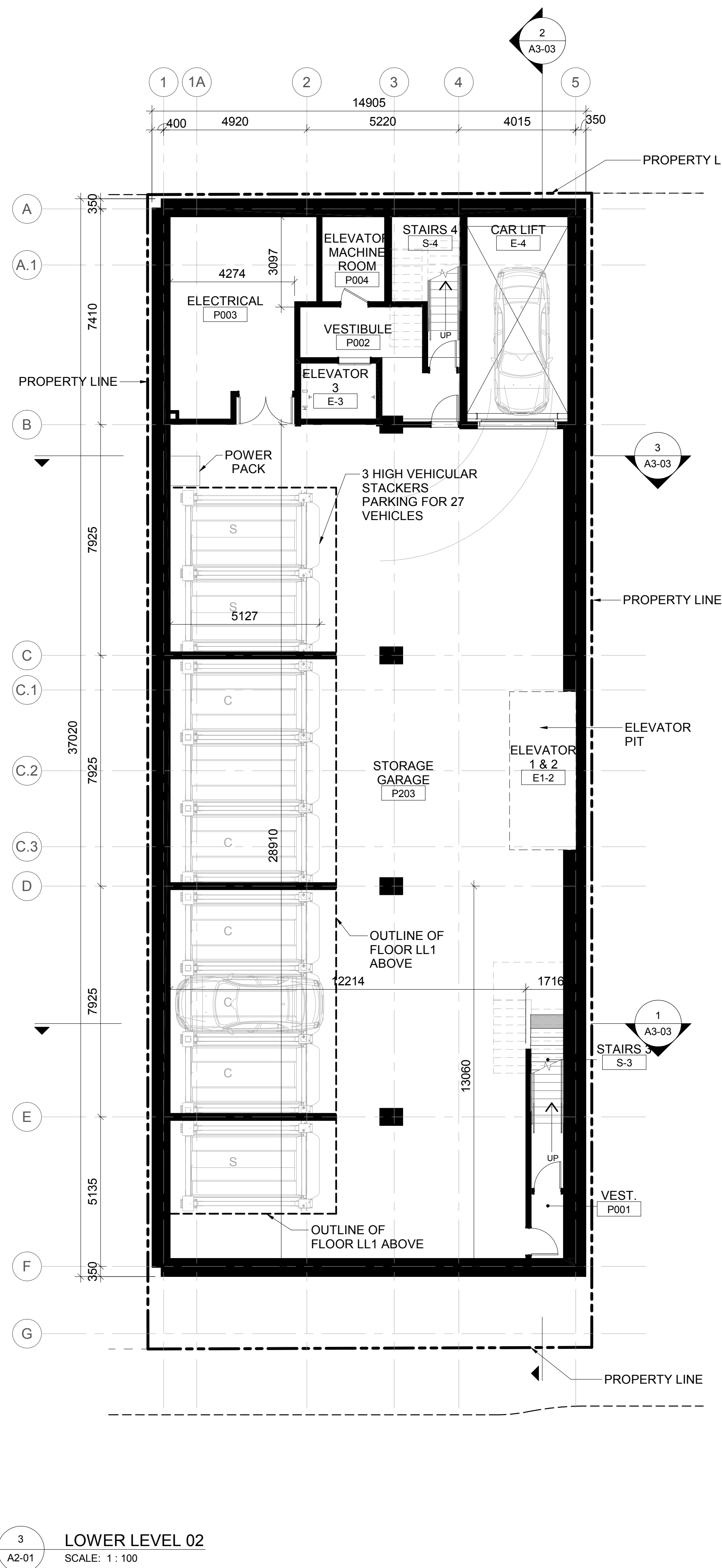
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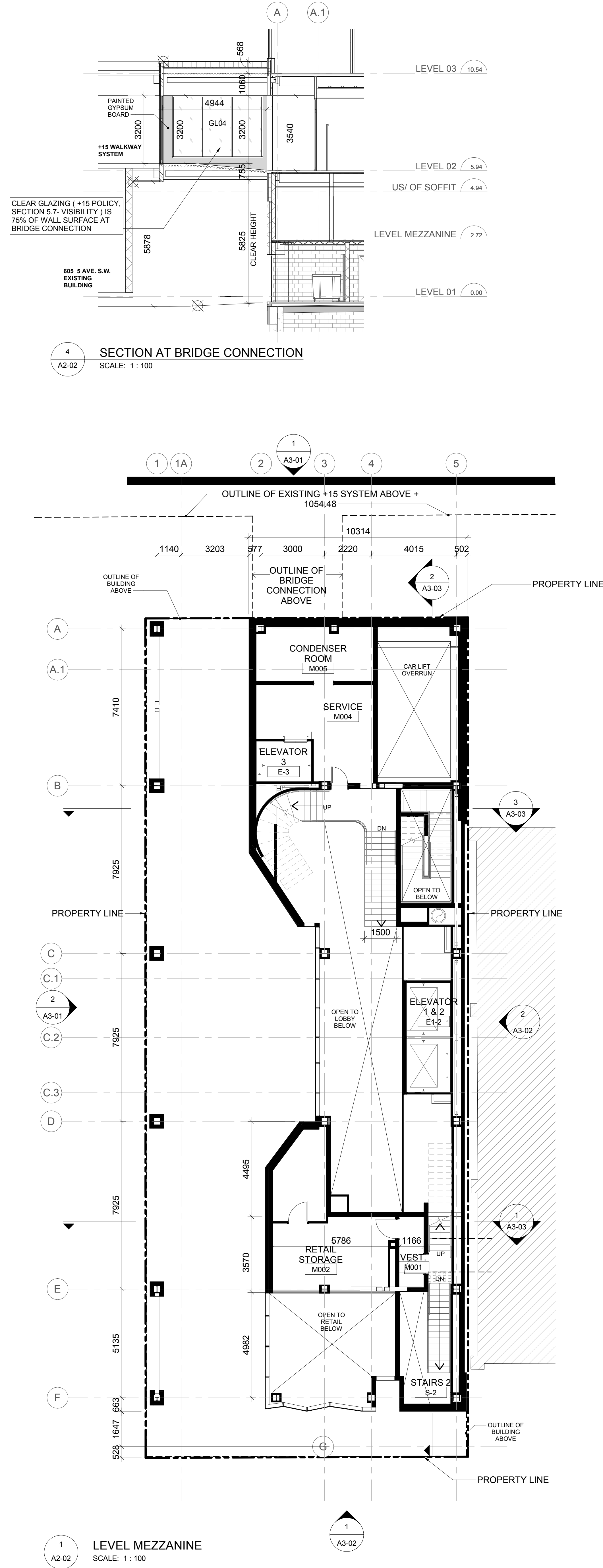
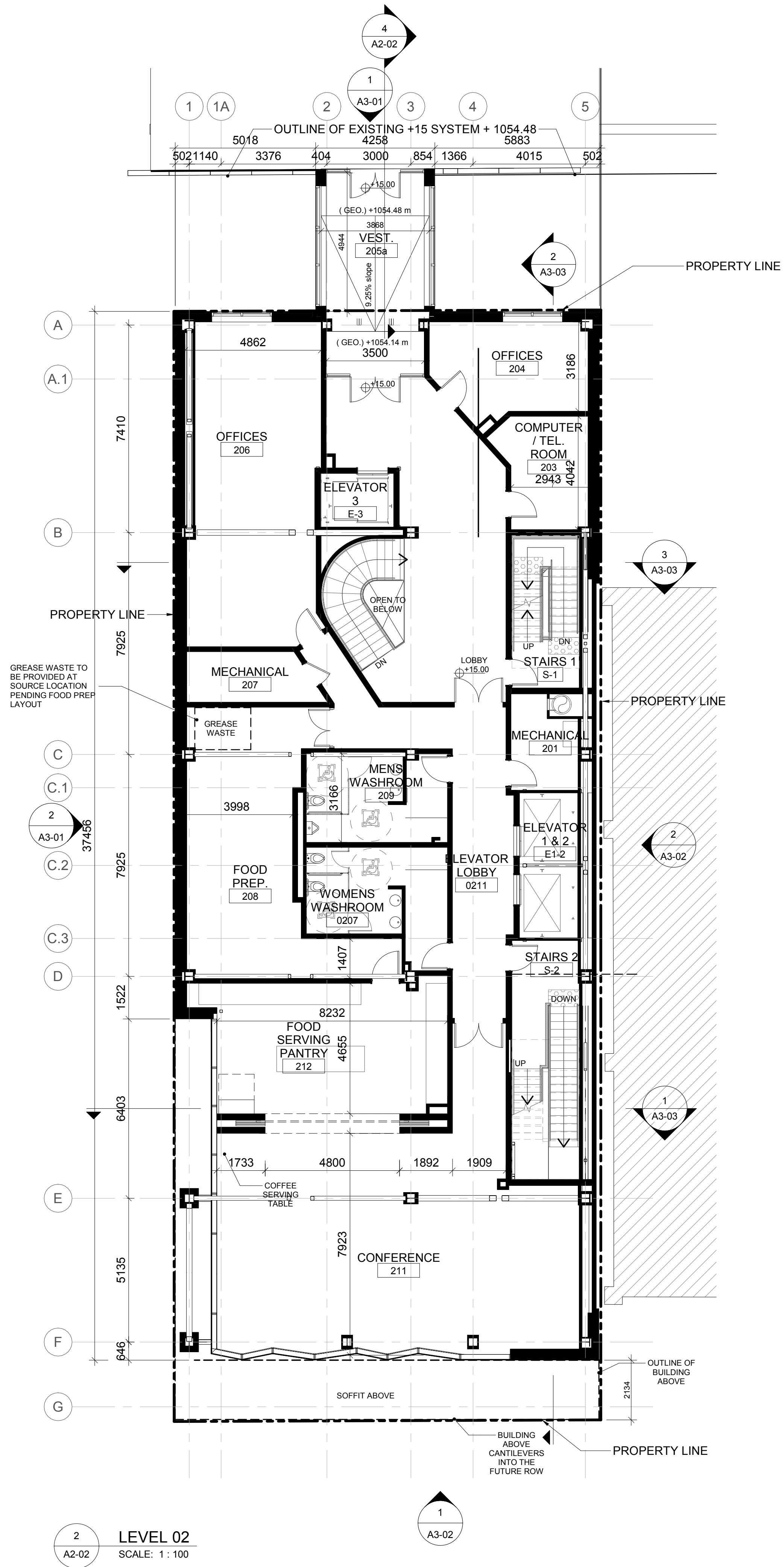
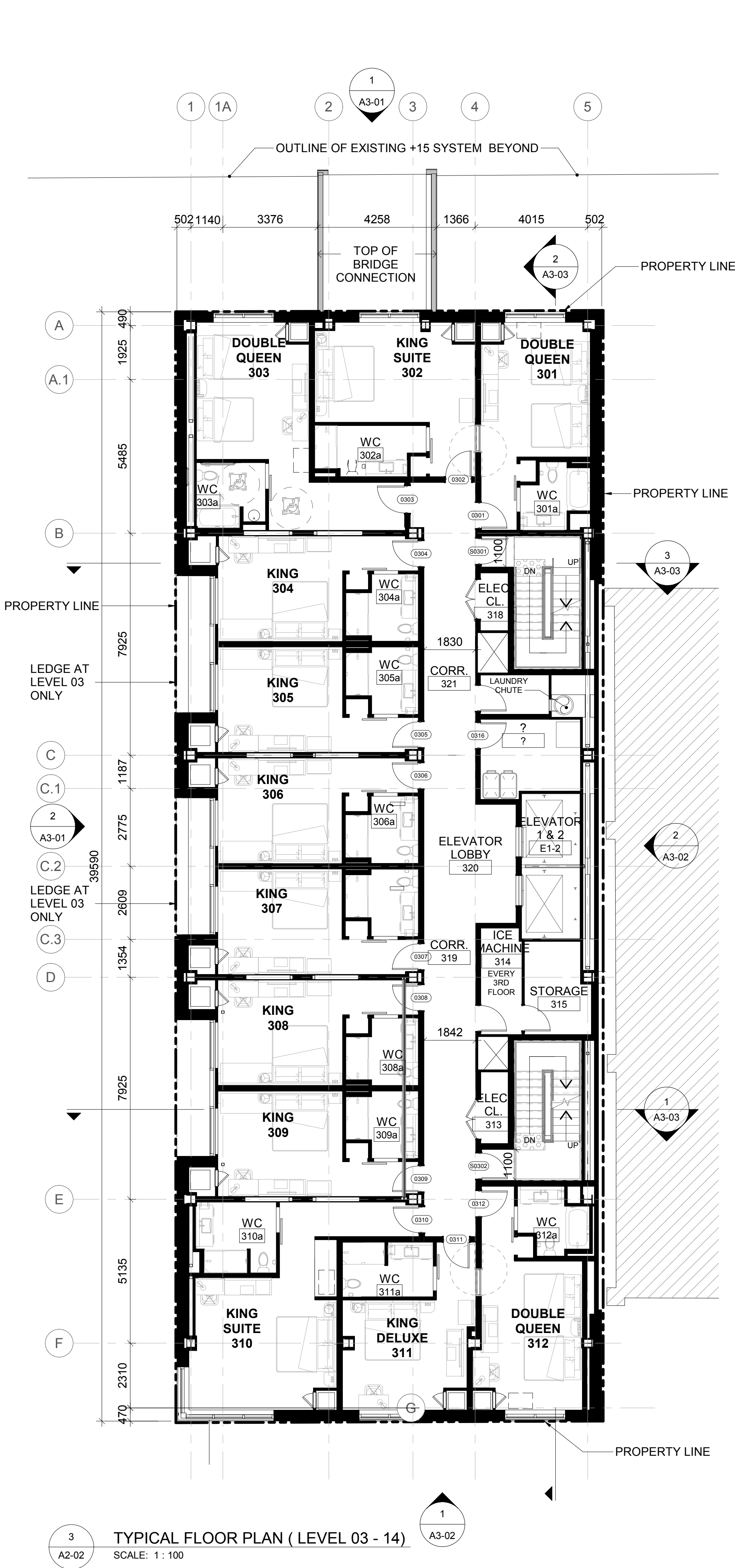
Project No.

ONBL18-0284

Drawing No.

A2-01





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Project Component

Key Plan

PLAN : SA1 BLOCK : 29 / LOTS : 27-28

Consultants

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- Landscaping: NORR ARCHITECTS & ENGINEERS LIMITED
- Architecture: NORR ARCHITECTS & ENGINEERS LIMITED
- Structural: CANAM MANAC
- Mechanical: ARROW ENGINEERING
- Electrical: ARROW ENGINEERING

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From Architects Architects Limited to From Architects Engineers

Project Manager CG	Drawn MK
Project Leader MK	Checked CG

Client

TRIPLE ONE PROPERTIES

2420 37 AVE NE, CALGARY, ALBERTA T2E 8S6

Project

HAMPTON INN BY HILTON

614 6th AVENUE S.W.
CALGARY, ALBERTA T2P 0S4

Drawing Title

PROPOSED LEVEL MEZZANINE, LEVEL 02 & GUESTROOM (TYP 03-14) FLOOR PLANS

Scale

1 : 100

Project No.

ONBL18-0284

Drawing No.

A2-02

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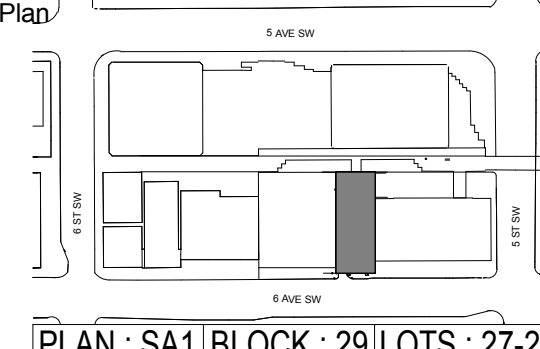
DATE	ISSUED FOR	REV
2019-10-18	DEVELOPMENT PERMIT	A

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Project Component

Key Plan



PLAN - SA1 BLOCK, 29 LOTS, 27-28

Consultants

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Landscape: NORR ARCHITECTS & ENGINEERS LIMITED
Architecture: NORR ARCHITECTS & ENGINEERS LIMITED
Structural: CANAM MANAC
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2420 37 AVE NE, CALGARY, ALBERTA T2E 8S6

Project

HAMPTON INN BY HILTON

614 6th AVENUE S.W.
CALGARY, ALBERTA T2P 0S4

Drawing Title

PROPOSED LEVEL 15, LEVEL 16 FLOOR PLANS & ROOF PLAN

Scale

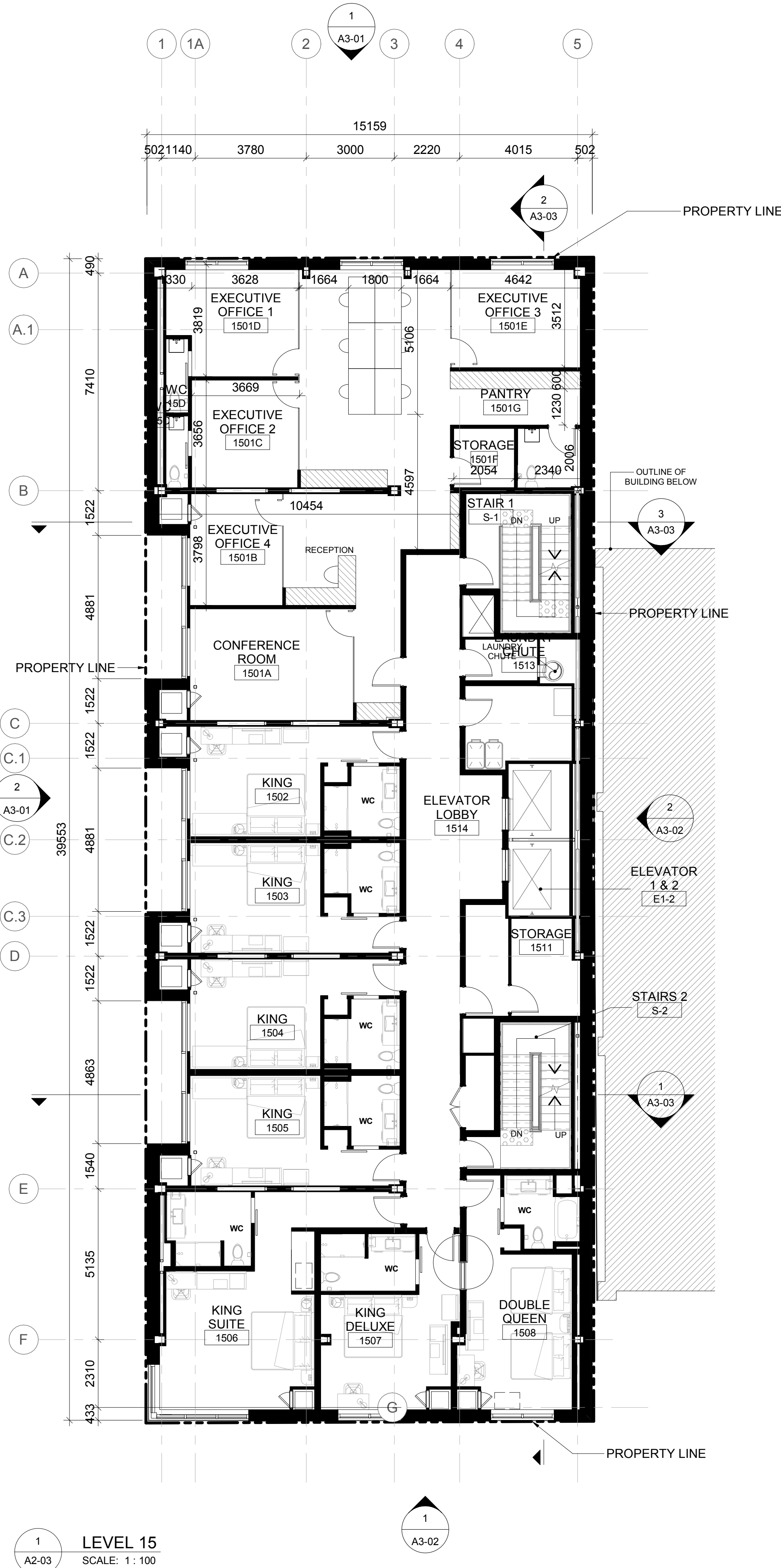
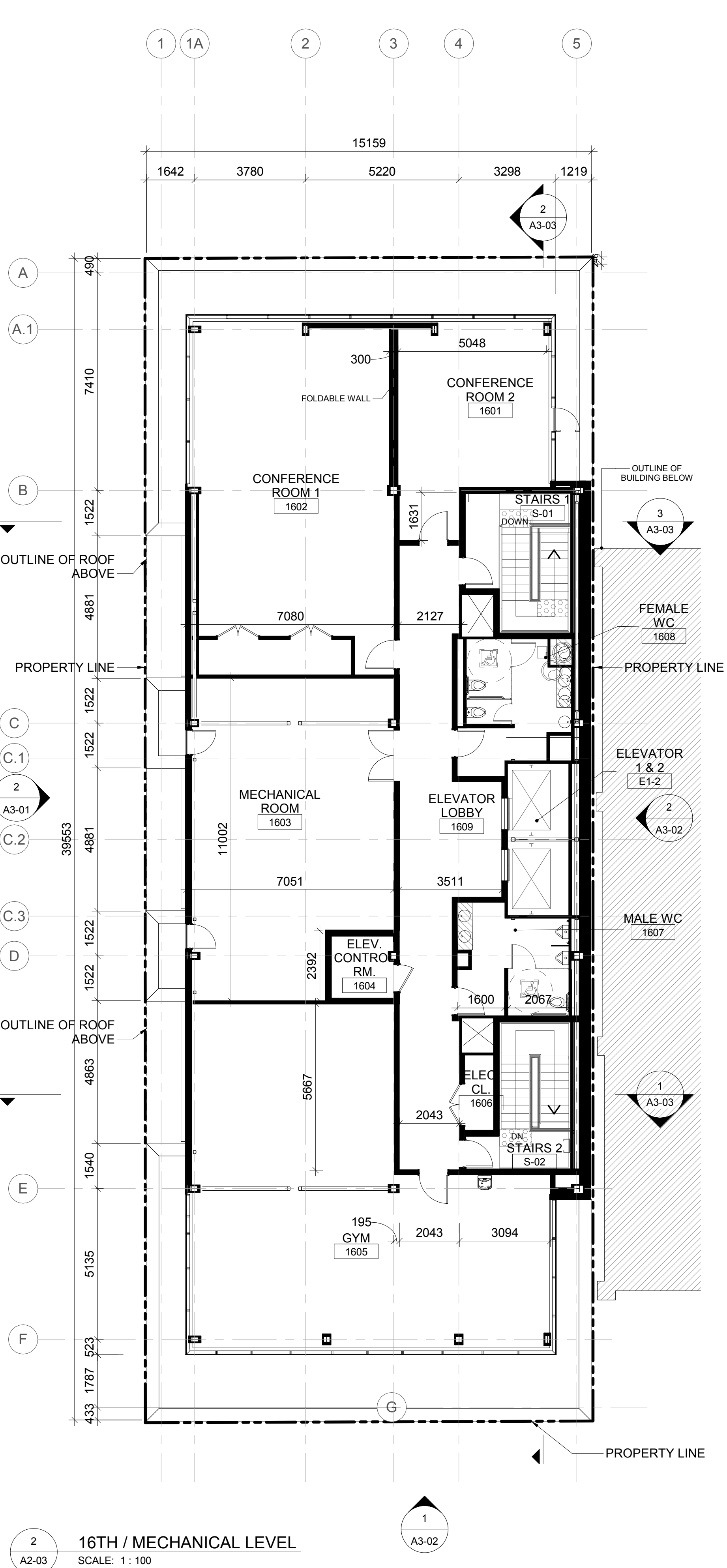
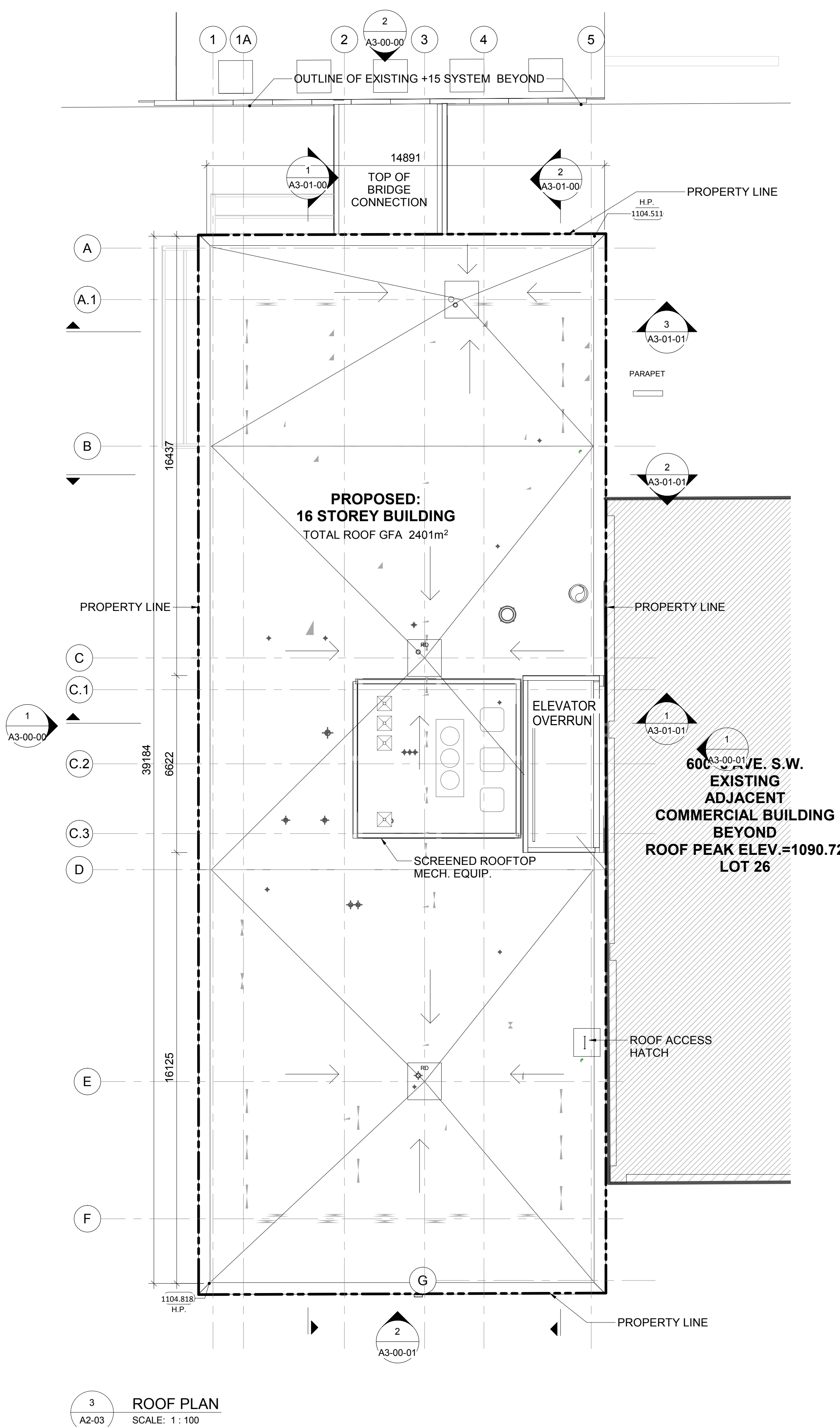
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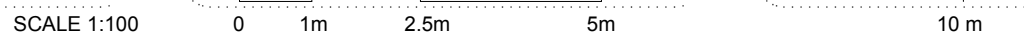
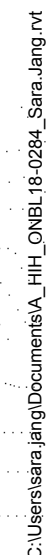
Project No.

ONBL18-0284

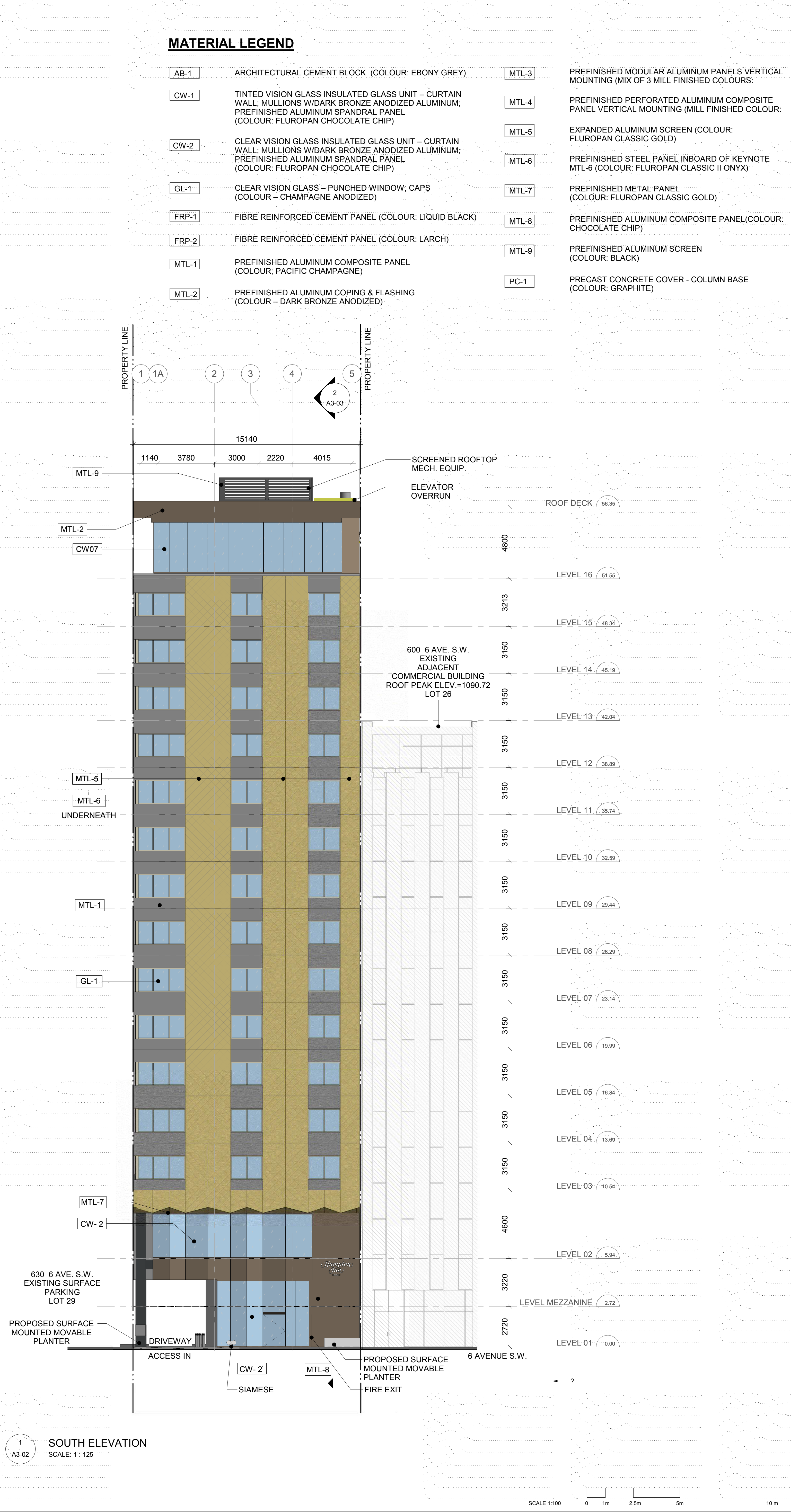
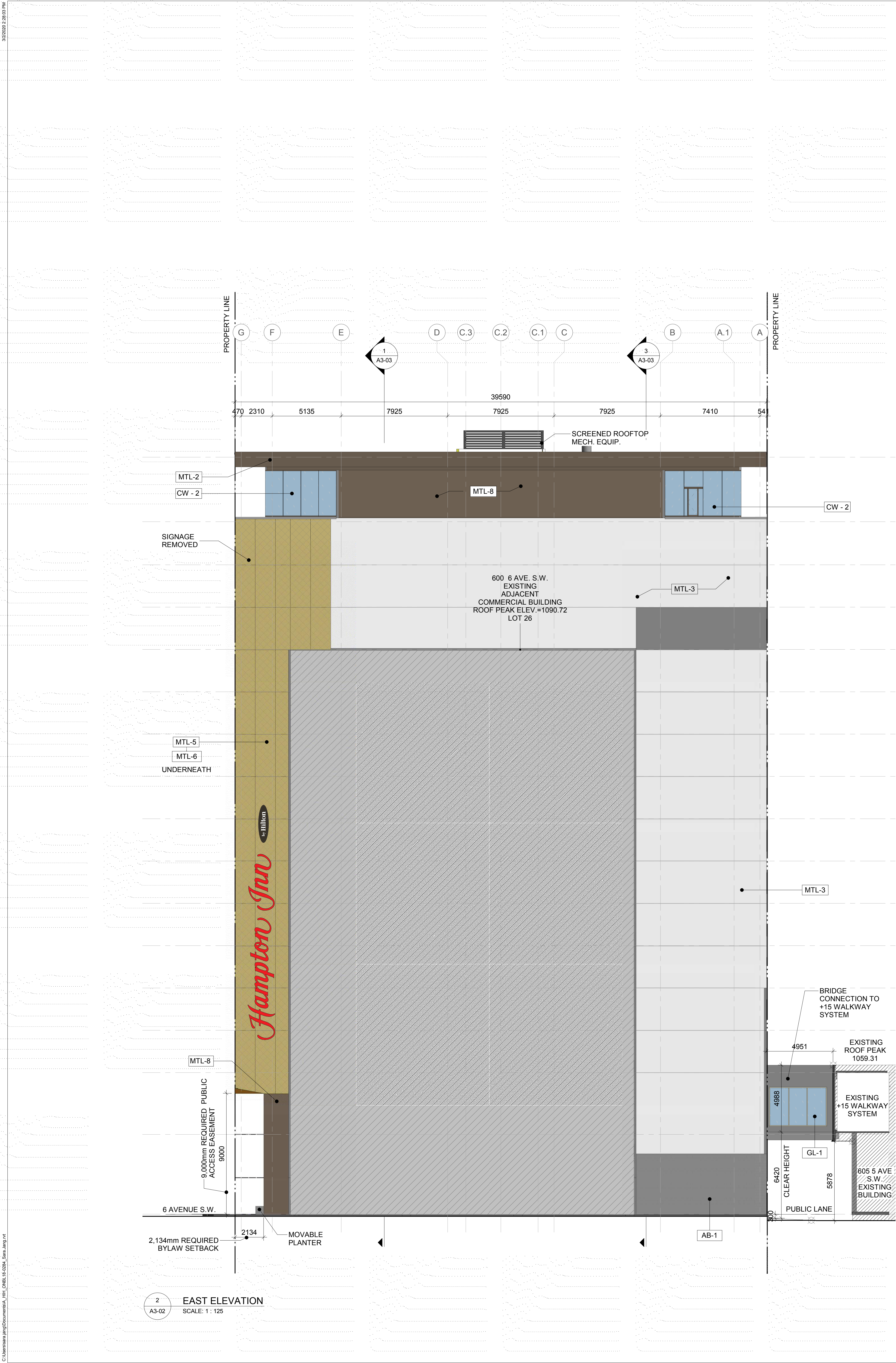
Drawing No.

A2-03





Scale	1 : 125
Project No.	ONBL18-0284
Drawing No.	A3-01



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Project Component

Key Plan

PLAN : SA1 BLOCK : 29 LOTS : 27-28

Consultants

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Landscape: NORR ARCHITECTS & ENGINEERS LIMITED
Architecture: NORR ARCHITECTS & ENGINEERS LIMITED
Structural: CANAM MANIC
Mechanical: ARROW ENGINEERING
Electrical: ARROW ENGINEERING

Seal(s)

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Calgary, AB, Canada T2G 4Y5
norr.com

NORR Architects Engineers Planners
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Project Manager
CG

Project Leader
MK

Client

Drawn
MK

Checked
CG

TRIPLE ONE PROPERTIES

2420 37 AVE NE, CALGARY, ALBERTA T2E 8S6

Project
HAMPTON INN BY HILTON

614 8th AVENUE S.W.
CALGARY, ALBERTA T2P 0S4

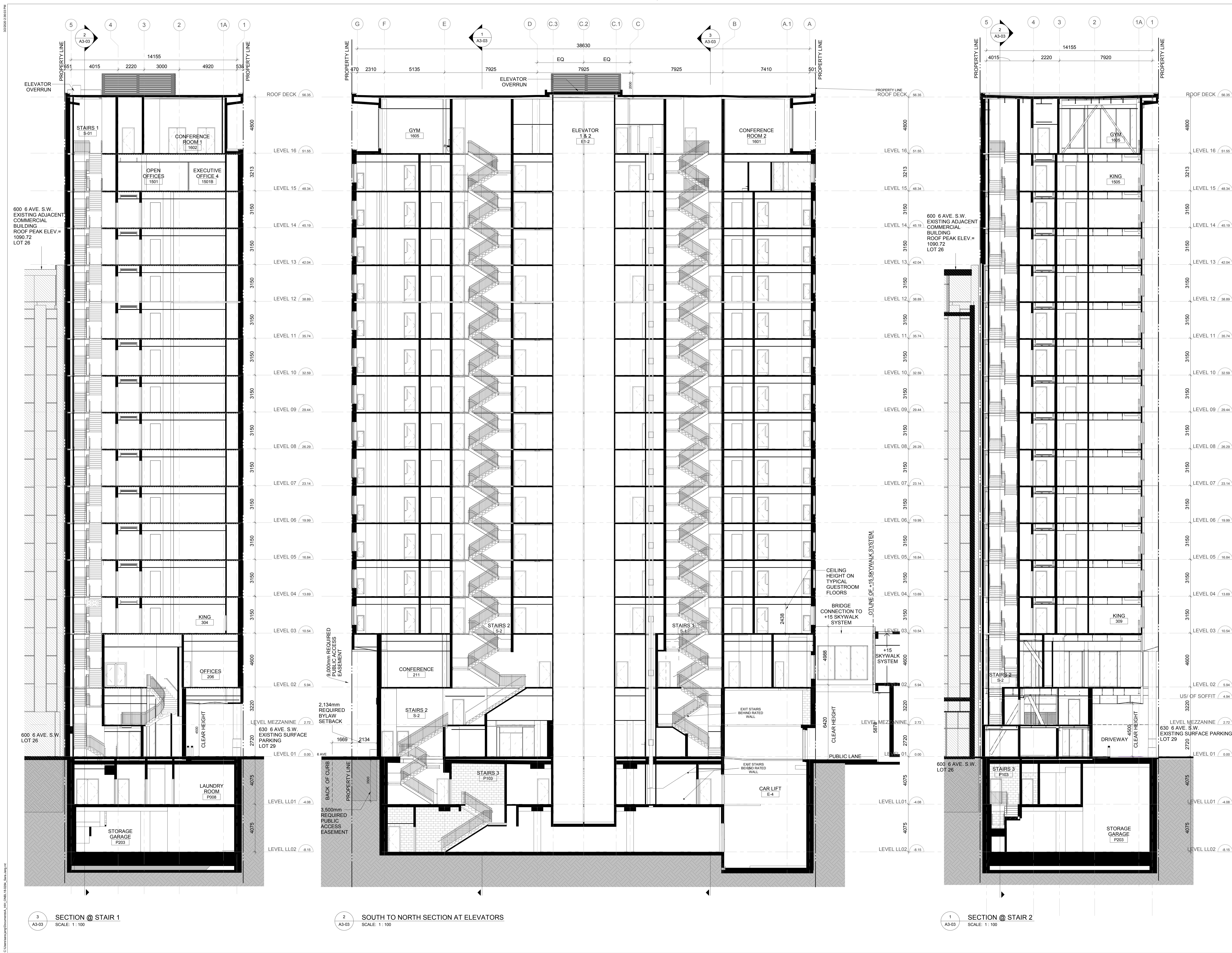
Drawing Title
SOUTH AND EAST ELEVATIONS

Scale
1 : 125

Project No.
ONBL18-0284

Drawing No.
A3-02

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Project Component

Key Plan

PLAN: SA1 BLOCK: 29 LOTS: 27-28

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Calgary, AB, Canada T2G 4Y5
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Project Manager	Drawn
CG	MK

Project Leader	Checked
MK	CG

Client

TRIPLE ONE PROPERTIES

2420 37 AVE NE, CALGARY, ALBERTA T2E 8S6

Project

HAMPTON INN BY HILTON

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CALGARY, ALBERTA T2P 0S4

Drawing Title

BUILDING SECTIONS

Scale

1 : 100

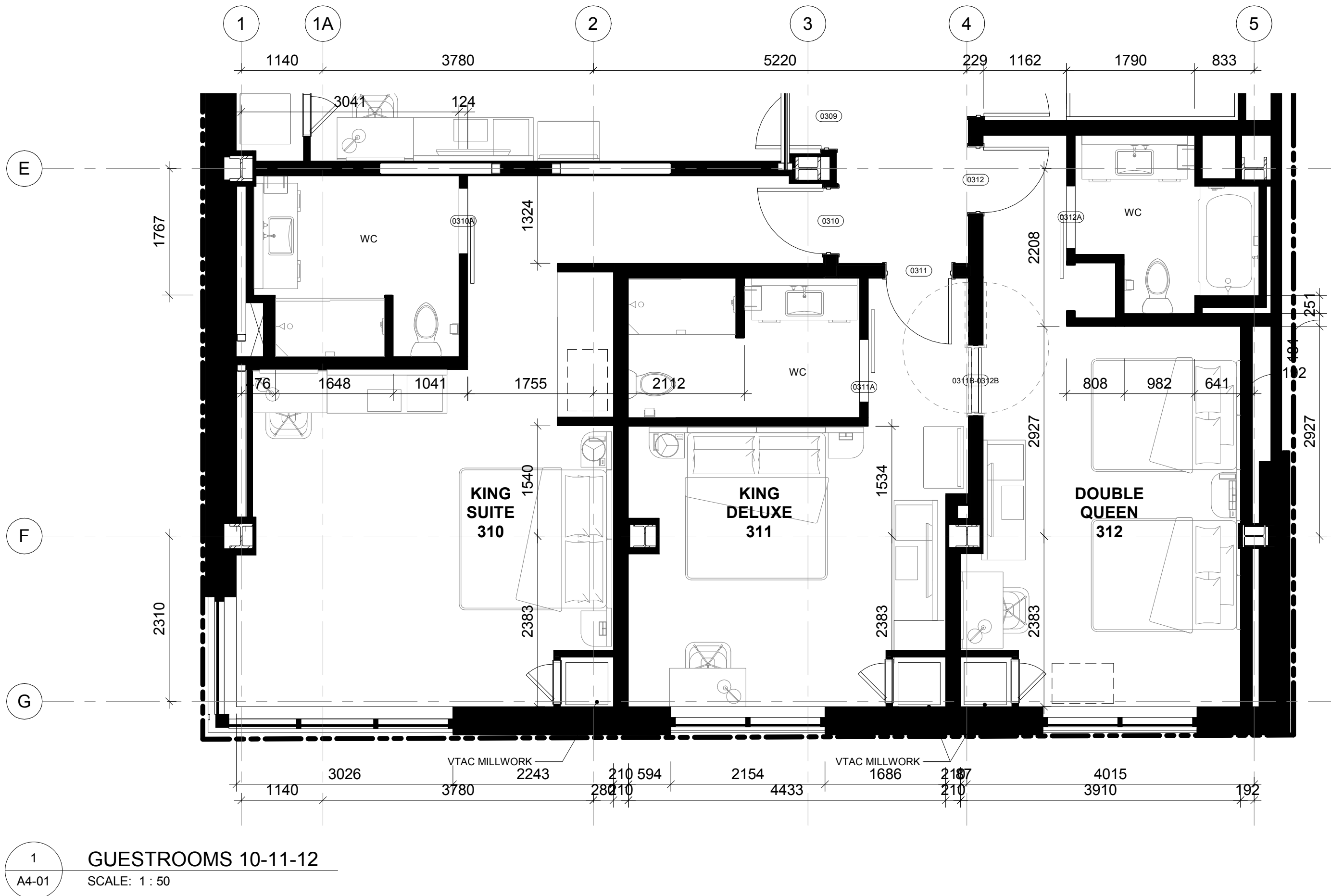
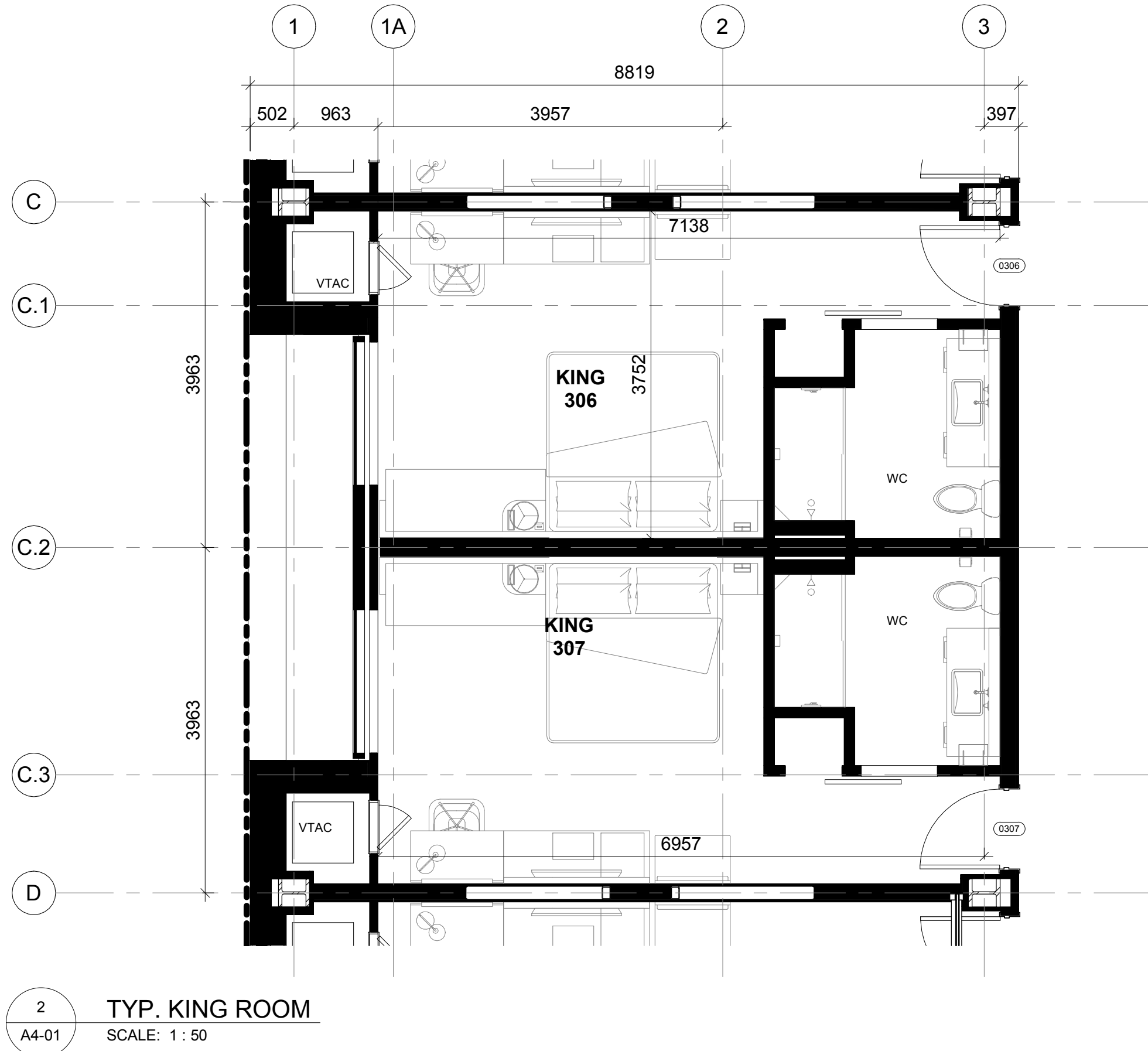
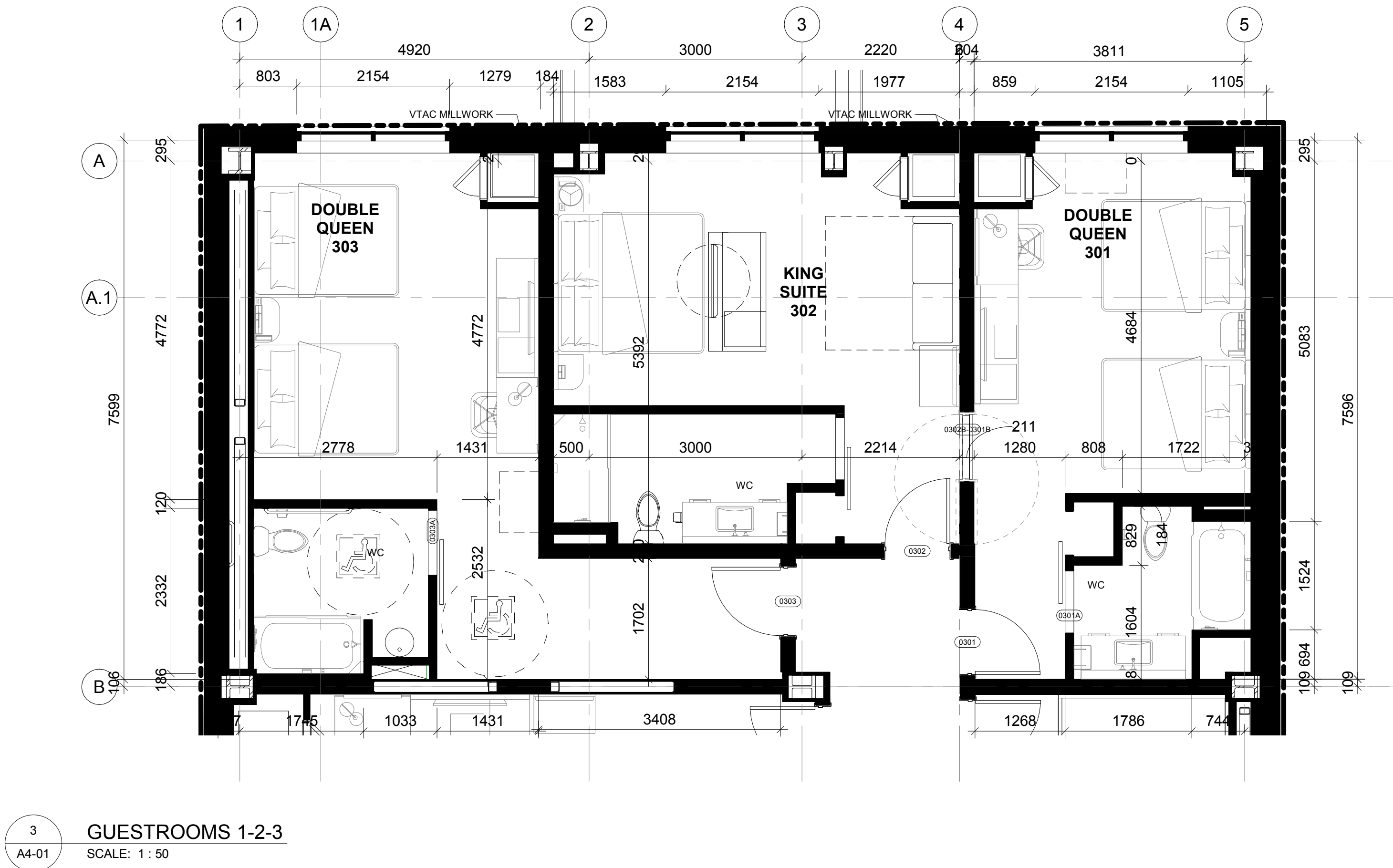
Project No.

ONBL18-0284

Drawing No.

A3-03

AS Title Block - R18 Rev. 1 (June 18) Copyright © 2019



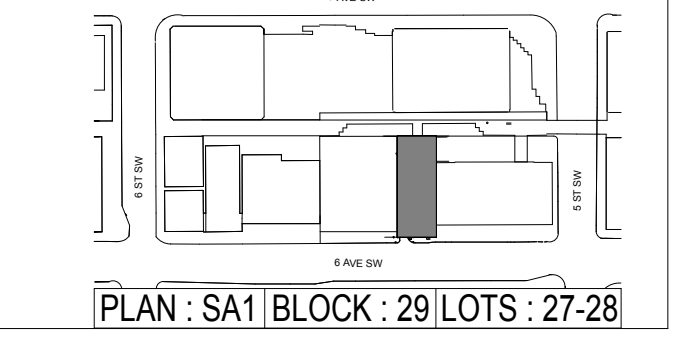
DATE	ISSUED FOR	REV
2019-10-18	DEVELOPMENT PERMIT	A

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This drawing shall not be used for construction purposes until the seal appearing hereon is signed and dated by the Architect or Engineer.

Project Component

Key Plan



Consultants

Civil: JUBILEE ENGINEERING CONSULTANTS LTD.
Landscape: NORR ARCHITECTS & ENGINEERS LIMITED
Architecture: NORR ARCHITECTS & ENGINEERS LIMITED
Structural: CANAM MANAC
Mechanical: ARROW ENGINEERING
Electrical: ARROW ENGINEERING

Seal(s)

NORR

2300, 411 – 1st Street SE
Calgary, AB, Canada T2G 4Y5
norr.com
NORR Architects Engineers Planners
A Partnership of Limited Companies
(Prior Member: NORR Architects Inc., Prior Member: NORR Engineers Inc.)

Project Manager
CG
Project Leader
MK

Drawn
MK
Checked
CG

Client
TRIPLE ONE PROPERTIES

2420 37 AVE NE, CALGARY, ALBERTA T2E 8S6

Project
HAMPTON INN BY HILTON

614 8th AVENUE S.W.
CALGARY, ALBERTA T2P 0S4

Drawing Title
SUITE PLANS

Scale
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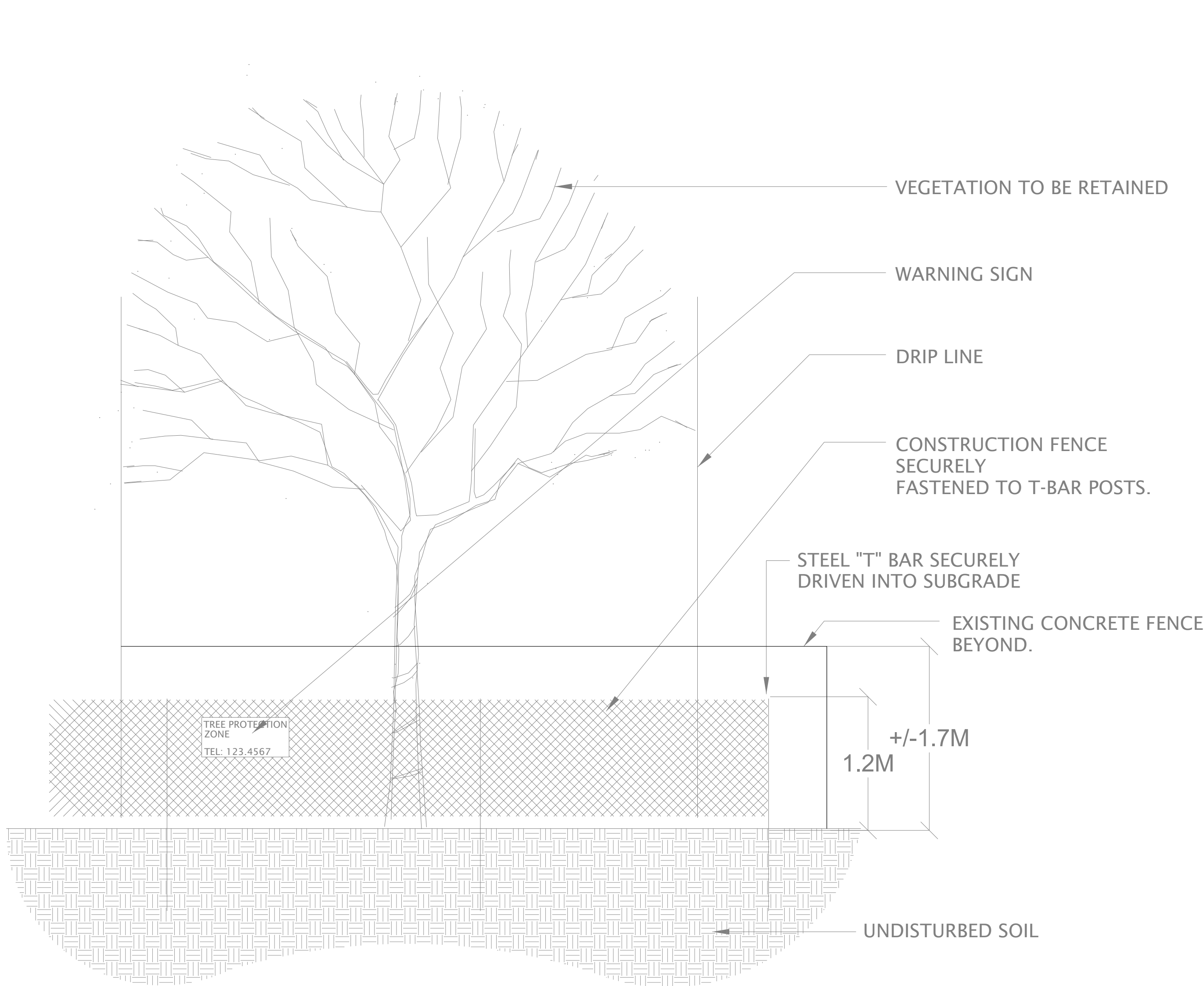
Project No.
ONBL18-0284

Drawing No.
A4-01

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NOTES:

1. A tree protection fence will be provided as shown.
2. Area within tree protection zone to be free of all construction materials and vehicles.
3. Any damage to existing concrete and tree vaults shall be the responsibility of the contractor and will need to be reconstructed as per City of Calgary Standards.



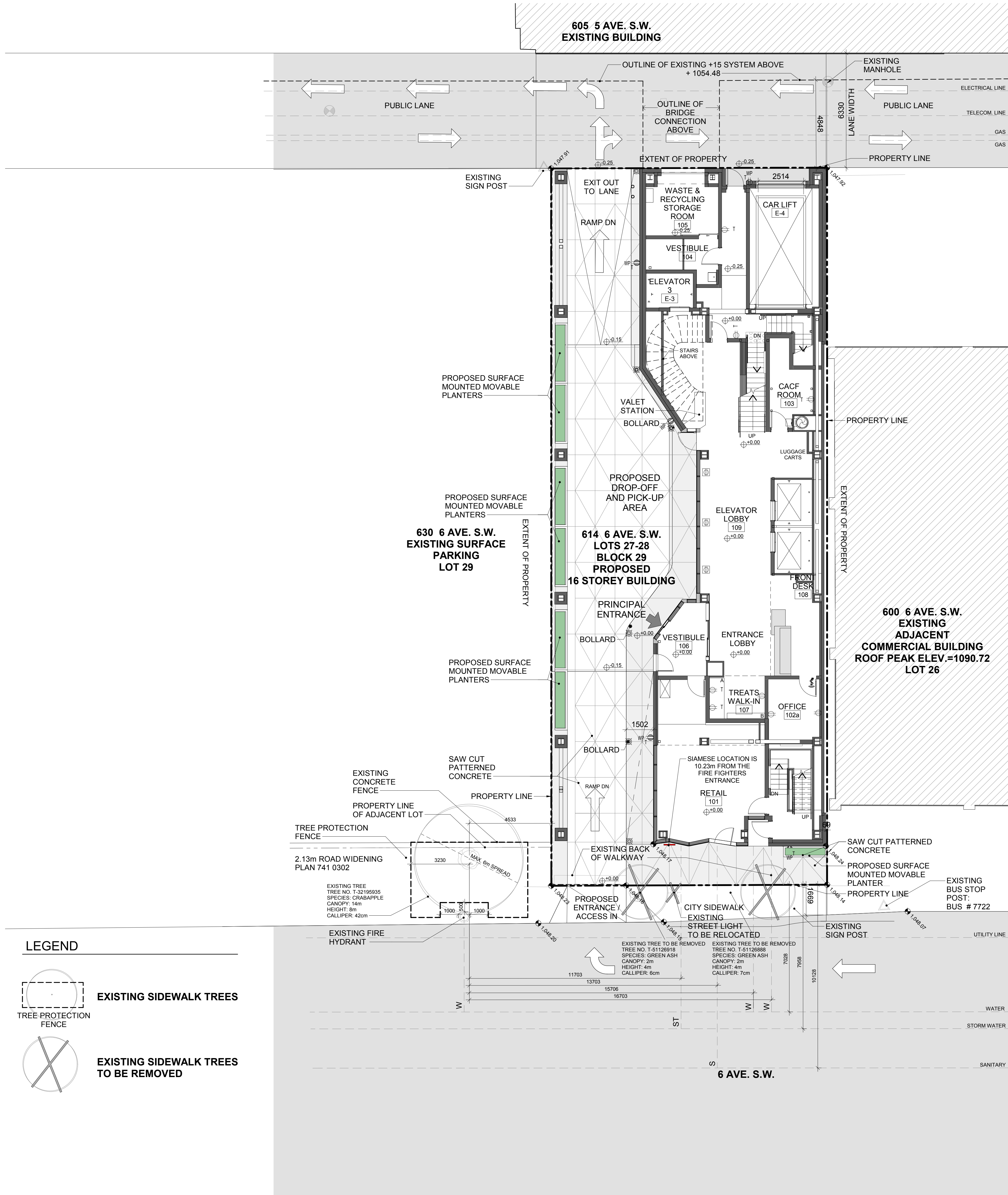
2 TREE PROTECTION PLAN
L1-01 N.T.S.

CITY OF CALGARY TREE PROTECTION GUIDELINES:

1. All retained trees as shown shall be identified on site in such a way so that all workers shall know that the vegetation is to be retained. Identification of retained vegetation on site shall be by a Tree Protection Barrier as detailed here. For safety reasons be sure to call 'Alberta 1 Call' at 1-800-242-3447 before installation and make sure it does not interfere with fire hydrants, obscure intersections or traffic signage.
2. The tree's roots, trunk, crown and tree protection zone must be adequately protected. The Tree Protection Barrier must be at least 1.2m (4') in height, 3m (10') around the circumference of the trunk or, to the tree dripline (whichever is greater) and installed in all locations where trees are to be retained. The fencing or barrier material shall be a bright, contrasting colour and be durable. Fence posts shall be metal T-posts, comparable or heavier. Fencing will be maintained in an upright position throughout the duration of the project. Ensure the barrier is placed in between the sidewalk and property line to ensure that there is no unauthorized soil disturbance or entry into the area.
3. A warning sign shall be displayed on all tree protection barriers. The sign shall be a minimum of 30.5x40.5cm and clearly state, "WARNING- TREE PROTECTION ZONE" and indicate contact phone number. Sign to be obtained with applicable permit from The City of Calgary Parks.
4. Mulching to the edge of the Tree Protection Zone will be required. The mulch shall consist of untreated wood chips 2-3cm in size and shall be spread to a 5cm (2") depth. The mulch should be kept at least 5cm (2") from tree trunk.
5. No excavation, stock-piling of materials or other construction related activity shall occur within the Tree Protection Barrier.
6. Trees and other vegetation within the the Tree Protection Barrier shall be adequately maintained throughout the construction process. They shall be watered sufficiently, particularly if the root system has been disturbed during construction. A Tree watering schedule will be required when the development is to last more than two weeks.
7. Root and branch pruning shall only be completed with approval from and in accordance with The City of Calgary and the Consultant.
8. If any damage occurs to the protected vegetation (regardless of how) the Contractor is required to notify the permit holder within two working days.

CITY OF CALGARY COMPENSATION GUIDELINES

- A. Damage occurring to the landscape or trees on public lands resulting from construction will require rehabilitation/restoration at the cost of the Contractor.
- B. Trees removed or damaged, as the result of work, shall be compensated as per methodology from the Council of Tree and Landscape Appraisers (published by the International Society of Arboriculture).



Conditions of Approval

Prior to Release Requirements

If this Development Permit is approved, 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 6 complete sets of Amended Plans (file folded and collated) to the Planning Generalist that comprehensively address the Prior To Release conditions of all Departments as specified below.

In order to expedite the review of the Amended Plans, please include the following in your submission:

- a. 4 of the plan set(s) shall highlight all of the amendments.
- b. 4 detailed written response(s) to the Conditions of Approval document that provides a point by point explanation as to how each of the Prior to Release conditions were addressed and/or resolved.

Please ensure that all plans affected by the revisions are amended accordingly.

2. A Development Agreement shall be executed in conformity with all reports, plans and materials submitted to and approved by the Development Authority, including:
 - A +15 Development Agreement with The City to the satisfaction of the City Solicitor,
 - The delineation of +15 easement areas, schedules, security and maintenance obligations,
 - Details of responsibilities for and construction of all improvements within the adjacent public rights-of-way,
 - Provision of the outstanding obligations.
3. Submit contribution to the +15 fund at the current rate at the time of payment. Please contact Community Planning – Centre West Team for the current +15 fund rate prior to payment.
4. Administration acknowledges the parkade will only be accessible for the purposes of valet staff, nevertheless, amend the plans to confirm the following:
 - a. Vandal proof lighting adjacent to all building entranceways and garbage facilities (overhead and man doors);
 - b. Barrier free access from H/C parking stalls to building entrances. Amend the site and landscaping plans to show ramp locations;
 - c. Lighting fixture locations in the parkade over the parking stalls;
 - d. A note on the parkade plans indicating that the walls, columns/pillars and ceiling of the underground parkade shall be painted white or a comparable light colour;

Conditions of Approval

- e. The parkade and floor plans to show or provide a notation that all stairwell vestibule door/walls and elevator lobbies have transparent panels to ensure visibility into these areas. Show lighting in these areas that is vandal proof;
- f. The parkade plans to show or provide a notation that a minimum LUX of 54; and
- g. The site and landscaping plans to show or provide a notation that the minimum LUX is 10 and the ratio for site lighting is 4:1 on pavement for the parking and pedestrian areas.

Development Engineering:

5. Amend the plans to:

Waste & Recycling Services – General

- a. Provide protection details for all overhead door components, including the frame and tracks, from all directions of travel.
- b. Provide protection to ensure all parts of the storage area do not come into contact by any part of a container. Refer to the “Development Reviews: Design Standards for the Storage and Collection of Waste”
Found at: <http://www.calgary.ca/UEP/WRS/Pages/Commercial-Services/Development-Permits-Waste-Recycling.aspx>

Fire

- a. To indicate an exterior strobe light at the principal entrance.
6. The available fire flow available in the adjacent City watermain is 20,000 LPM with 15m residual pressure under normal operating conditions. Submit a fire flow letter, prepared by a qualified professional engineer under seal and permit to practice stamp to the satisfaction of Development Approvals Team Leader, Water Resources. The fire flow letter shall identify the type of the development, address of the development, DP application and the fire flow required for the developing property. If the City watermain does not have the flows available to meet the fire flow requirements of the developing property the City main must be upgraded at the cost of the developer. Letters should be submitted via email to: WA-ResourcesDevelopmentApprovals@calgary.ca

NOTE: this must be submitted electronically to email list above.

7. Submit three (3) sets of the Development Site Servicing Plan details to Development Servicing, Inspections and Permits, for review and acceptance from Water Resources, as required by Section 5 (2) of the *Utility Site Servicing Bylaw 33M2005*. Contact developmentservicing2@calgary.ca for additional details.

For further information, refer to the following:

Design Guidelines for Development Site Servicing Plans

http://www.calgary.ca/PDA/pd/Documents/urban_development/publications/DSSP2015.pdf

Conditions of Approval

Development Site Servicing Plans CARL (requirement list)

<http://www.calgary.ca/PDA/pd/Documents/development/development-site-servicing-plan.pdf>

8. **After the Development Permit is approved but prior to its release**, the landowner shall execute an Off-Site Levy Agreement for the payment of off-site levies pursuant to Bylaw 2M2016.
As per the **current** application (Commercial) and based on **2019** rates, the **preliminary estimate** for this application is **\$34,489.56**.

Should payment be made prior to release of the development permit, an Off-Site Levy Agreement will not be required.

To obtain the off-site levy agreement, contact the Infrastructure Strategist, Calgary Approvals Coordination, at 403-268-5138 or email rob.hirber@calgary.ca.

9. Remit payment (certified cheque) for the infrastructure upgrades for the Centre City communities, in the amount of **\$71,780.40**, to Development Engineering. This levy includes both the Centre City Utility Levy approved under the Centre City Utility Levy Bylaw 38M2009 and an amount approved by Council for community recreation, transportation, parks upgrading, and greenways. The amount identified above is determined by using \$4710 per meter of site frontage (on avenues only) for the proposed development (*15.24m on 6 AV SW*).

Transportation:

10. The Developer shall enter into a development agreement with the City of Calgary. The agreement shall outline the developer's obligations to construct the Plus 15 (+15) bridge over the Road right-of-way (Lane). Prior to release of the development permit, the agreement shall be submitted to and approved by the City of Calgary Law Department and registered on the appropriate titles. These comments are provided as preliminary information only and will be finalised by Roads and Law Department.
11. Remit a performance security deposit (certified cheque, bank draft, letter of credit) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Unit. The amount of the deposit is calculated by Roads and is based on 100% of the estimated cost of construction.

The developer is responsible to arrange for the construction of the infrastructure with their own forces and to enter into an Indemnification Agreement with Roads at the time of construction (the security deposit will be used to secure the work).

Roads

- a. Construction of new driveway crossings on 6 AV SW
- b. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Roads personnel.
12. Remit payment (certified cheque, bank draft) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Units. The amount is calculated by the respective Business Unit and is based on 100% of the estimated cost of construction.

Conditions of Approval

The developer is responsible to coordinate the timing of the construction by City forces.
The payment is non-refundable.

Roads

- a. Street lighting upgrading adjacent to 6 AV SW.

Permanent Conditions

If this Development Permit is approved, the following permanent conditions shall apply:

Planning:

13. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
14. No changes to the approved plans shall take place unless authorized by the Development Authority.
15. A Development Completion Permit shall be issued for the development; **before the use is commenced or the development occupied**. A Development Completion Permit is independent from the requirements of Building Permit occupancy. Call Development Inspection Services at 403-268-5311 to request a site inspection for the Development Completion Permit.

Development Engineering:

16. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
 - a. the person discovering such contamination shall immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment, Alberta Health Services and The City of Calgary (311).
 - b. on City of Calgary lands or utility corridors, The City of Calgary, Environmental and Safety Management division shall be immediately notified (311).
16. The developer / project manager, and their site designates, shall ensure a timely and complete implementation, inspection and maintenance of all practices specified in erosion and sediment control report and/or drawing(s) which comply with Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control. Any amendments to the ESC documents must comply with the requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control.

For other projects where an erosion and sediment control report and/or drawings have not been required at the Prior to Release stage, the developer, or their designates, shall, as a minimum, develop an erosion and sediment control drawing and implement good housekeeping practices to protect onsite and offsite storm drains, and to prevent or mitigate the offsite transport of sediment by the forces of water, wind and construction traffic (mud-tracking) in accordance with the current edition of The City of Calgary Guidelines for Erosion and Sediment Control. Some examples of good housekeeping include stabilization of stockpiles, stabilized and designated construction entrances and exits, lot logs and perimeter controls, suitable storm inlet protection and dust control.

Conditions of Approval

The City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: www.calgary.ca/ud (under publications).

For **all soil disturbing projects**, the developer, or their representative, shall designate a person to inspect all erosion and sediment control practices a minimum of every seven (7) days and during, or within 24 hours of, the onset of significant precipitation (> 12 mm of rain in 24 hours, or rain on wet or thawing soils) or snowmelt events. Note that some practices may require daily or more frequent inspection. Erosion and sediment control practices shall be adjusted to meet changing site and winter conditions.

17. Stormwater runoff must be contained and managed in accordance with the "Stormwater Management & Design Manual" all to the satisfaction of the Director of Water Resources.
18. The grades indicated on the approved Development Site Servicing Plan(s) must match the grades on the approved Development Permit plans. Upon a request from the Development Authority, the developer or owner of the titled parcel must confirm under seal from a Consulting Engineer or Alberta Land Surveyor, that the development was constructed in accordance with the grades submitted on the Development Permit and Development Site Servicing Plan.
19. No trees, shrubs, buildings, permanent structures or unauthorized grade changes are permitted within the utility rights-of-way.
20. Pursuant to Bylaw 2M2016, off-site levies are applicable.
21. **After approval of the Development Permit but prior to issuance of a Development Completion Permit or any occupancy of the building**, payment shall be made for off-site levies pursuant to Bylaw 2M2016. To obtain a final estimate, contact the Calgary Approvals Coordination, Infrastructure Strategist at 403-268-5138 or email rob.hirber@calgary.ca or offsitelevy@calgary.ca.
 - Include the completed Payment Submission Form, which was emailed to the applicant.
 - Only certified cheques or bank drafts made payable to the City of Calgary are acceptable.

Transportation:

22. The developer shall be responsible for the cost of public work and any damage during construction in City road right-of-ways, as required by the Manager, Transportation Planning. All work performed on public property shall be done in accordance with City standards.
23. Indemnification Agreements are required for any work to be undertaken adjacent to or within City rights-of-way, bylawed setbacks and corner cut areas for the purposes of **crane operation**, shoring, tie-backs, piles, surface improvements, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in the City rights-of-way, bylawed setbacks and corner cut areas must be removed to the satisfaction of the Manager of Transportation Planning, at the applicant's expense, upon completion of the

Conditions of Approval

foundation. Prior to permission to construct, contact the Indemnification Agreement Coordinator, Roads at roadsia@calgary.ca

24. The approved driveway(s) required for this development must be constructed to the ramp grades as shown on the approved Development Permit plans. Negative sloping of the driveway within the City boulevard is not acceptable. If actual grades do not match the approved grades, the developer/owner shall be responsible for all costs to remove and reconstruct the entire driveway ramp in accordance with approved grades as per Roads 454.1010.003.
25. The encroachment(s) Moveable Planters located within the bylaw setback / City road right-of-way on 6th AV SW shall be removed at the owner's expense within 30 days of the City of Calgary giving notice.
26. The drive through queue shall be designed to minimize traffic congestion on the site and No off-site queuing will be permitted across the sidewalk nor into the street on 6th AV SW.
27. The developer is responsible to repair any damage at their expense, to City standards for any damage within the road ROW caused by construction of the Plus 15 bridge. And to remove all temporary shoring, at their expense.

Parks:

28. Public trees located on the boulevard adjacent to the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to construction, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence.
29. Tree protection information given as per the approved development permit does not constitute Tree Protection Plan approval. Prior to any construction activities, Tree Protection Plan approval must be obtained separately through Urban Forestry. Visit www.calgary.ca or call 311 for more information.
30. The submitted plans indicate that the removal of some existing public trees along property frontage. As per the City of Calgary Tree Protection By-law, a letter of authorization to remove public trees is required from Parks Urban Forestry. The applicant is to contact Urban Forestry at 311 or email tree.protection@calgary.ca to make arrangements for the letter and compensation.
31. In order to ensure the integrity of existing public trees and roots, construction access is only permitted through the rear lane and outside the dripline of public trees to remain.

Applicant's Submission

Triple One is proposing to construct a 16 storey building with approximately 8,991 m² (96,0778 ft²) Gross Floor Area (GFA) to house a hotel. An as of right land use permitted within the CR20-C20/R20 Commercial Residential District. The building will have a total height of 56.35 m and will be located on the entirety of the 614 6th Avenue SW site corresponding to Lot 28 and 29 of Block 29 within the City Centre - Downtown Commercial Core in Calgary.

The development project is conceptualized from the hotel brand, site constraints and opportunities, and applicable regulations from the authorities having jurisdiction. 614 6th Avenue SW is projected as the future home to a Hampton Inn by Hilton, a hotel brand of upper midscale guest accommodations with limited food and beverage facilities. The hotel will provide approximately 151 guestrooms for the business and pleasure traveler along with common amenity spaces for use by the resident guests and general public. These spaces combine with street front retail and together comprise a publicly accessible environment well integrated with the public realm and extended community.

Program development looks to engage the public realm and interact with existing infrastructure, while helping to prioritize the pedestrian character of the streetscape along the high traffic corridor. The dynamic qualities of the urban setting are recognized by the manner in which the hotel program integrates the public and resident guest experience. This includes design features such as the street level faceted building elements that communicate the hotel's image, animate the streetscape and form the protected and welcoming pathway to the main entrance; accessible glazed connections to the +15 walkways and views that extend from the guestrooms and penthouse level common amenities to connect to the neighbouring array of modern skyscrapers and historic buildings.

Urban Design Review Panel Comments

Date	July 24, 2019	
Time	2:00	
Panel Members	Present Chris Hardwicke (Co-Chair) Beverly Sandalack Michael Sydenham	Distribution Chad Russill (Chair) Gary Mundy Eric Toker Colin Friesen Terry Klassen Ben Bailey Glen Pardoe Ryan Agrey Jack Vanstone
Advisor	David Down, Chief Urban Designer	
Application number	PE2018-00452	
Municipal address	614 6 Avenue SW	
Community	Downtown Commercial Core	
Project description	Hampton Inn by Hilton	
Review	first	
File Manager	Richard Goecke	
City Wide Urban Design	Xia Zhang	
Applicant	Triple One	
Panel Position	Endorse	

Summary

The panel felt that the submission was well documented and presented. The building is a creative solution for a hotel on a tight urban site. The design fits well with its context while still celebrating its presence through subtle architectural expression at the entrance and penthouse levels. The site access through the porte-cochère works well and allows for drop-off activities behind the storefront retail use.

The following urban design elements itemize the Panels' recommendations. The most significant recommendation is the consideration of wayfinding to the Plus 15 from the street. The Panel feels that this important public connection could be strengthened while increasing the legibility of the hotel's rear entrance.

Applicant Response

Sept 30, 2019

The proponent welcomes the Panels' recommendations. Below provided is the blue lined design teams response to the highlighted Urban Design Element comment sheets where the Panel has made recommendations. Included is the design teams intention to strengthen and increase legibility to the Plus 15 from the street.

Urban Design Element	
Creativity <i>Encourage innovation; model best practices</i> <ul style="list-style-type: none"> Overall project approach as it relates to original ideas or innovation 	
UDRP Commentary	The proposal is innovative in the way the hotel program responds to a small site. The entrance and circulation work well.
Applicant Response	
Context <i>Optimize built form with respect to mass and spacing of buildings, placement on site, response to adjacent uses, heights and densities</i> <ul style="list-style-type: none"> Massing relationship to context, distribution on site, and orientation to street edges Shade impact on public realm and adjacent sites 	
UDRP Commentary	The building relates to its context while celebrating its hospitality role through subtle architectural expression.
Applicant Response	
Human Scale <i>Defines street edges, ensures height and mass respect context; pay attention to scale</i> <ul style="list-style-type: none"> Massing contribution to public realm at grade 	
UDRP Commentary	The project contributes to a continuous street wall and fits within the existing height regime. The massing steps back at grade to provide additional space at the public realm.
Applicant Response	
Integration <i>The conjunction of land-use, built form, landscaping and public realm design</i> <ul style="list-style-type: none"> Parking entrances and at-grade parking areas are concealed Weather protection at entrances and solar exposure for outdoor public areas Winter city response 	
UDRP Commentary	The project is well-integrated with the public realm. Loading and parking are accessed through the laneway. The porte-cochère allows for weather protected hotel guest access and drop-off. The articulated soffit acts as a canopy for additional weather protection at the front of the building. The Panel recommends reconsidering the placement of the planter in the middle of the public realm and incorporating a planter along the building face.
Applicant Response	The proposal intends to place the planter along the building face to allow for an expanded pedestrian sidewalk.
Connectivity <i>Achieve visual and functional connections between buildings and places; ensure connection to existing and future networks.</i> <ul style="list-style-type: none"> Pedestrian first design, walkability, pathways through site Connections to LRT stations, regional pathways and cycle paths Pedestrian pathway materials extend across driveways and lanes 	
UDRP Commentary	The Panel recommends that the design team develop the bridge connection to the Plus 15 with a similar treatment to the faceted front entrance to celebrate the rear entrance to the hotel and provide wayfinding cues.
Applicant Response	
Animation <i>Incorporate active uses; pay attention to details; add colour, wit and fun</i> <ul style="list-style-type: none"> Building form contributes to an active pedestrian realm Residential units provided at-grade Elevations are interesting and enhance the streetscape 	
UDRP Commentary	The building is animated and contributes to an active pedestrian realm through its faceted articulation at grade, coloured soffit and the location of street related retail with a transparent storefront condition. The columns supporting the overhang appear to be undeveloped from a design perspective. The Panel recommends that the columns work with the faceted articulation to contribute to the animation of the building. Other than the faceted soffit the overall colouration of the facades is dull. The panel recommends investigating the colour palette of the rainscreen wall to add to the animation of the project.
Applicant Response	
Accessibility <i>Ensure clear and simple access for all types of users</i> <ul style="list-style-type: none"> Barrier free design Entry definition, legibility, and natural wayfinding 	
UDRP Commentary	No accessibility issues were identified, other than the possible impact of the planter in the sidewalk area, which is suggested to be placed against the building face as noted earlier. Entry legibility and natural wayfinding is good with the exception of navigation to the plus 15 from the street. The panel also asked about the possibility of the lobby entrance door from the port

	cochere being enhanced to provide a much wider and more open doorway directly facing the port cochere as opposed to the smaller offset door proposed in the plan.
Applicant Response	
Diversity Promote designs accommodating a broad range of users and uses <ul style="list-style-type: none"> • Retail street variety, at-grade areas, transparency into spaces • Corner treatments and project porosity 	
UDRP Commentary	The building is a hotel and promotes as wide a range of users as possible given its program. Retail is located at the street edge.
Applicant Response	
Flexibility Develop planning and building concepts which allow adaptation to future uses, new technologies <ul style="list-style-type: none"> • Project approach relating to market and/or context changes 	
UDRP Commentary	As the proposal is a hotel the Panel felt that flexibility was not applicable from an urban design perspective.
Applicant Response	
Safety Achieve a sense of comfort and create places that provide security at all times <ul style="list-style-type: none"> • Safety and security • Night time design 	
UDRP Commentary	With the exception of the rear lane the building provides passive surveillance to the street and drop-off locations. A lighting plan was not provided. The Panel encourages the proponent to ensure that adequate lighting is provided in the laneway as well as the drop-off and front entrance of the building.
Applicant Response	
Orientation Provide clear and consistent directional clues for urban navigation <ul style="list-style-type: none"> • Enhance natural views and vistas 	
UDRP Commentary	Directional cues to the Plus 15 staircase are needed to aid in navigation. Ideally the staircase would be visible from the street. Plus 15 signage should be added at the street to indicate the connection to the Plus 15 network.
Applicant Response	
Sustainability Be aware of lifecycle costs; incorporate sustainable practices and materials <ul style="list-style-type: none"> • Site/solar orientation and passive heating/cooling • Material selection and sustainable products 	
UDRP Commentary	The proponent has indicated a number of sustainability strategies in their submission. The Panel has no further recommendations regarding sustainability from an urban design perspective.
Applicant Response	
Durability Incorporate long-lasting materials and details that will provide a legacy rather than a liability <ul style="list-style-type: none"> • Use of low maintenance materials and/or sustainable products • Project detailed to avoid maintenance issues 	
UDRP Commentary	The proponent has indicated a selection of durable materials in their submission. The Panel recommends using quality unit pavers instead of stamped concrete for the driveway entrance given the limited durability of stamped concrete. Ideally the pavers would extend to the curb to signify the entrance to the hotel in the streetscape.
Applicant Response	

Transportation Report to
Calgary Planning Commission
2020 April 02

ISC: UNRESTRICTED
CPC2020-0383

Elbow River LRT Bridge - 17 Avenue SE Stampede Crossing (17SX) Beltline (Ward 11)

EXECUTIVE SUMMARY

This report presents for information, the new Light Rail Transit (LRT) Bridge over the Elbow River between Erlton Station and the Big Four building located on Stampede Park as shown in Figure 1 (Attachment 1). The bridge is required to replace the current siding track at Victoria Park / Stampede Station to sustain critical Calgary Transit operations. The location of the current siding track conflicts with the 17 Avenue SE Stampede Crossing at grade station requirements. The bridge design and location minimizes the change to the horizontal and vertical track geometry associated with the existing LRT network and minimizes impacts to the hydraulic conditions of the Elbow River. The 3-span bridge reflects the site and seeks comparable aesthetic outcomes to the existing LRT bridges.

In 2018 December, Calgary Municipal Land Corporation (CMLC) released the [Rivers District Master Plan](#) (RDMP) - a plan to integrate and align with the many existing and evolving plans, programs and development aspirations of the various stakeholders in the area. To enable the RDMP, the 17SX project was initiated to extend 17 Avenue SE at Macleod Trail via an at grade crossing of the Red Line C-Train tracks into Stampede Park, accommodating all modes of transportation.

As part of CMLC's mandate to lead the delivery of the overall RDMP for east Victoria Park, CMLC will manage the delivery of the bridge as part of the 17SX project and it will be funded through the Community Revitalization Levy (CRL).

The new bridge is expected to be in service Q2 2021. The at grade station is currently in detailed design and anticipated to be ready to present to the Calgary Planning Commission in Q3 2020.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission Receive This Report for the Corporate Record.

PREVIOUS COUNCIL DIRECTION / POLICY

At the 2019 June 17 Combined Meeting of Council, that with respect to the 17 Avenue SE Stampede Crossing project, that Council agreed to receive the report (TT2019-0506) for information on the Consent Agenda.

At the 2019 April 29 Combined Meeting of Council, that with respect to the Beltline Area Redevelopment Plan – Part 2: East Beltline Area and Land Use Bylaw 1P2007 Amendments Beltline (Ward 11), PUD2019-0007, that Council adopted the proposed amendments to the *Beltline Area Redevelopment Plan*.

Elbow River LRT Bridge - 17 Avenue SE Stampede Crossing (17SX) Beltline (Ward 11)

BACKGROUND

Since its opening in 1981, the Red Line C-Train has provided critical public transportation connectivity to Stampede Park and the surrounding area with an average weekday boarding of 187,000 served by 351 train trips per day. While this connectivity has significant customer, community and economic benefits, the C-Train line also acts as a physical barrier between the Beltline and east Victoria Park.

In 2018, CMLC partnered with The Calgary Stampede on the development of the Rivers District Master Plan (RDMP). The RDMP vision is to create an authentic, connected, resilient, and vibrant culture and entertainment district in which 8,000 people from diverse backgrounds and across demographics will one day live. Integrating into the city and established downtown neighborhoods, the district will not only become the premier culture and entertainment destination of the region, but also become home to those seeking the excitement and convenience of urban living.

The RDMP identified the extension of 17 Avenue SE at Macleod Trail via an at grade crossing of the Red Line C-Train tracks into Stampede Park as an important access point for future development in the area. The plan identifies improved connectivity within the Rivers District, through a new connection to Stampede Park and supports the creation of an attractive right-of-way for new retail and commercial development. CMLC will manage the delivery of the 17SX project shown in Figure 1 (Attachment 1) and it will be funded through the Community Revitalization Levy (CRL).

To allow for the implementation of the RDMP and the 17SX project, the current siding track at Victoria Park / Stampede Station needs to be relocated to retain the following critical Calgary Transit operational requirements:

- park trains with mechanical problems that would otherwise block mainline tracks and cause delays;
- move non-revenue trains (e.g. training, road tests) out of the path of revenue trains to ensure customers aren't delayed; and
- stage empty trains when special events occur in Stampede Park, so they can be dispatched timely for maximum service effectiveness.

The siding needs to be relocated as close to downtown as possible because 7 Avenue S is a focal point of the LRT system and is the area most prone to system disruptions. The farther away the siding is moved from downtown the longer the disruption to service. The siding needs to accommodate four-car trains in the immediate term and five-car trains in the future.

Calgary Transit previously reviewed twelve siding track relocation options. The Elbow River LRT bridge location shown in Figure 2 (Attachment 1) is the only option that meets the requirements of all stakeholders. The project steering committee which includes CMLC, Calgary Transit and Calgary Stampede, reviewed and approved the Elbow River LRT Bridge location in 2019.

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INVESTIGATION: ALTERNATIVES AND ANALYSIS

Design and Aesthetics

The existing mainline LRT tracks cross the Elbow River between Erlton Station and the Big Four building approximately 10 metres east of northbound Macleod Trail Bridge. The existing LRT bridges are both 3-span and composed of weathered steel girders on concrete substructure as shown in Figure 3 (Attachment 1).

The new Elbow River LRT Bridge is also a 3-span bridge with weathered steel girders. It reflects the site and seeks comparable aesthetic outcomes (see Attachment 1, Figure 4). The bridge design and location are significantly constrained by track horizontal and vertical geometry associated with the existing LRT network and the hydraulic conditions of the Elbow River. The bridge must not be higher than the existing top of rail and must not be lower than the existing bridge underside of girder; limiting the structural depth.

The bridge will be located directly adjacent to the existing LRT bridge, with approximately 1 metre horizontal physical separation between the west edge of the proposed bridge and the east edge of the existing LRT bridge.

Hydraulic river modelling shows the existing high-water level to be located above the existing bridges in the area crossing the Elbow River. The Elbow River LRT Bridge underside of girder has been designed to a higher elevation compared to the existing bridges to help minimize the 1:100 year flood level rise in water elevation.

The new Elbow River LRT Bridge includes a single LRT track, space for a utility duct bank, Overhead Catenary System support poles, and motorman platform for Light Rail Vehicle access. These features are all required for Calgary Transit operations. The bridge will only be accessible to trains and trained Calgary Transit staff.

The total length of the bridge is nearly 130 metres. The bridge is strategically designed with a mid-span of 67 metres allowing piers to be placed outside of the Elbow River bed and shore to minimize the environmental impact at the site. Weathered steel girders and piers with concrete deck will be used. This design solution fits the context of the existing site in both scale (similar length and height) and choice of materials (weathered steel and concrete).

Detailed design of the bridge was completed in Q1 of 2020 and construction commenced in Q1 of 2020. Completion is expected in Q3 of 2021. Construction of the bridge is planned to not impact LRT service or Roads.

Pathway Connectivity

A regional pathway passes below the existing and new bridges on the south bank of the Elbow River shown in Figure 5 (Attachment 1). The pathway connections extend along the river to the west looping around Repsol Sports Centre and to the east to the Bow River pathway network. The pathway sees year-round usage with peak activity in May to October. A portion of the

Elbow River LRT Bridge - 17 Avenue SE Stampede Crossing (17SX) Beltline (Ward 11)

existing pathway must be reconstructed to accommodate the new bridge. The design team has worked to improve the pathway user experience where possible see Figure 6 (Attachment 1). Sight lines east of the bridge have been extended east of the bridge. The vertical grade of the pathway east of the bridge is reduced from ~18 percent to ~9 percent. The maximum grade in the current pathway guidelines and accessibility design standards cannot be achieved for the pathway due to its proximity to the river. However, it will be substantially improved. The pathway will have less vertical clearance than required in the current pathway guidelines, however the adjacent LRT bridge has less vertical clearance, so there should be no change to the user experience.

A pathway on the north bank of the Elbow River is not part of the scope of this project, but the bridge design allows for a pathway to be built by others in the future.

Lighting

The lighting design on the bridge is targeted to Calgary Transit operations and maintenance requirements.

There will be lighting below the bridge for pathway users at night to improve visibility and safety.

Landscaping

The landscaping on both the north and south river banks will be restored to their natural state post bridge construction. At the bridge abutments rip rap is required to protect the structure in flood events. The rip rap will be integrated with the surrounding landscape.

Stakeholder Engagement, Research and Communication

In 2017, CMLC formed a working committee to guide the master plan process over the following two years. The committee included Ward 8 and 11 Councillors, Remington Development Corporation, Victoria Park Business Improvement Area, the Ramsay, Inglewood and Beltline Community Associations, Calgary Stampede, and The City of Calgary. The working committee completed a series of reviews on the master plan prior to a draft plan being taken through a rigorous nine-month public engagement campaign. The public engagement process was designed to ensure the ambitions of the master plan aligned with the vision for the community.

Involving 36 engagement events and assembling data from nearly 4,000 surveys about the future of Calgary's Culture and Entertainment District, engagements efforts spanned the entire City. To make the most of the broad engagement and ensure the master plan aligned with policy for the area, CMLC partnered with The City for public engagement to advance the master plan as well as proposed amendments to the *Beltline Area Redevelopment Plan*.

The engagement program provided citizens with an overall review of the master plan goals and critical connections including the 17th Avenue extension. Through these engagement sessions, participants shared the importance of the area being well-connected for all modes of transportation and improving connections in and out of the district.

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In addition to CMLC's public engagement for the overall RDMP described above, project specific engagement during the past 6 months has also included meetings with impacted City departments, and with local community and business associations. In December 2019, a project communications team was established to coordinate communications and engagement with stakeholders as plans are finalized and the construction program unfolds.

Strategic Alignment

Construction of the Elbow River LRT Bridge is a 17SX enabling works project and the first step required to extend 17 Avenue SE at Macleod Trail into Stampede Park. The 17SX Project is in alignment with:

- The [Rivers District Master Plan](#): Reshape east Victoria Park as an active, walkable, accessible community with enhanced connections to adjacent neighbourhoods;
- The [Municipal Development Plan](#): Create great communities, connecting the city, enhancing the public realm, and creating a vibrant city centre;
- The [Calgary Transportation Plan](#): Increase mobility choices, enable public transit, make walking and cycling attractive and convenient, and provide safe accessible customer focused public transit;
- [RouteAhead](#): Improve customer experience, make transit attractive, make stops and stations attractive public spaces;
- 2020 Sustainability Direction: Investment in public transit and increase transportation choice;
- The [Beltline Area Redevelopment Plan](#): An authentic, connected, resilient, and vibrant culture and entertainment district; and
- [imagineCalgary](#): Convenient, comfortable, affordable, accessible and efficient transportation modes - and improve the pedestrian environment, attract tourism and reduce energy consumption.

Social, Environmental, Economic (External)

The new Elbow River LRT Bridge is designed for a 100 year lifespan. It incorporates the use of durable, low maintenance materials which minimize lifecycle costs and provide long term value to The City.

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The improvements associated with the 17SX project will allow:

- Re-visioning and reconstruction of Victoria Park / Stampede Station with larger platforms so customers can wait safely and comfortably for the C-Train, while having the potential to increase ridership.
- At grade design to improve accessibility to Victoria Park / Stampede Station, Stampede Park and the Rivers District for Calgarians with limited mobility;
- Opportunities for reduced infrastructure maintenance costs, operating costs and lifecycle replacement costs while attracting private investment to the district.

REASON(S) FOR RECOMMENDATION(S):

The new Elbow River LRT Bridge is required to retain critical Calgary Transit operational requirements; and

Enables the next phase of the 17 Avenue SE Stampede Crossing project.

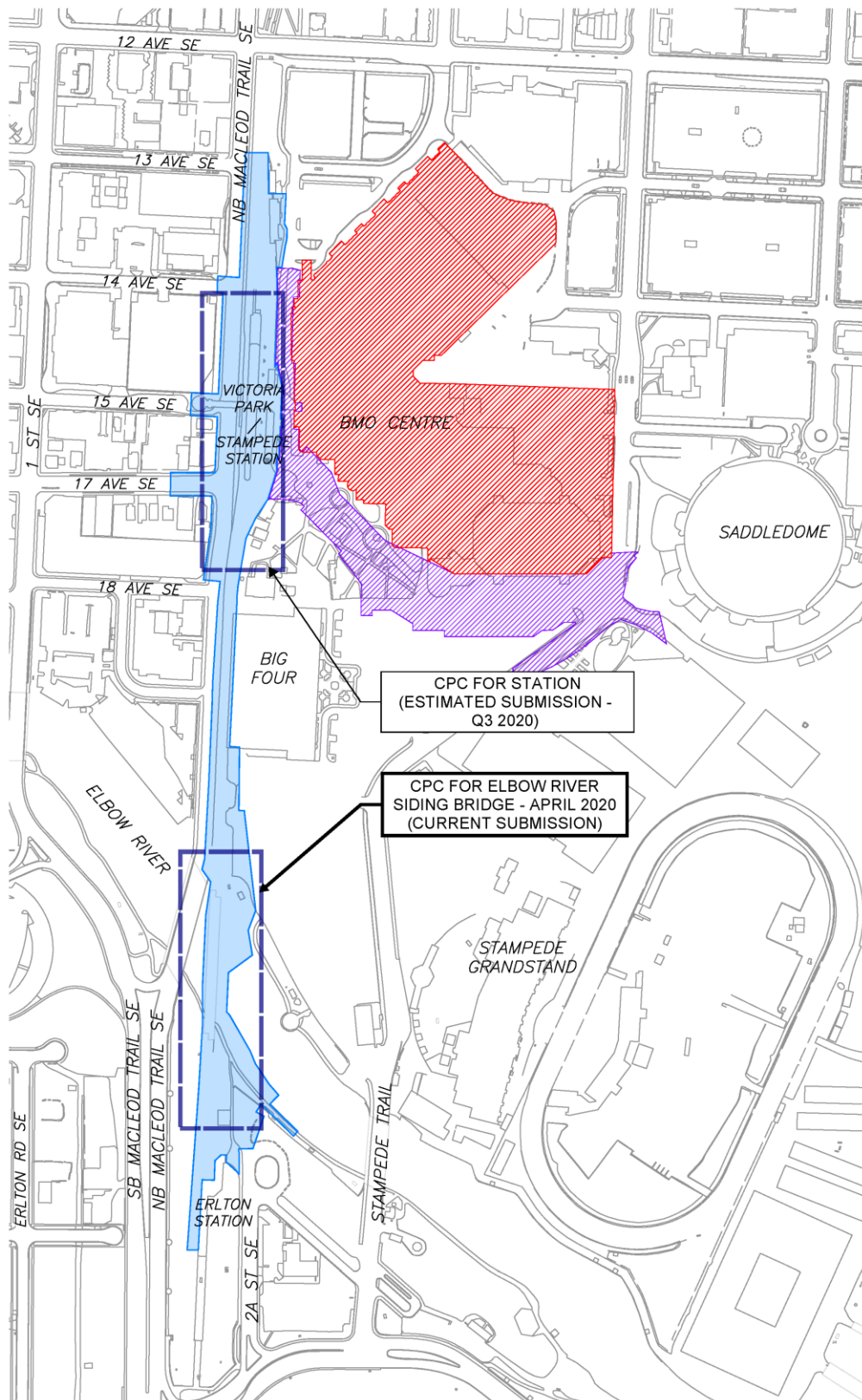
The extension of 17 Avenue SE into Stampede Park was identified as a crucial access point, requiring at grade access to accommodate all modes of traffic in the RDMP.

ATTACHMENT(S)

1. Supplementary Project Information

Supplementary Project Information

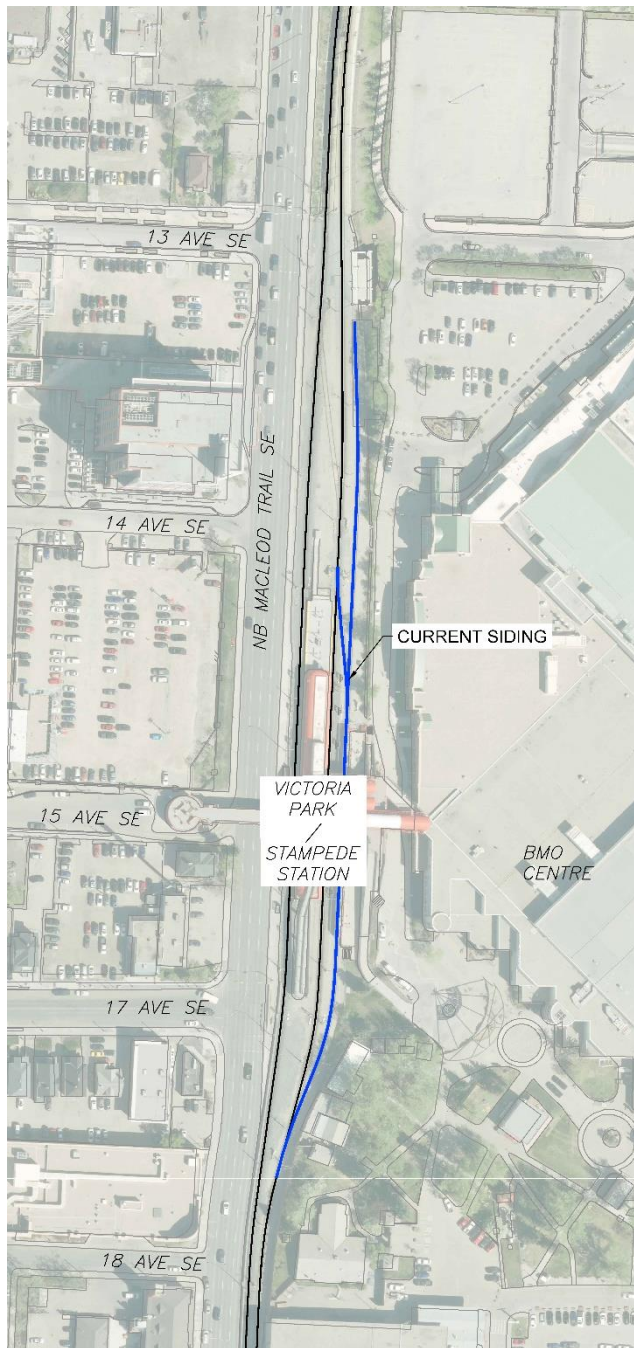
Figure 1: OVERALL PROJECT MAP & FUTURE CPC SUBMISSION



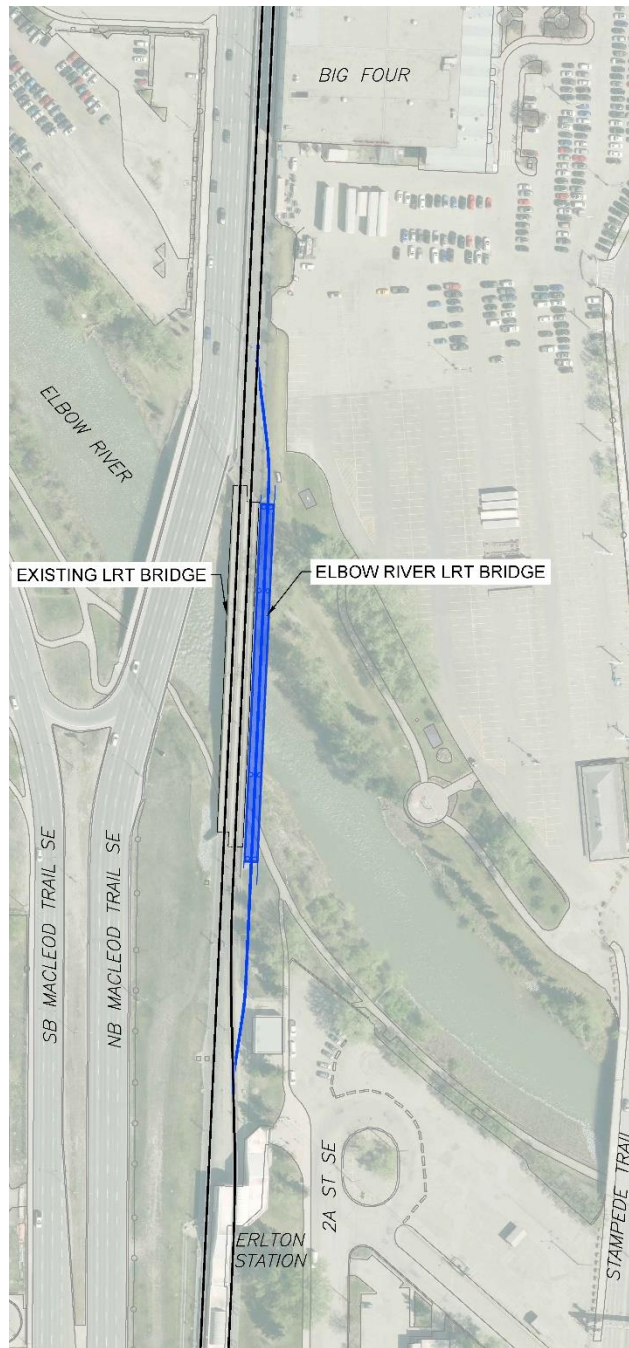
Supplementary Project Information

Figure 2: CURRENT AND FUTURE LRT SIDING MAPS

CURRENT SIDING



FUTURE SIDING



Supplementary Project Information

Figure 3: STAMPEDE TRAIL USER LOOKING WEST - PHOTO AUGUST 2019



Figure 4: STAMPEDE TRAIL USER LOOKING WEST – RENDERING



Supplementary Project Information

Figure 5: RIVER PATHWAY USER LOOKING NORTHWEST - PHOTO AUGUST 2019



Figure 6: RIVER PATHWAY USER LOOKING NORTHWEST – RENDERING

