

# DP APPLICATION

# SOLA



TRANSPORTATION



STRUCTURAL



MECHANICAL /  
ELECTRICAL



CIVIL



LANDSCAPE



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DP APPLICATION NOTES

ZONING DC 227 D2019  
PERMITTED HEIGHT 30M - 26M AND 30M ARE MET  
SETBACKS - PER BY-LAW- SEE SECTION A19 FOR DETAILED SETBACKS

GROSS SQUARE METER = 10451.6  
SITE COVERAGE - 14,582 SF 1354.7 SM SITE COVERAGE ON 2090.3 SM .209  
hectares SITE COVERAGE.= 64.8%  
168 UNITS or 804 UNITS / HECTARE

**Easement relaxation** - the 14th street road widening easement is respected at grade. . We seek relaxation of the intermittent soffit of the 3rd floor of the building which has an important architectural feature of 6 projecting bays. There is still 7.280 meters clear under these bay projections. see A19

**Flood**- The electrical equipment is predominantly on P1. The foundation will have a pump system to manage any water seepage. It is expected that in the event of a flood that P1 floor can be protected. All electrical equipment on P1 will be raised above the slab floor to allow for drainage down to the lower level. The transformer and generator on the main floor will be at 5030. While caution must be exercised to mitigate flood effects, effort has been made to raise the main FF with 2 internal steps to keep the rear elevation meaningfully above the lane elevation while not compromising the direct at grade access on 14th street to encourage the usage of the retail environment. Construction specs of the main floor will mitigate flood damage risk by raising glass sills to 5030, avoiding electrical and water vulnerable finishes below 5030 as examples of a few strategies. residents using storage in the basement will be informed of potential for flooding.

The **public realm** on 14th has been enhanced with effort to consolidate services to allow for a tight rhythm of tree planting. The lay-by parking stalls provide a sense of protection to pedestrians while enhancing the accessibility to the retail. Two tone paving will provide a rhythm in coordination with the tree spacing. An approximate 2meter space for egress from CRU units will be activated by retail units with opportunities for street furniture street displays and other appropriate functions. The sidewalk proper has been widened to the requested 2 meters. Lighting on the street with recessed strip fixtures will wash the front of the glass, the CRU units and provide spill over light on the sidewalk.

The **offsite enhancements** north of the site have added trees on 14th street and street furniture, provided for the buss shelter and focused on the 2nd street intersection with landscaping wrapping around the north side.

**The lane** will be paved with asphalt from the site north to 2nd avenue. 10 parking stalls will be reserved for retail usage. This parking area will be finished with concrete in textured finishes to help set off the site and add to the functional width of the lane with additional space on the lane behind the stalls. The internal rear circulation hall has been separated in function from the Condo to allow for free flow of all patrons to the retail or condo building. The north entry has been moved out in line with the other entry to reduce the depth of the recess on the building face. The residential units will not have back doors on the hall to access other building amenities but their primary entrance is from the lane. Separations in the parking has been added at the residential entries to provide access to these units. The courtyard spaces have been split for each unit and to formalize the resident entry zone. The brick red color accent finish of the building has been utilized to distinguish these units with their own identity. These units have the advantage of greater ceiling height which helps to provide a sense of town house. Lighting on the lane is at all entries and service areas. The light fixtures will respect dark sky objectives and avoid glare across the lane while providing security to the immediate building. Tree planting was not achieved due to parking under and power over head. Planters will be incorporated in the courtyards for residents to plant according to their tastes, but the location is not suitable for anything but smaller decorative plantings. The courtyard fences will use the same material as the wall but with a different rhythm in the pattern. These fences will be 5 ft tall to provide privacy and security with lockable gates. UDRP recommended 'Live work' as a reasonable alternate function for these units. It would be beneficial to allow flexibility for such uses on a user demand basis and allow the market place to have this option. In such circumstances application could be made to alter the fence to increase visibility.

**Building Architecture and Finishes** – The building base on 14th street is finished with gloss white porcelain to offset the texture of the dominant cement board panels above. These will ensure a robust maintenance free finish at grade that will provide a clean contemporary expression. There are 3 colors of panels each with two textures. ( White, Charcoal, Brick red) the contrast of gloss vs flat finish will add dimension to each of these fields of color. The building expression counterbalances balconies with projections that are viewed as enclosed balconies. 49 of the units do not as a result have balconies. There is dependence on the roof top for outdoor amenity for these units. The pushing and pulling of projecting forms provides a repeating pattern that breaks down the massing on the east and enhances the stepping effect on the west. The roof top canopy reaches out to the south and 14th street side providing identity to the top while being practical to manage microclimate on the roof. The roof paving creates a walk around path with various outdoor seating environments that include fire pits and a micro climate protected partial glass enclosure facing the mountains. The roof top will be a primary gathering area for residents as well providing a fitness room that features the cities night lights. These amenities disguise the mechanical spaces creating the effect of destination on the roof.

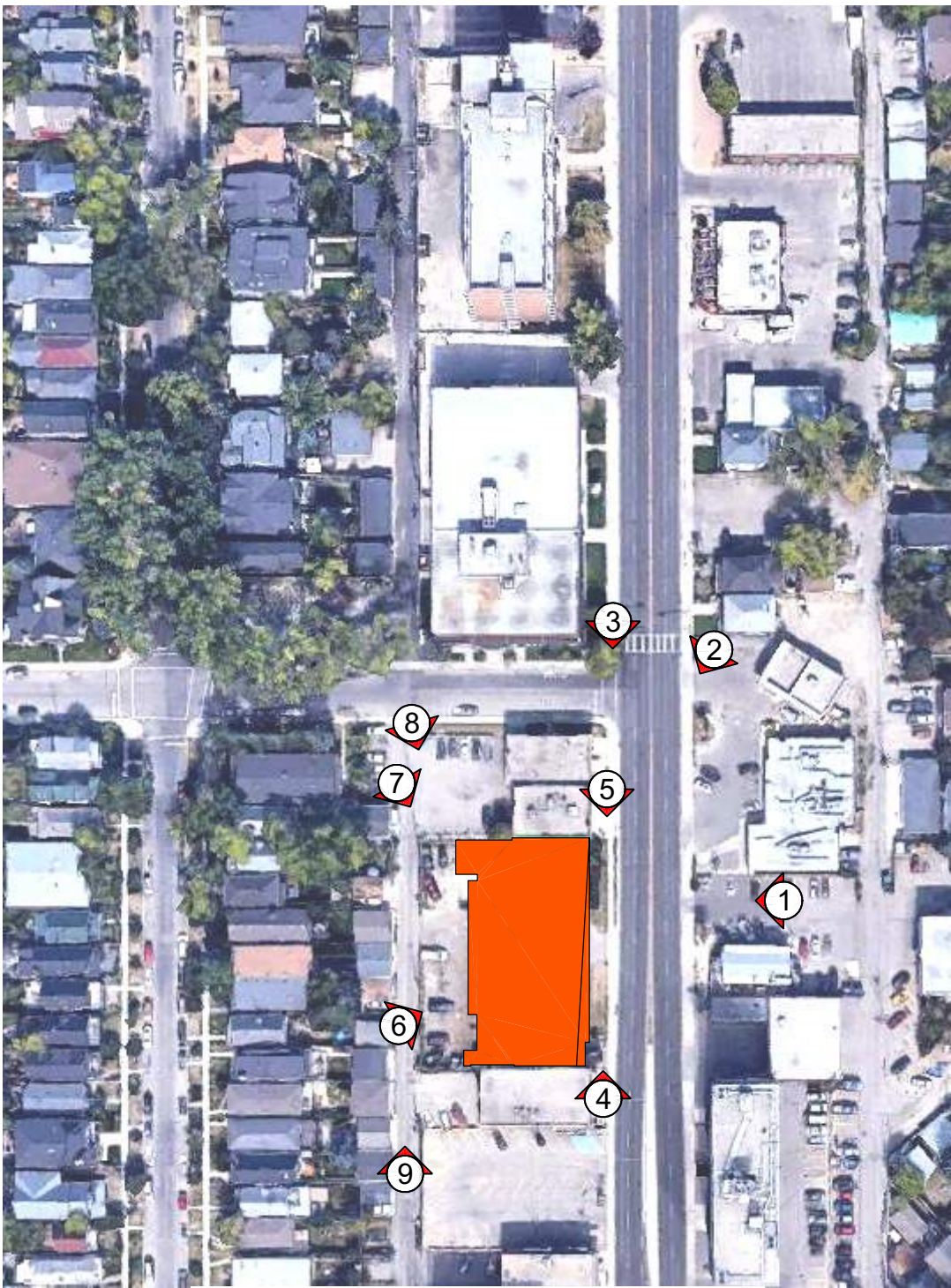
**Mechanical, Electrical, Structural, Civil, Transportation, Geotech, Environmental** layouts while not submitted in this package are implicit in the plans showing structural grids and accurate columns, stairs elevators and shear wall sizes. Location of mechanical and electrical has been rationalized on all floors with provision for primary ducting. Heating and cooling will provide for individual HRV systems for each unit but with efficient central hot and cold water. This will lead to a healthy building providing isolation between units and obtain the highest energy efficient potential. The building envelop will meet the current high standards of the codes leading to a high performance building. Full energy modeling will take place as part of construction documentation The building will employ smart technologies for the total building and individual suites allowing full remote control of systems which is projected to save 1/3 of energy costs. Full scale civil are separate from this attachment. Full DSSP documents to follow in two weeks. Note reports for transportation, environmental, geotech are complete and can be submitted if needed.

Garbage SEE DETAIL SHEET #28

**LOADING SWEEP PATHS SEE DETAIL SHEET see sheet detail #10**  
Loading sweep paths show a 6.4 Meter long truck (TAC 2017 LSU)as worst case. Larger vehicles cannot clear the power poles with .6m clearance. Moving vehicles for small units recommend 17ft trucks, this size can easily use the lane.

**BIKE PARKING** SEE A7 FOR DETAILS (215 CLASS 1 & 18 CLASS 2)- the objective is to have 1.25 bike stalls per unit on site with most as class 1 stalls so that there is a symbolic correlation between number of units and number of bikes. Bikes will typically enter the building on the car ramp. Stalls are located on P1 to provide convenient access to this entry zone. The ramp clearance meets minimum standards of 2.4 meters should some ride down the ramp. Riding down the ramp is not encouraged but will take place. There are no other bulkhead or clearance issues affecting bike access. Extra space is provided in the p1 bike parking area for a bench and bike mount for bike maintenance and repairs. This will be encouraged rather than taking bikes up to units. Elevators are adequate to handle bikes, though the use of elevators for bike movement is not preferred.  
**PARKING SEE Bunt calculation below 87 stalls required / 88 stalls provided - 17 designated guest stalls provided**

MU-2 Bylaw Vehicle Parking Calculation												
Project #:	221 14 Street NW											
Date:	2020-08-06											
Bicycle (Class 1) Supply:	1.25	per unit										
Land Uses	Density	Bylaw Parking Ratios				Bylaw Stalls		After Shared Parking				
		Base Ratios			Transit Reduction	With No Transit Reduction	With Transit Reduction	With No Transit Reduction	With Transit Reduction			
Multi-Family (Resident)	172 units	0.75 stalls per unit			25%	97	65	97	65			
		-0.25 stalls per extra bike stalls										
Multi-Family (Visitor)		0.10 stalls per unit			25%	18	13	26	19			
Retail	749 m2 GUFA	2.00 stalls per m2	100 m2 GUFA		25%	12	9					
		-3.00 stalls ground reduction										
Total						127	87	123	84			
Parking Reductions Applied												
1352 - Reduction For Transit Supportive Development												
The required number of motor vehicle parking stalls in section 1350 is reduced by 25.0 per cent when the use is located in a building located within 600.0 metres of												
an existing or approved capital funded LRT platform or within 150.0 metres of frequent bus service.												
Note:	Transit Service on 14 Street NW (<25m) does not meet the 'frequent bus service' threshold											
	Transit Service on Kensington Road (145m) does meet the 'frequent bus service' threshold											
1354 - Reduction for Bicycle Supportive Development												
The total number of motor vehicle parking stalls required by section 1350 for all of the units within the development is reduced by 0.25 motor vehicle parking stalls												
for each additional bicycle parking stalls – class 1 provided in excess of the number of bicycle parking stalls – class 1 required in section 1353 to a maximum of 25 per cent												
of the total number of motor vehicle parking stalls required by section 1350 for all of the units within the development.												
Note:	To qualify for the maximum 25% reduction requires a Class 1 bicycle supply ratio of 1.25 stalls per unit											



CONTEXT PLAN AND PHOTO LOCATIONS

GROSS AND NET AREAS					
Floor	Units	common area	Gross sm	Net sm	N/G
P2	29 stalls				
P1	49 stalls				
Total garage	78 STALLS				
1 total main floor			1221.49	976.04	
1 main floor retail			0	746.75	
			0		
1 Main floor residential			0	221.01	
2	25	1253	1288.75	1163.42	
3	25	1253	1366.79	1241.56	
4	25	1253	1366.79	1241.56	
5	25	1253	1366.79	1241.56	
6	25	1253	1293.30	1167.98	
7	23	1253	1271.56	1146.24	
8	20	1253	1063.83	938.51	
9			212.28		
Total NET residential			0	8361.83	
Total FAR (FAR 5=22,500sf x 5 =112,500sf max allowed) 2090.32 x 5 = 10451.6 sm	172	0	10451.58	9108.58	87.2%

AMENITY SPACE		
floor	area	notes
P2		Dog wash
P1		Bike rep
1	48	Balcony
2	118	Balcony
3	44	Balcony
4	72	Balcony
5	72	Balcony
6	72	Balcony
7	107	Balcony
8	203	Balcony
PENT	129	inside
PENT	597	outside
TOTAL	1462	860sm required

UNIT TYPE SUMMARY						
UNIT TYPE	Width	LENGTH	Bedrooms	AREA of UNIT	# units	
A1 medium	14' 4"	34' 10"	2 bed	556sf 51.65sm	2	
A2 medium	14' 4"	44'	2 bed	629sf 58.44sm	3	
A3 medium	14' 4"	34' 2"	2 bed	582sf 54.07sm	5	
TOTAL					10	
B1 wide	16' 5"	44' 9"	2 bed	618sf 57.43sm	5	
			2 bed	700sf 65.03sm	3	
B2 wide	16' 5"	31' 4"	2 bed	632sf 58.71sm	2	
B3 wide	16' 5"	36' 5"	2 bed	713sf 66.24sm	3	
B4 wide	16' 5"	31' 4"	2 bed	550sf 51.10sm	5	
B5 wide	16' 5"	35'		541sf 50.26sm	3	
	16' 5"	30'		492sf 45.7sm	1	
B6 wide	16' 5"	35'		567sf 52.68sm	4	
TOTAL					24	
C1 narrow	12' 4"	35'		445sf 41.34sm	2	
				432sf 40.13sm	48	
				412sf 38.28sm	1	
C2 narrow	12' 4"	35'		455sf 42.27sm	2	
				471sf 43.76sm	3	
				484sf 44.96sm	3	
				490sf 45.52sm	2	
C3 narrow	12' 4"	40' 11"		512sf 46.57sm	30	
	12' 4"			516sf 47.94sm	3	
				520sf 48.31sm	7	
C4 narrow	12' 4"	41' 6"	2 bed	550sf 51.10sm	17	
			2 bed	580sf 53.88sm	8	
TOTAL					126	
Town house	24' 8"	24' 5"	2 bed	595sf 55.28sm	4	
				618sf 57.41sm		
				503sf 46.73		
				636sf		
E penthouse	W. Floor 7 -8		2 bed	872sf 81.01sm	8	
				865sf 80.36sm		
				582sf 54 sm		
				466sf 43.3 sm		
				696sf 64.66sm		
				708sf 65.77sm		
				681sf 63.27sm		
				1090sf 101.26sm		
RES TOTAL					172	





① 14ST- LOOKING ACROSS 14 ST TO FRONT OF EXISTING BUILDING

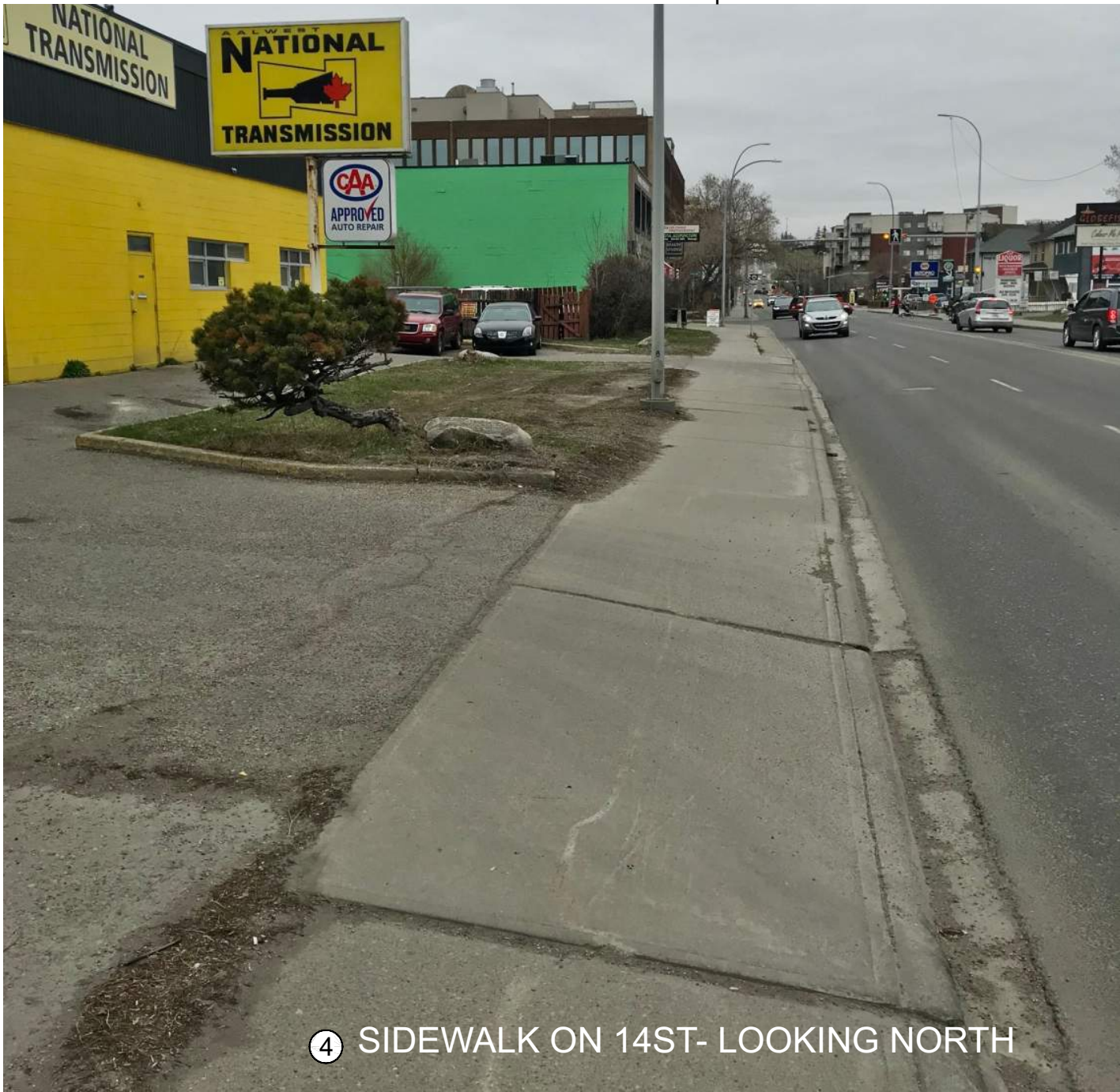


② 14ST LOOKING SOUTH FROM ACROSS 14 ST



③ 14ST LOOKING SOUTH FROM 2ND AVE





④ SIDEWALK ON 14ST- LOOKING NORTH



⑤ SIDEWALK ON 14ST- LOOKING SOUTH





⑥ LANE WEST VIEW OF EXISTING BUILDING



⑦ LANE LOOKING SOUTH



⑧ LANE LOOKING SOUTH



⑨ LANE LOOKING NORTH



SITE PLAN

**LEGAL DESCRIPTION:** Lots 4-10  
Block 3  
Plan 6219L

**MUNICIPAL ADDRESS:** 211 - 221 14 Street N.W.  
Calgary, Alberta

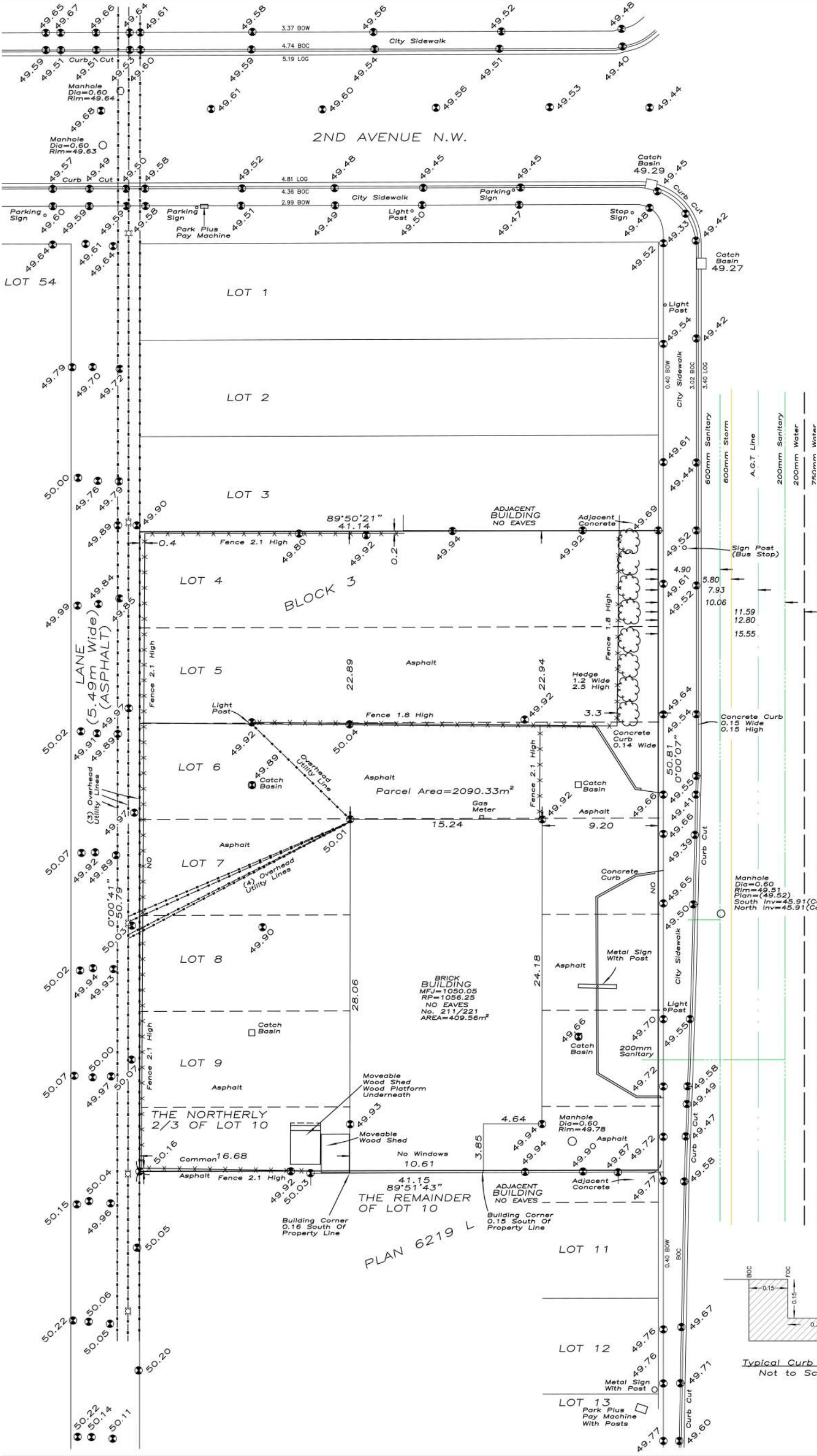
**CLIENT:** Ocgrow Group of Companies

**DATE OF SURVEY:** February 25th, 2020.

**LEGEND**  
Elevations are shown thus: ● = 1000.00 Metres. (Geodetic)  
Elevations are referred to ASCM 80861 Elev=1050.47  
Distances are in metres and decimals thereof.  
Bearings are Grid (3TM-114°W) and Derived from GNSS Observations.

Found Iron Posts are shown thus: \_\_\_\_\_  
Drill Holes are shown thus: \_\_\_\_\_  
Found Iron Bars are shown thus: \_\_\_\_\_  
Calculation points are shown thus: \_\_\_\_\_  
Fire Hydrants are shown thus: \_\_\_\_\_  
Water Valves are shown thus: \_\_\_\_\_  
Gas Valves are shown thus: \_\_\_\_\_  
Power Poles are shown thus: \_\_\_\_\_  
Manholes are shown thus: \_\_\_\_\_  
Lamp Standards are shown thus: \_\_\_\_\_  
Street Signs are shown thus: \_\_\_\_\_  
Property lines are shown thus: \_\_\_\_\_  
Utility Right of Ways are shown thus: \_\_\_\_\_  
Eaves are shown thus: \_\_\_\_\_  
Fences are shown thus: \_\_\_\_\_  
Cable Lines are shown thus: \_\_\_\_\_  
Stormline are shown thus: \_\_\_\_\_  
Sanitaryline are shown thus: \_\_\_\_\_  
Telephone Lines are shown thus: \_\_\_\_\_  
Waterline are shown thus: \_\_\_\_\_  
Gasline are shown thus: \_\_\_\_\_  
Overhead Electrical lines shown thus: \_\_\_\_\_  
Underground Electrical lines shown thus: \_\_\_\_\_

**ABBREVIATIONS**  
A---Arc Length  
Acc---Accessory  
A/C---Air Conditioner  
Bldg---Building  
BOC---Back of Curb  
BOW---Back of Walk  
Calc---Calculated  
Cont---Cantilever  
Conc---Concrete  
C.S---Countersunk  
DH---Drill Hole  
Enc---Encroaches  
FOC---Face of Curb  
Fd---Found  
I---Iron Post  
I.B---Iron Bar  
LOG---Lip of Gutter  
M.A---Maintenance Access  
Mx---Mark  
O.D---Overland Drainage  
R---Radius  
Reg---Regulation  
Ret---Retaining  
R/W---Right of Way  
W/O---Walkout Basement  
W.W---Window Well



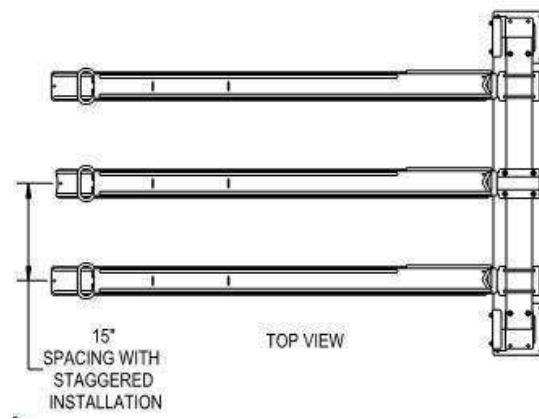
**Demolition-** existing on site building, shed, surface paving, catch basins, manholes, fences, signage as identified on this survey drawing will be removed as part of the building permit process.

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Arc Surveys Ltd.  
#202, 337 41 Avenue NE  
Calgary, Alberta T2E 2N4  
Ph.: 403-277-1272  
Fax: 403-277-1275  
www.arcsurveys.ca

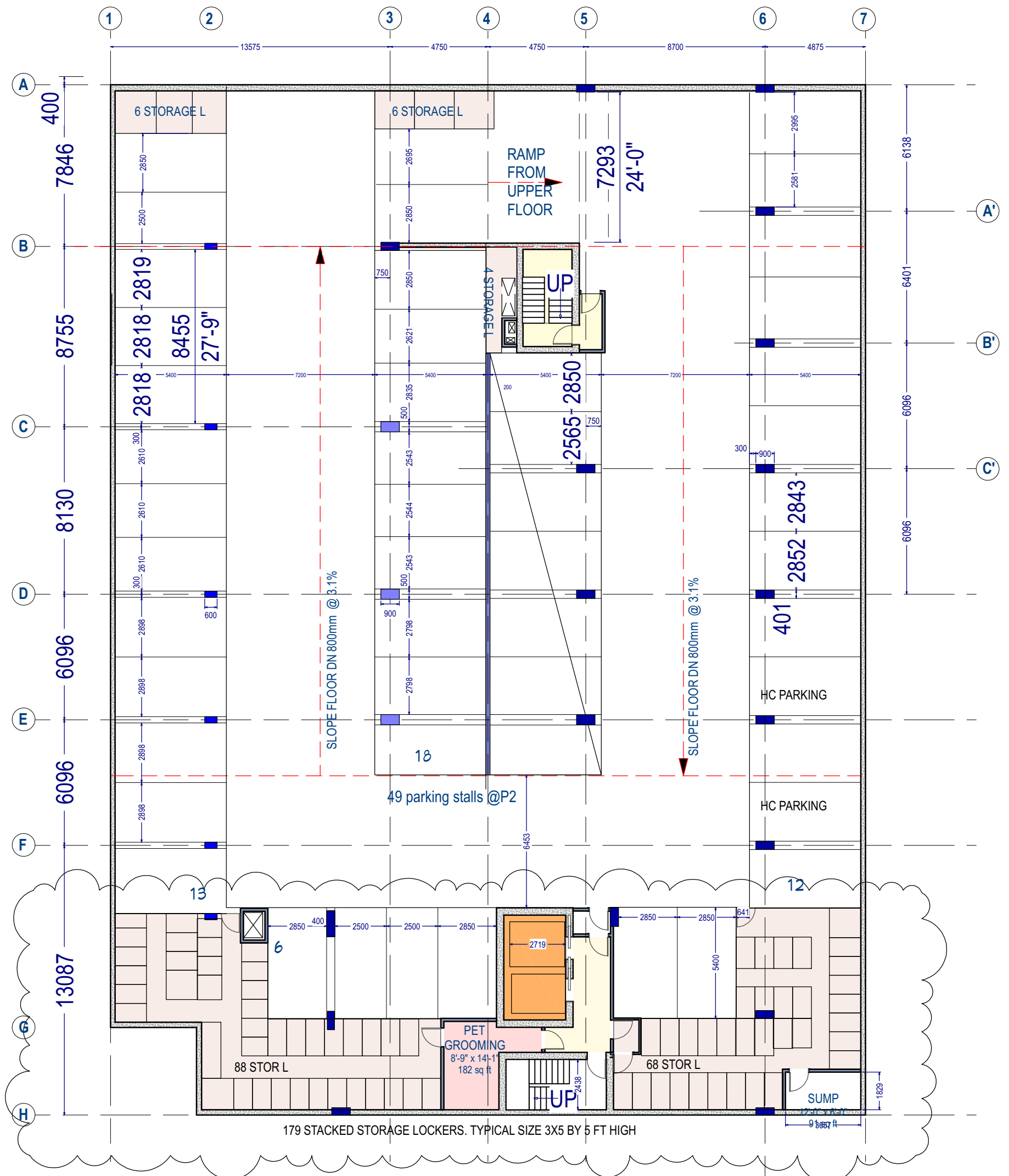
Surveyed: JY Drawn: JW/JW Checked by: RB Scale: 1:200 File No.: 200386





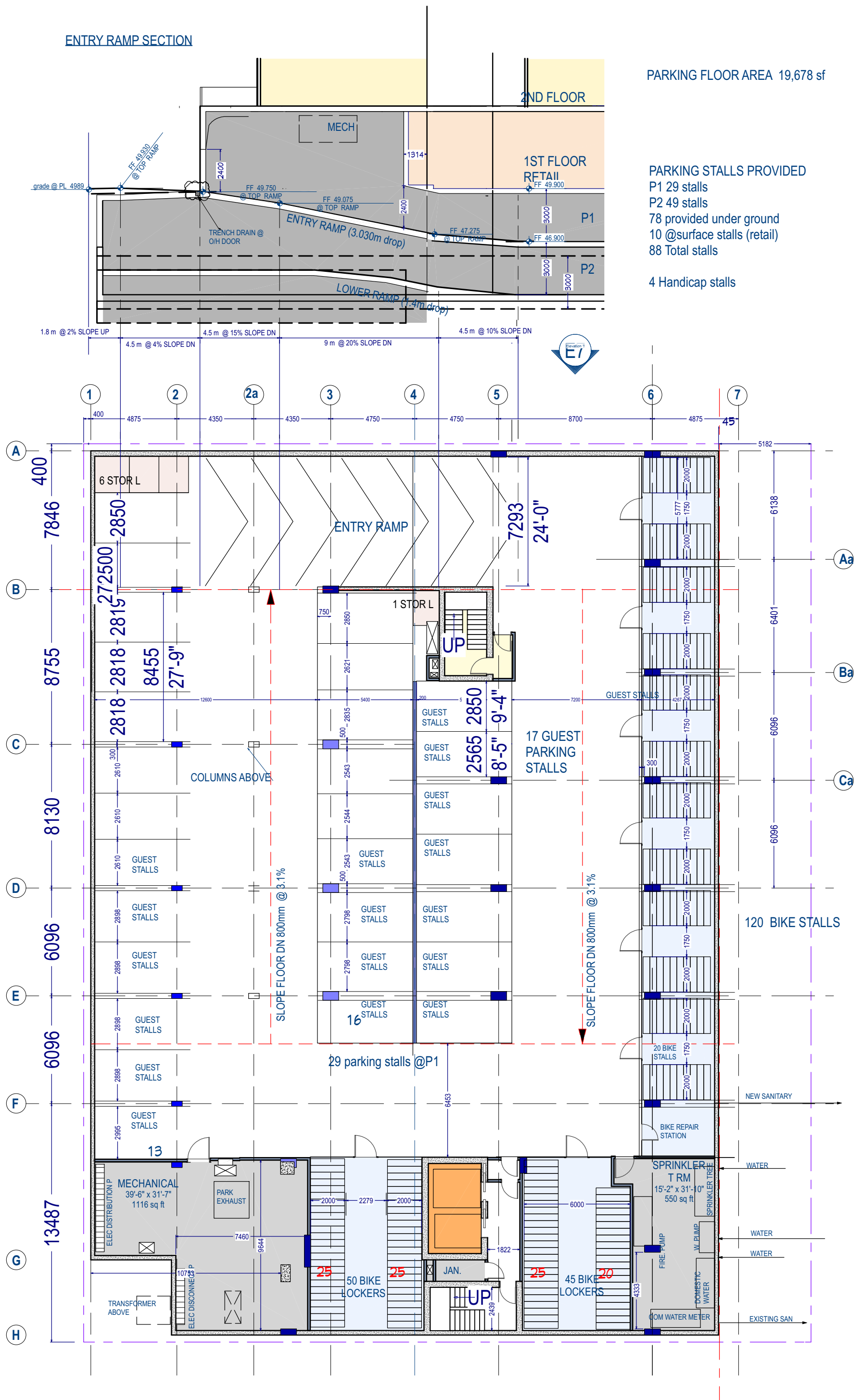
BIKE PARKING CLASS 1 - MADRAX horizontal stack  
215 BIKE STALL ON P1 @ RATIO OF 1.25 PER UNIT  
CLASS 2 18 surface stalls

the stalls are on P1 provides easy access from the paved lane down the auto ramp.

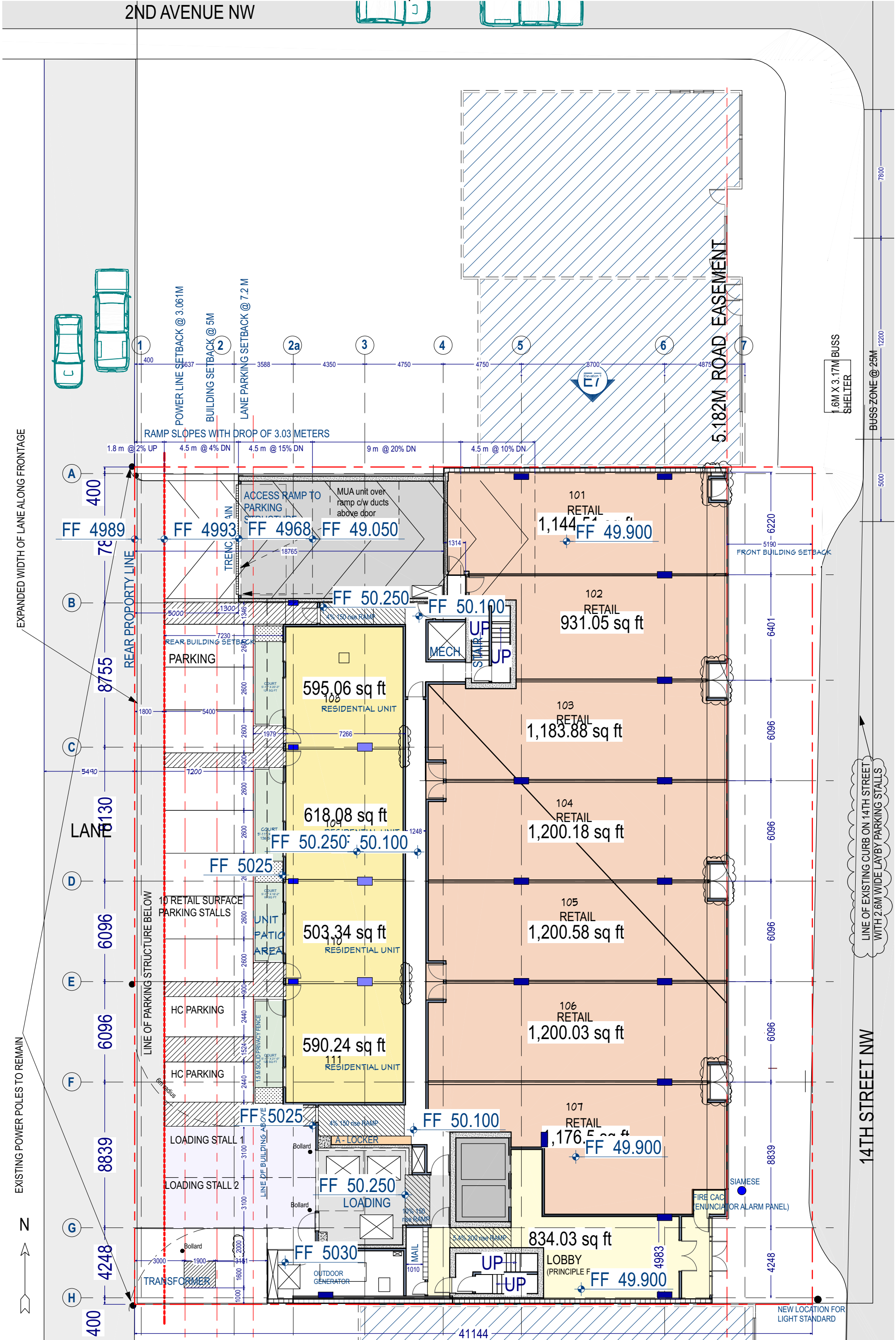




Development Permit Plans









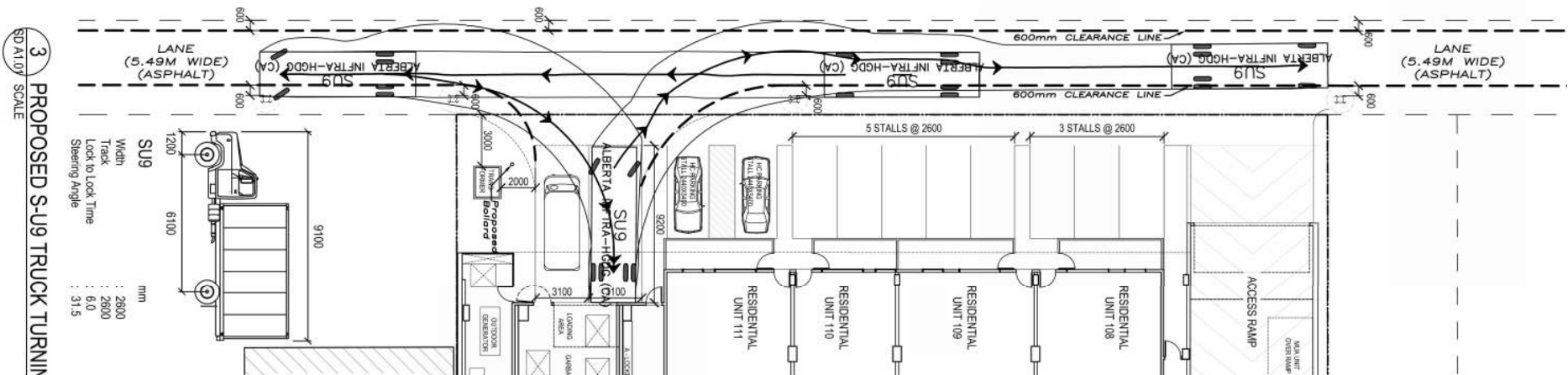
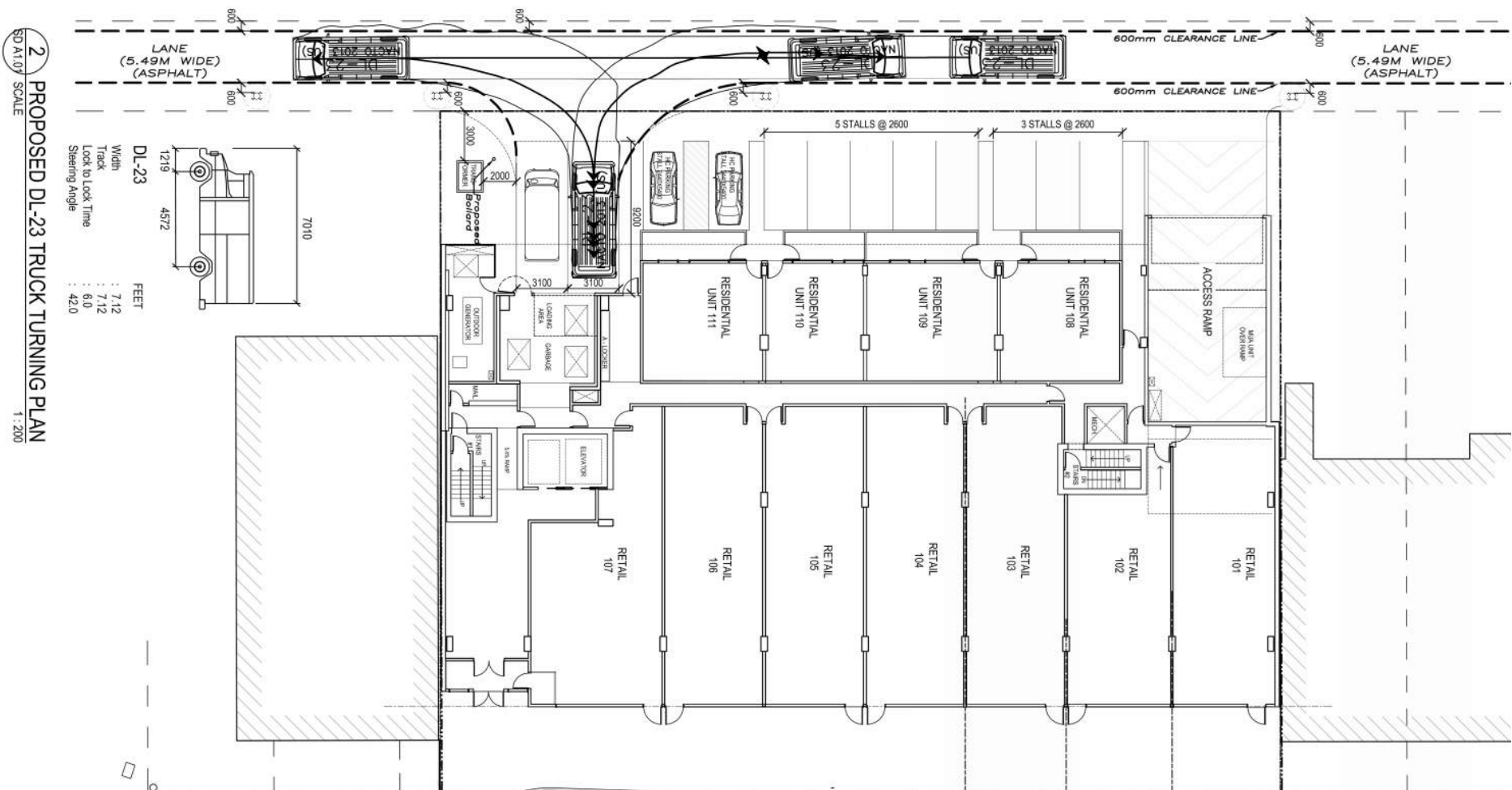
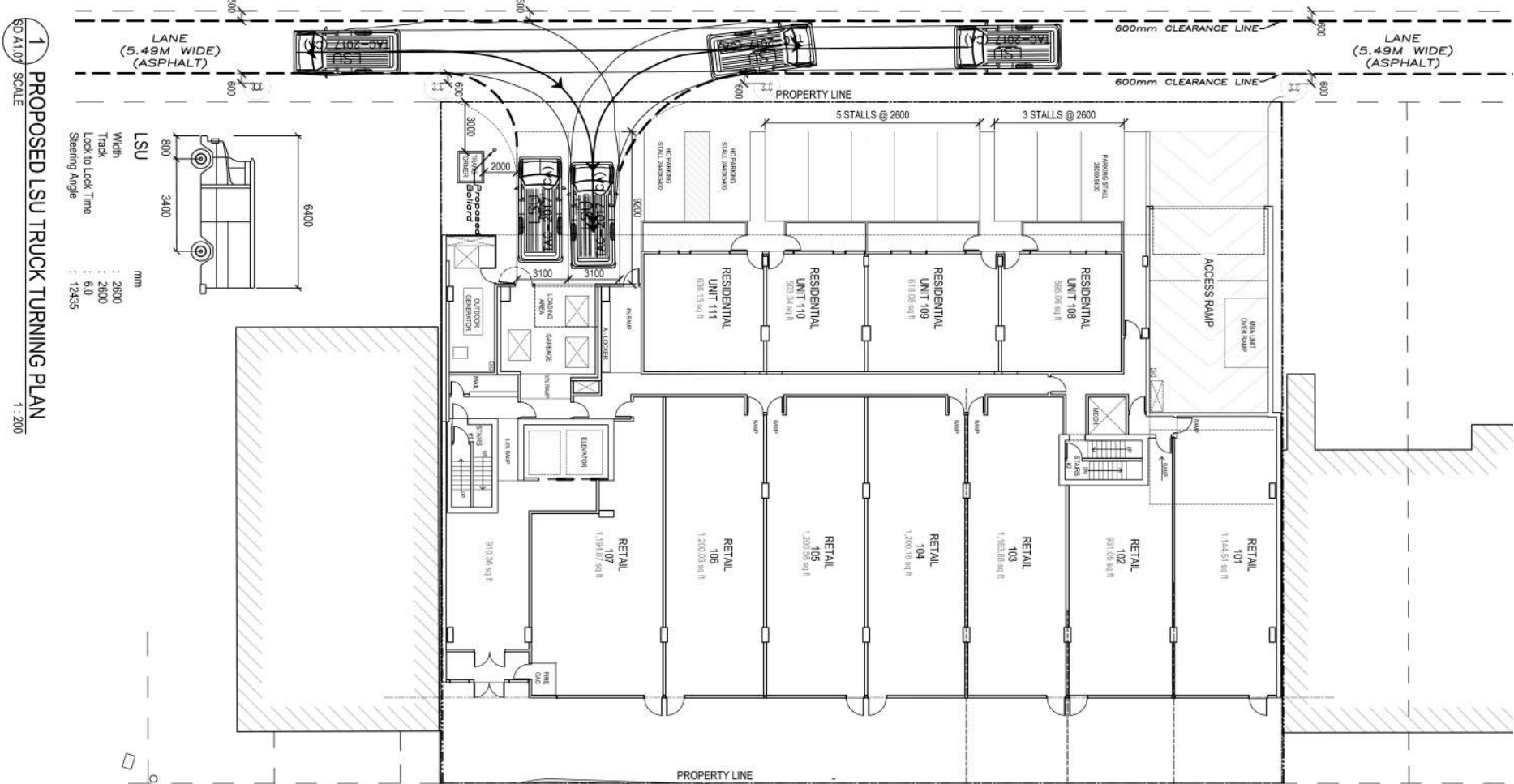
Development Permit Plans

This sweep path analysis reviews 3 truck sizes. From large to small SU9 9.1m, DL23 7.01m and LSU 6.4m. The loading sweep paths for the 6.4 Meter long truck (TAC 2017 LSU) is the smallest of the tucks but represents the practical maximum size that can be accommodated. As the units in the building are very small the recommended moving vehicle size as defined by U-haul is a 17ft truck, The 6.4 meter truck fulfills the loading requirements of the residential units and of the retail which will primarily be loaded with delivery vans.

The midsize truck 7.01m also works with modest incursions into the .6m buffer zone. This truck size would have been approved in previous regulations prior to the .6m buffer requirement.

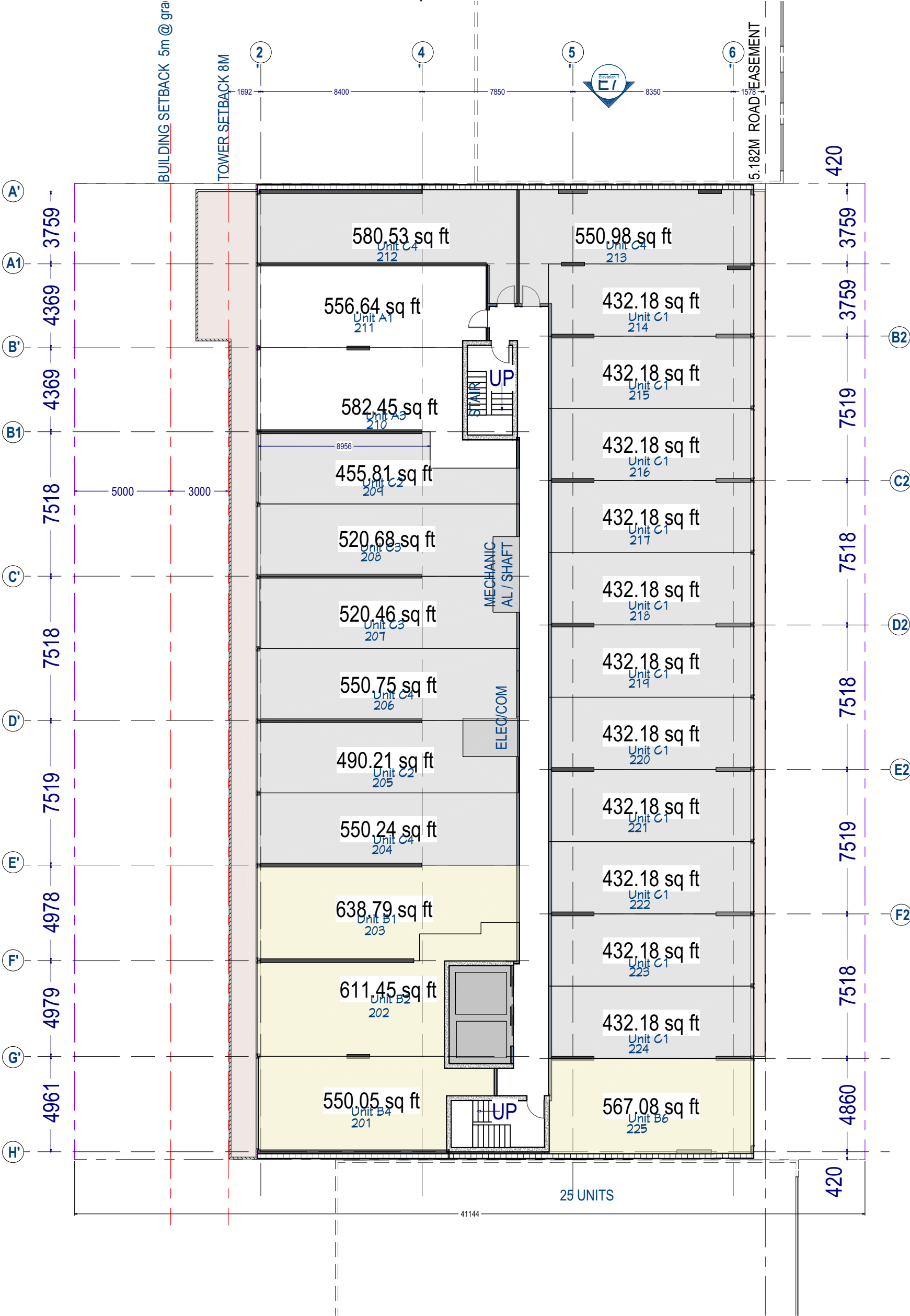
The larger truck does not work under any scenario. Due to the location of the power poles and their distance apart there is no loading sweep path that functions. This version has the truck failing on one of the power poles. We are not assuming that 2 medium or large trucks would load at the same time. We view that one loading stall could have been sought for and accepted as such the 2 stalls provide good flexibility for multi-use such as a staging area for garbage as well as for loading.

On this site as in all the new developments in Kensington with narrow lanes there are challenges with loading. This proposal is consistent with the loading solutions recently approved in near by developments. The rule to load with the sweep path completely on site is not a reasonable requirement. The implications would eliminate much of the ground floor development foot print. We are asking for a relaxation consistent with others to allow the car parking stalls to back into the land and to allow trucks using the two loading stalls to back into the lane as part of the normal course of access.

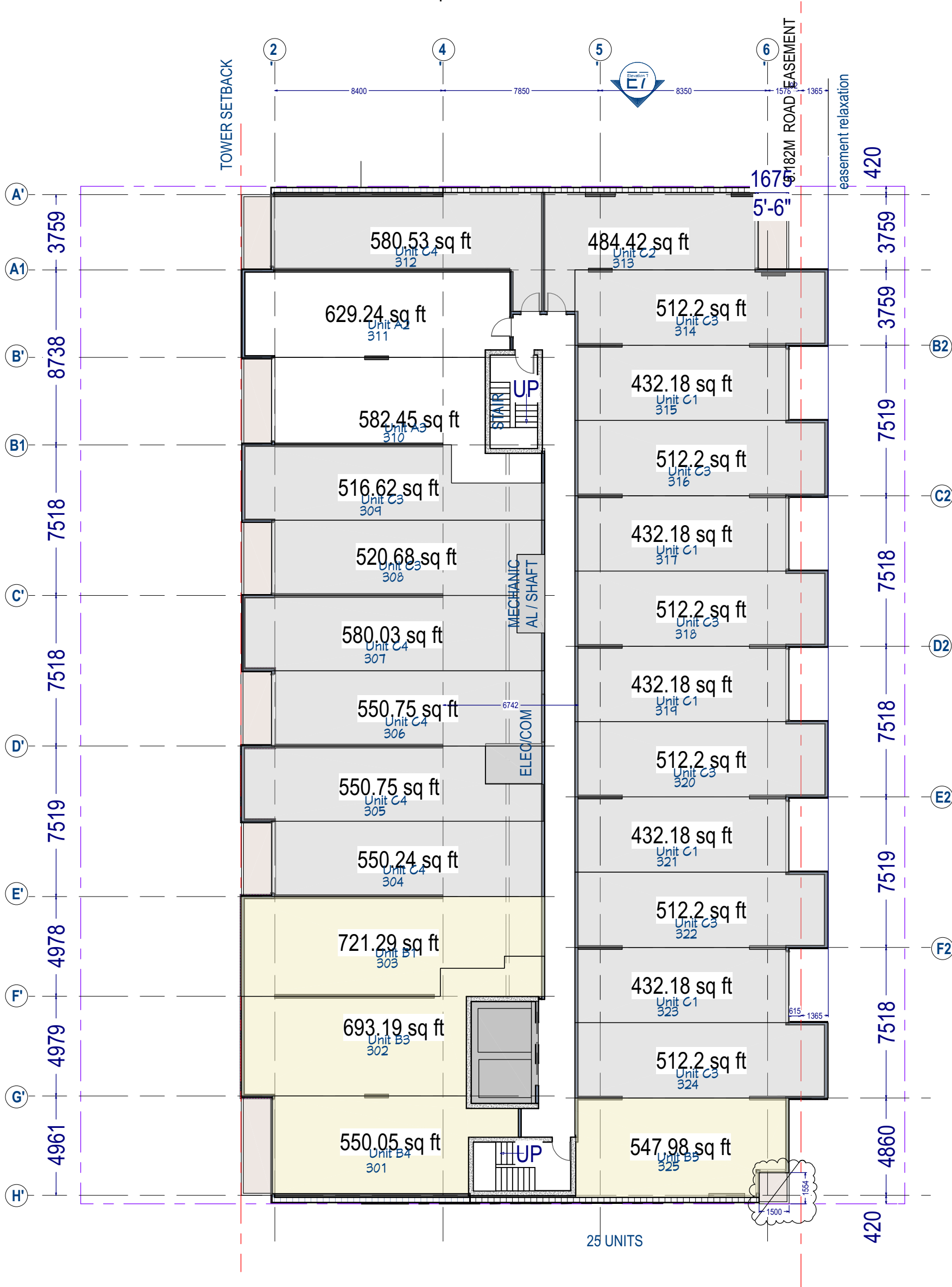




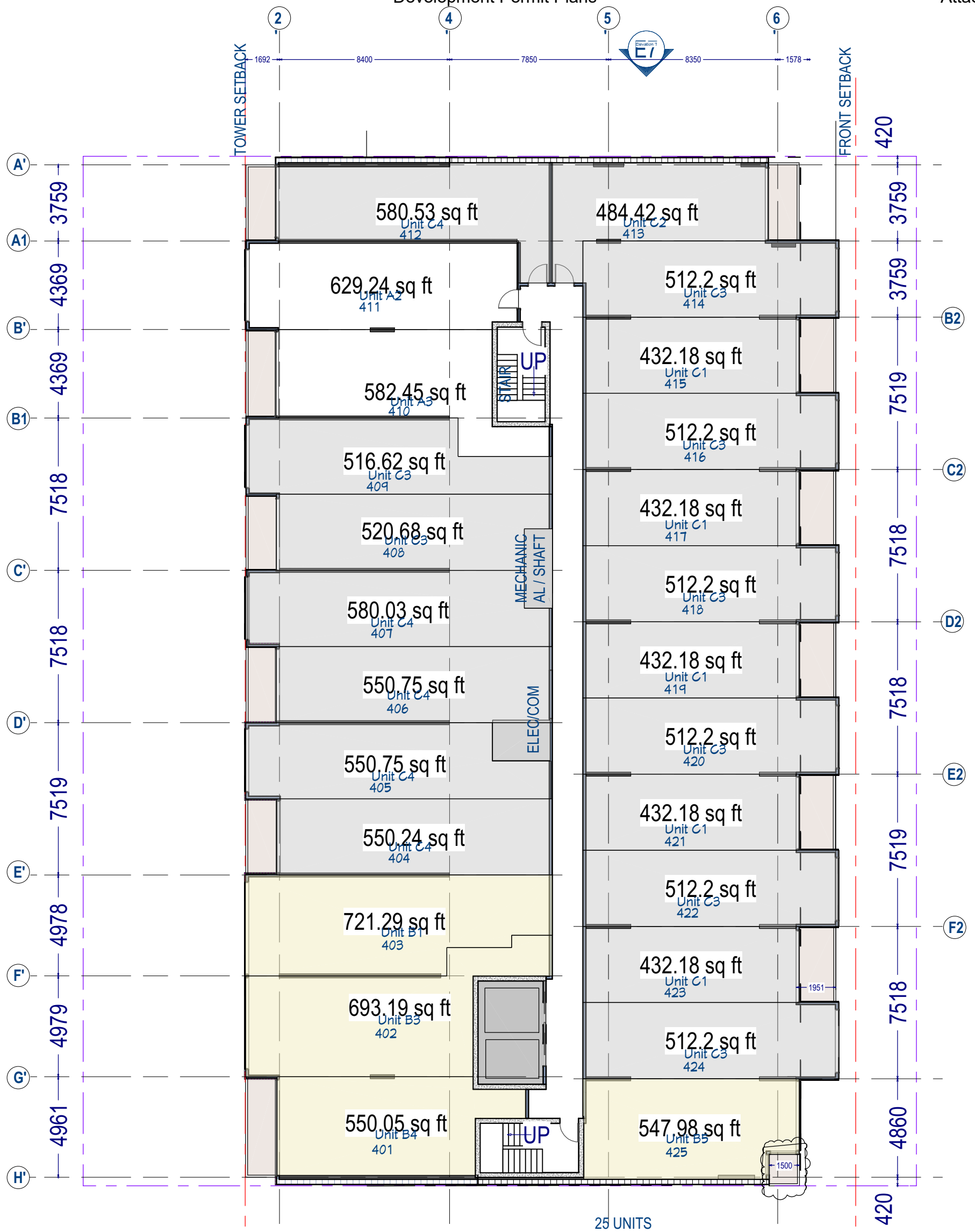
Development Permit Plans





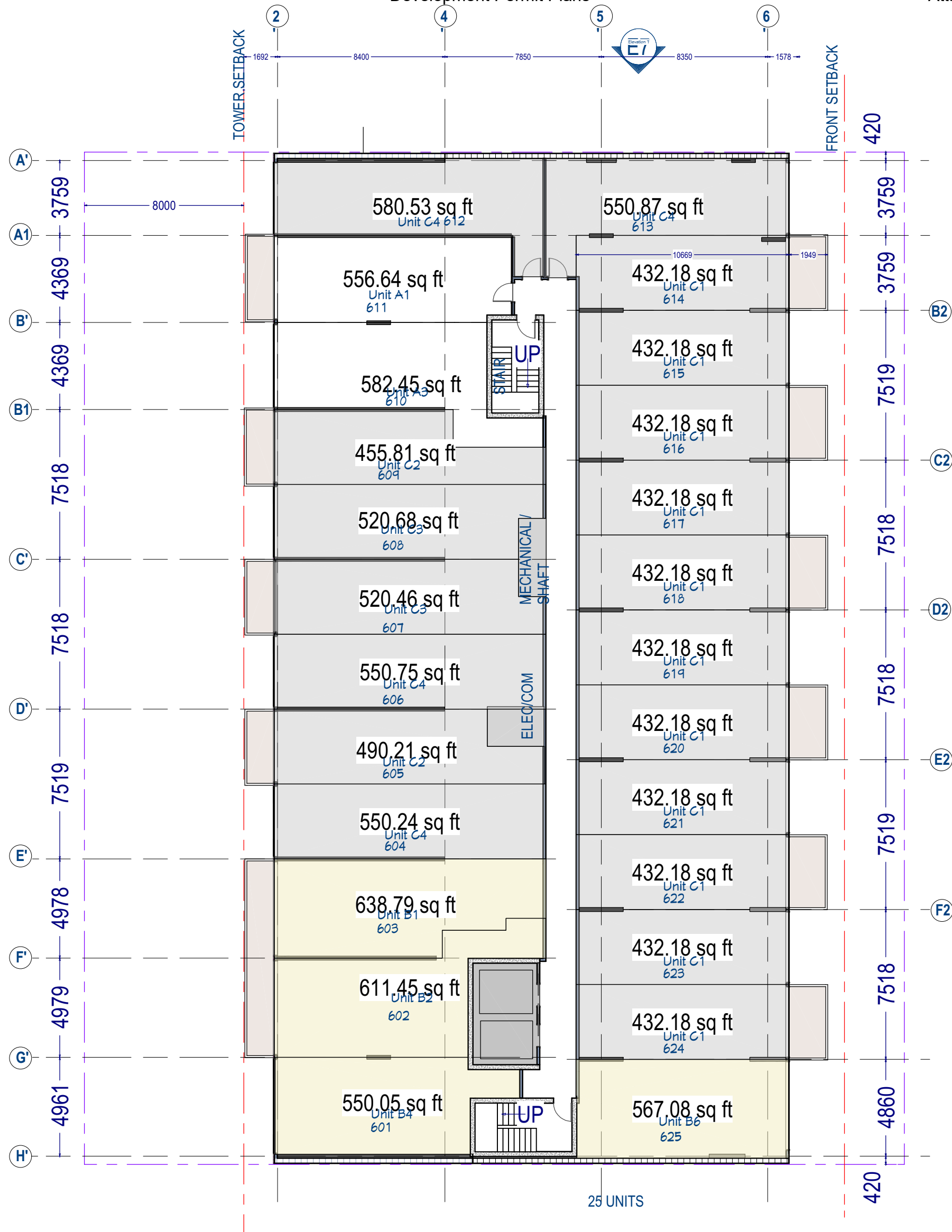






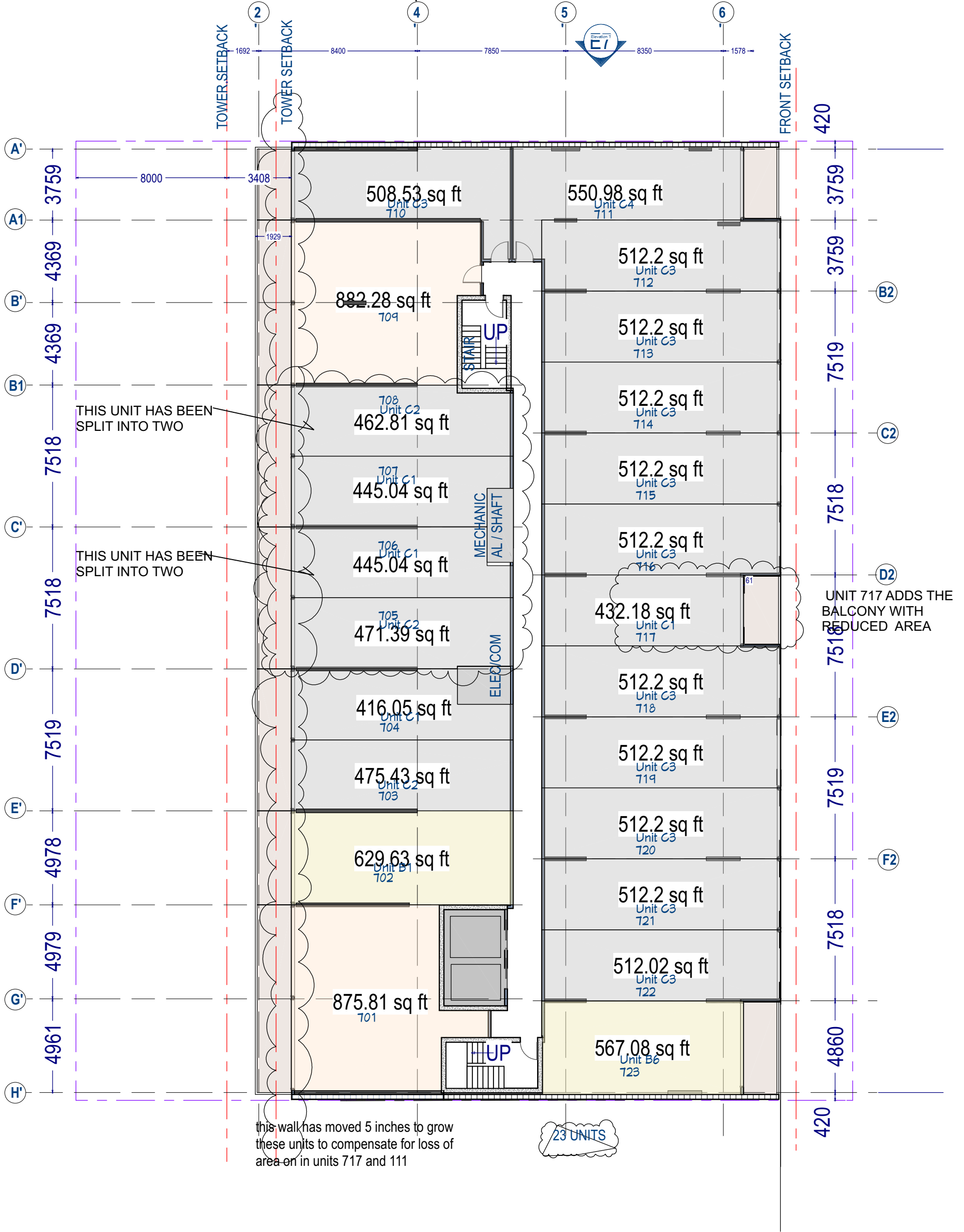


Development Permit Plans

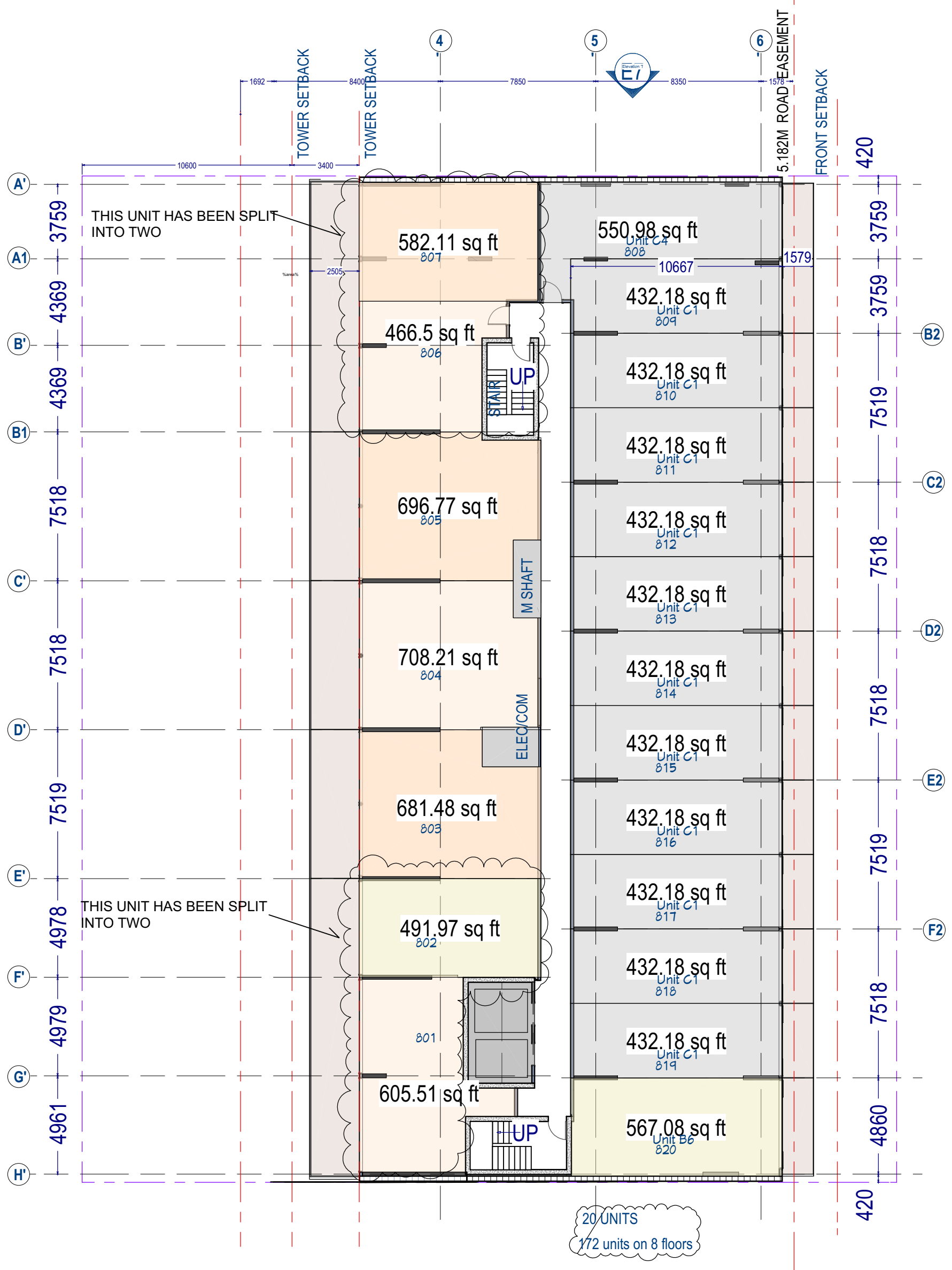




Development Permit Plans

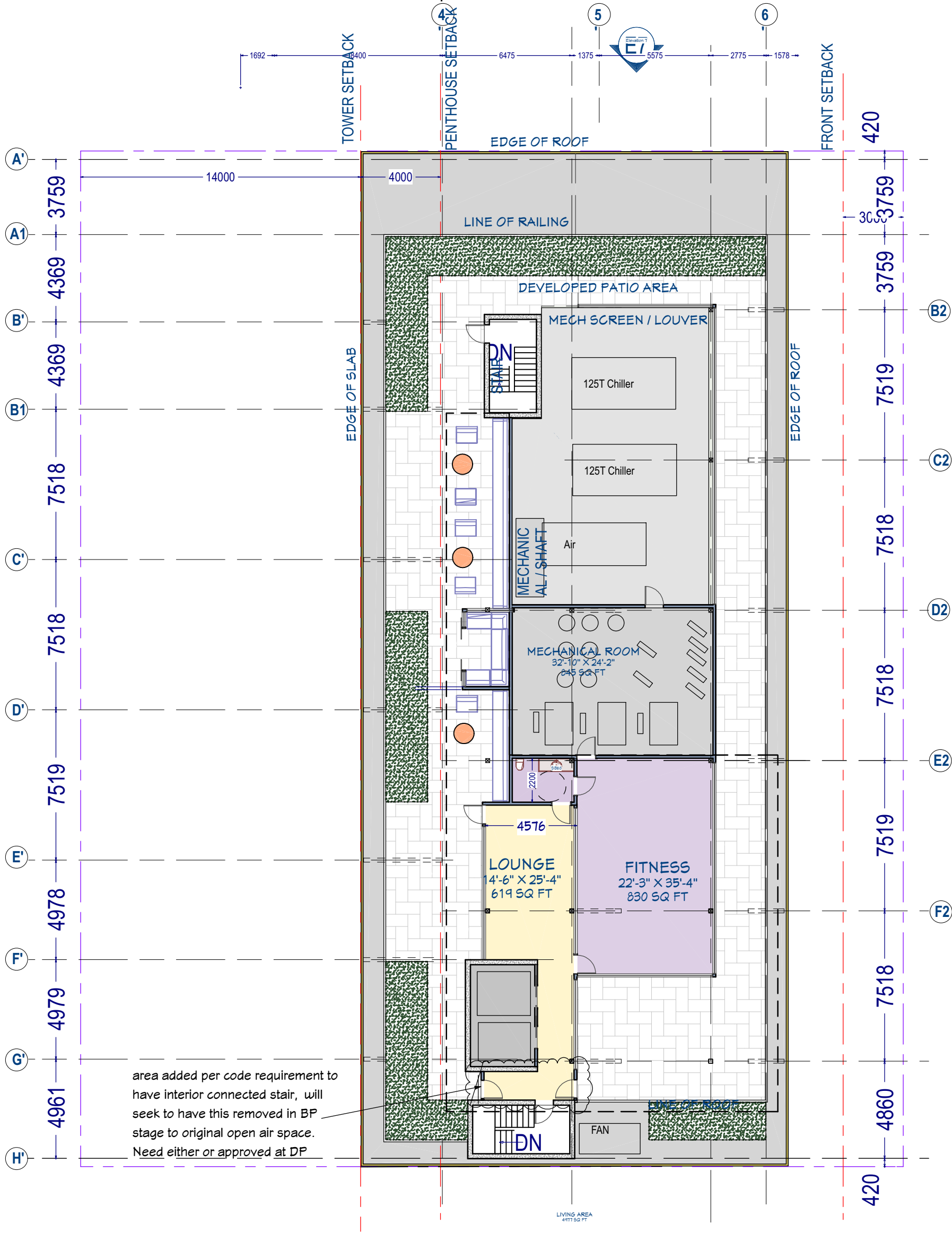




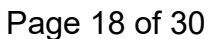




Development Permit Plans



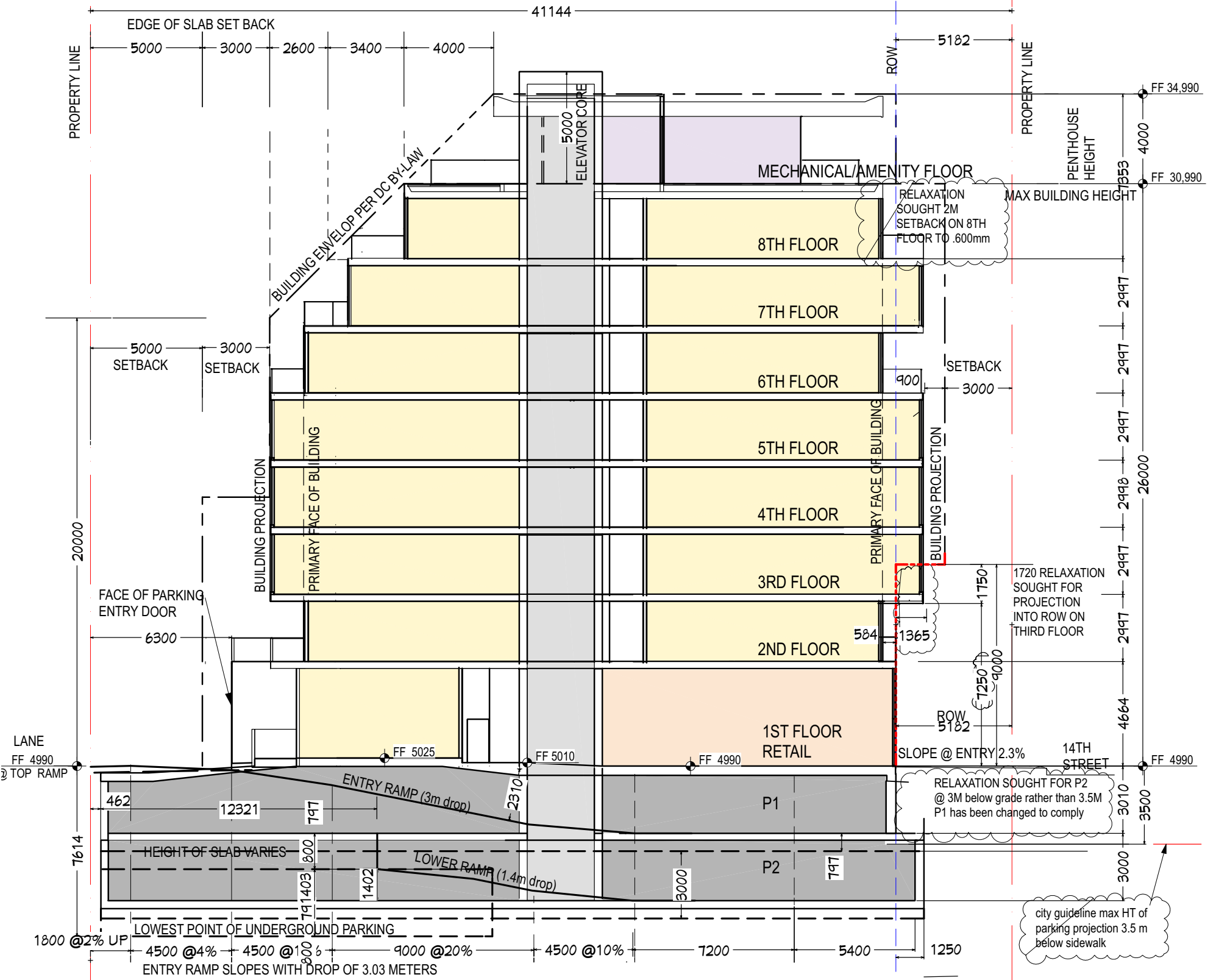








INDENTS @ CRU ENTRIES











EAST ELEVATION

SIGNAGE



WEST ELEVATION

FINISHES

- 1 GREY CEMENT PANEL-  
FLAT FINISH AND GLOSS FINISH
- 2 WHITE CEMENT PANEL-  
FLAT FINISH AND GLOSS FINISH
- 2A WHITE PORCELAIN PANEL-  
GLOSS FINISH
- 3 BRICK RED CEMENT PANEL-  
FLAT FINISH AND GLOSS FINISH
- 4 WHITE OR GREY LOUVRE-
- 5 GLASS RAIL - NOT TINTED
- 6 CONC. or Granit base. 400mm ht
- 7 GLASS NOT TINTED

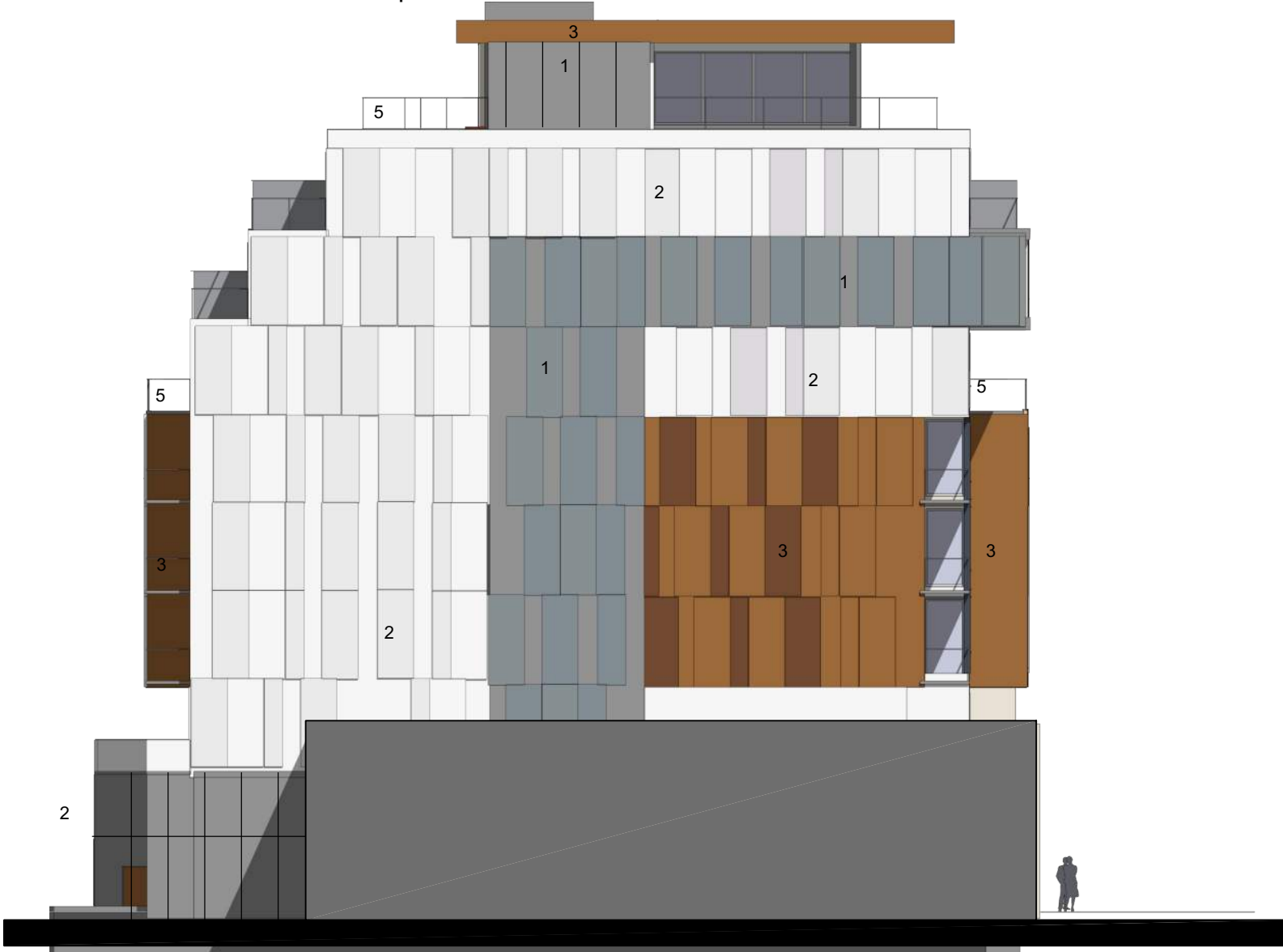
SIGNAGE NOTES

CRU SIGNAGE TO BE RAISED LETTERING ON TOP OF MIDDLE WINDOW LIGHT, CONTINUOUS HORIZONTAL GRILL TO BE INSTALLED OVER WINDOW C/W 2 BANDS TO SUPPORT LETTERING. LETTERING TO BE 500mm HIGH

SIGNAGE TO BE ALSO LOCATE ABOVE THE TWO REAR RETAIL ENTRY DOORS



Development Permit Plans



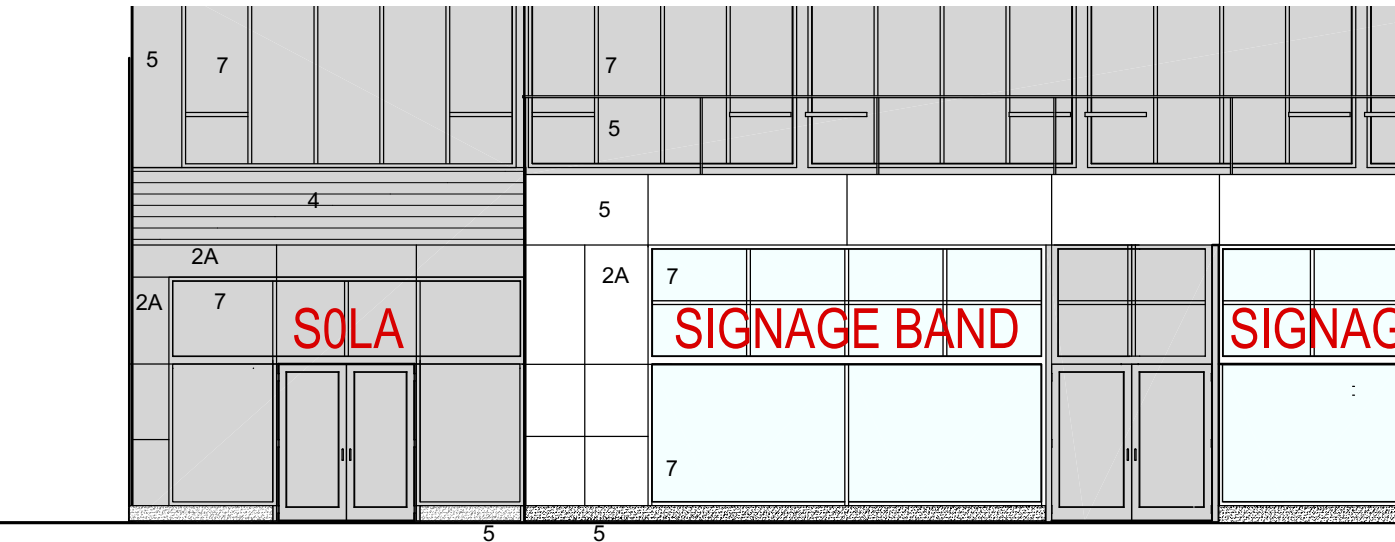
SOUTH ELEVATION



NORTH ELEVATION

FINISHES

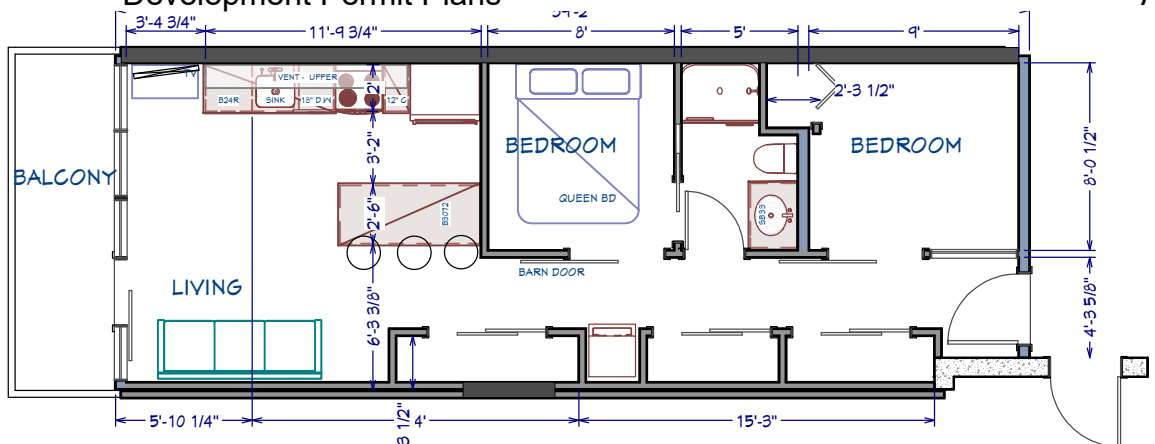
- 1 GREY CEMENT PANEL-  
FLAT FINISH AND GLOSS FINISH
- 2 WHITE CEMENT PANEL-  
FLAT FINISH AND GLOSS FINISH
- 2A WHITE PORCELAIN PANEL-  
GLOSS FINISH
- 3 BRICK RED CEMENT PANEL-  
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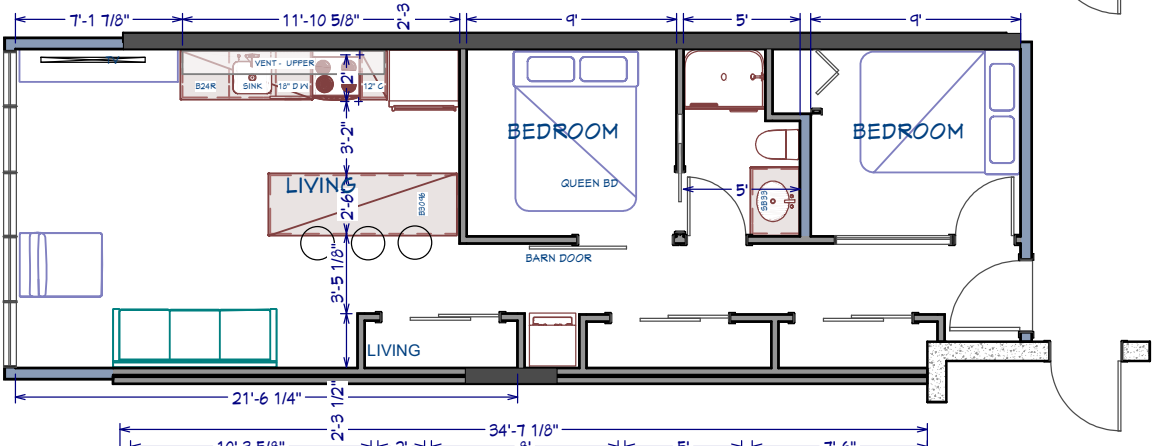


Development Permit Plans

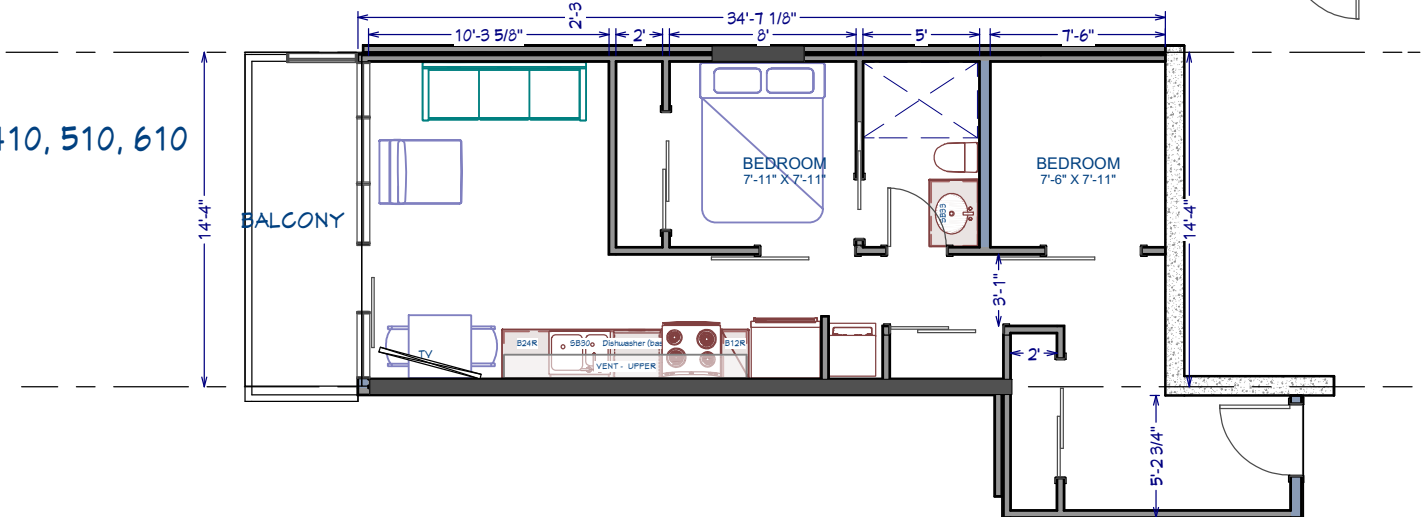
A1 556sf  
units - 211, 611



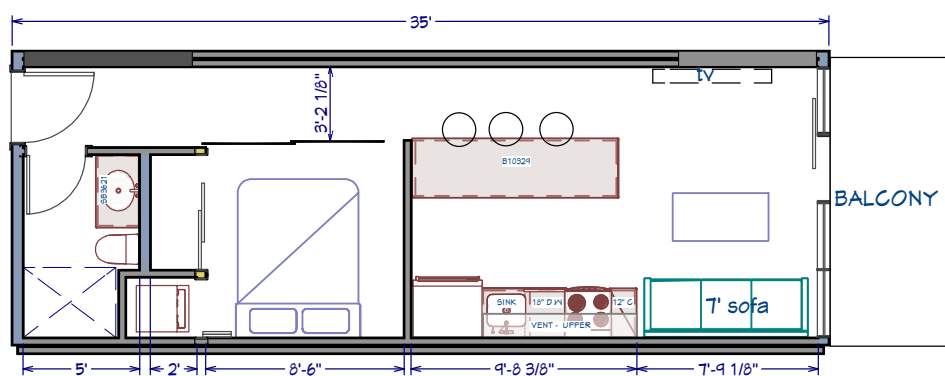
A2 629sf  
units 311, 411, 511



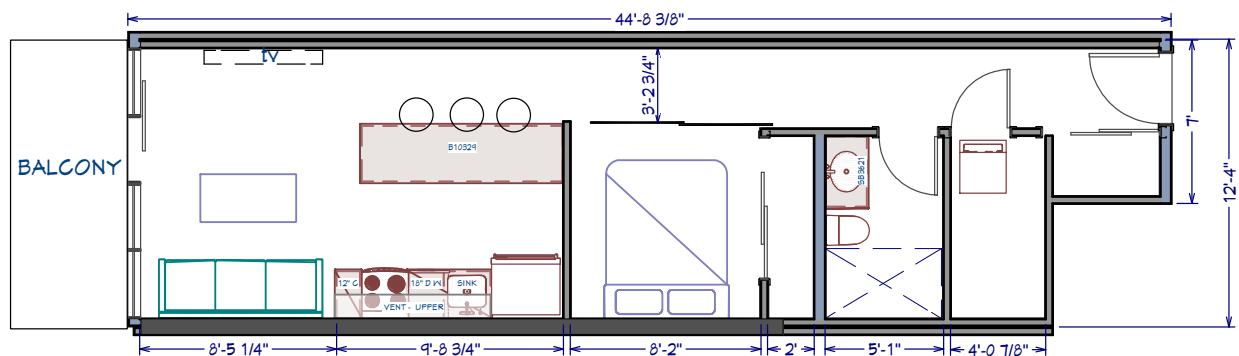
A3 582 sf  
units 210, 310, 410, 510, 610



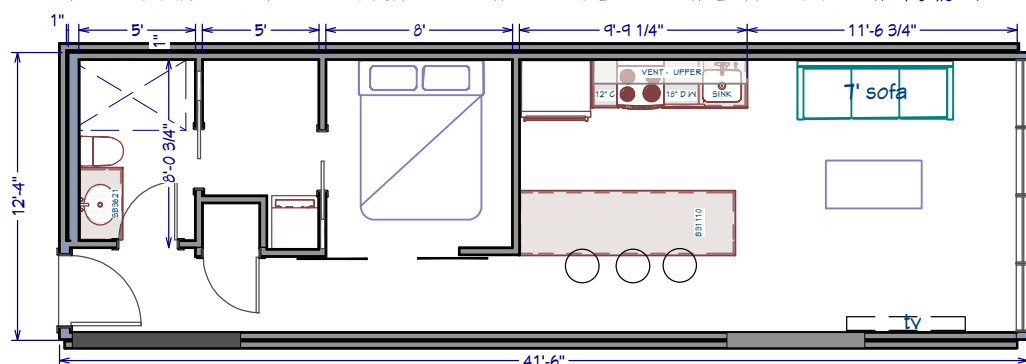
C-1 432sf  
49 units



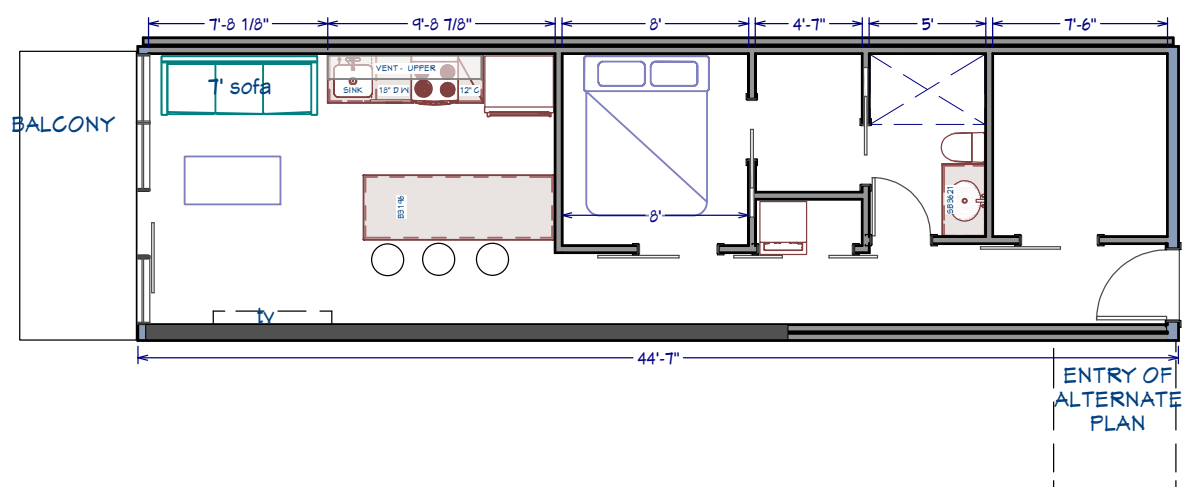
C-2 490sf  
8 units



C-3 512sf  
40 units



C-4 550sf  
25 units  
5 units @ 580 sf

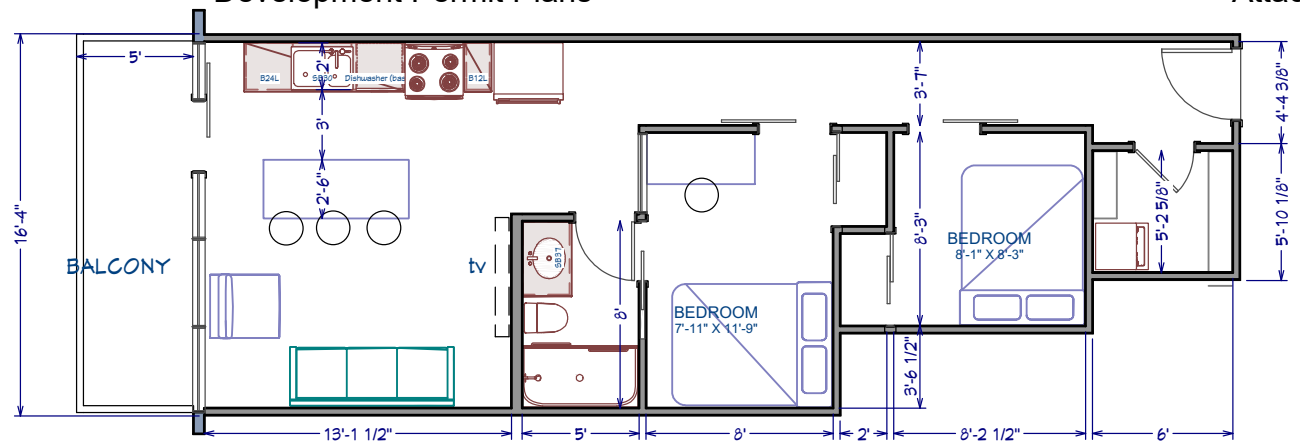




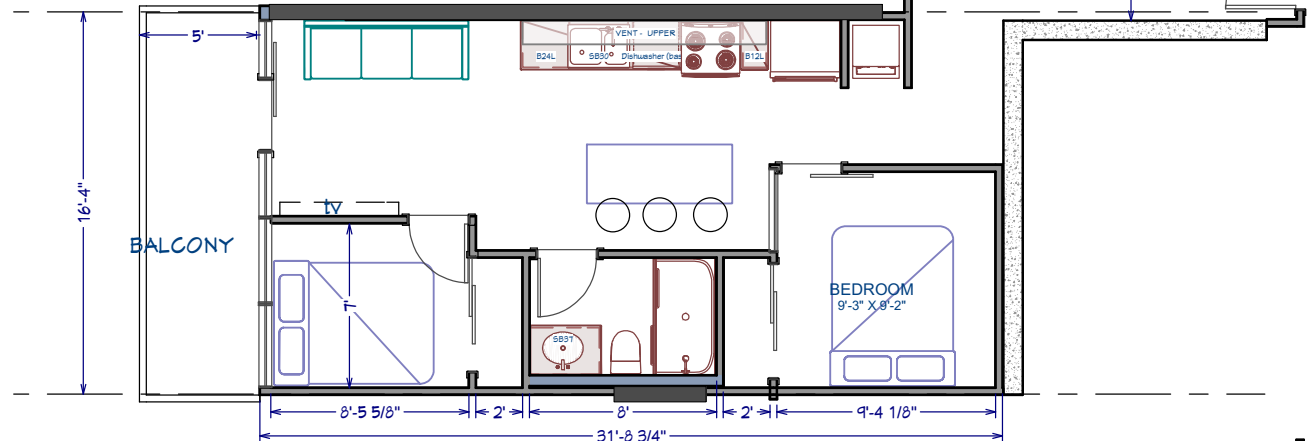
Development Permit Plans

B1 638sf  
units 203, 603,

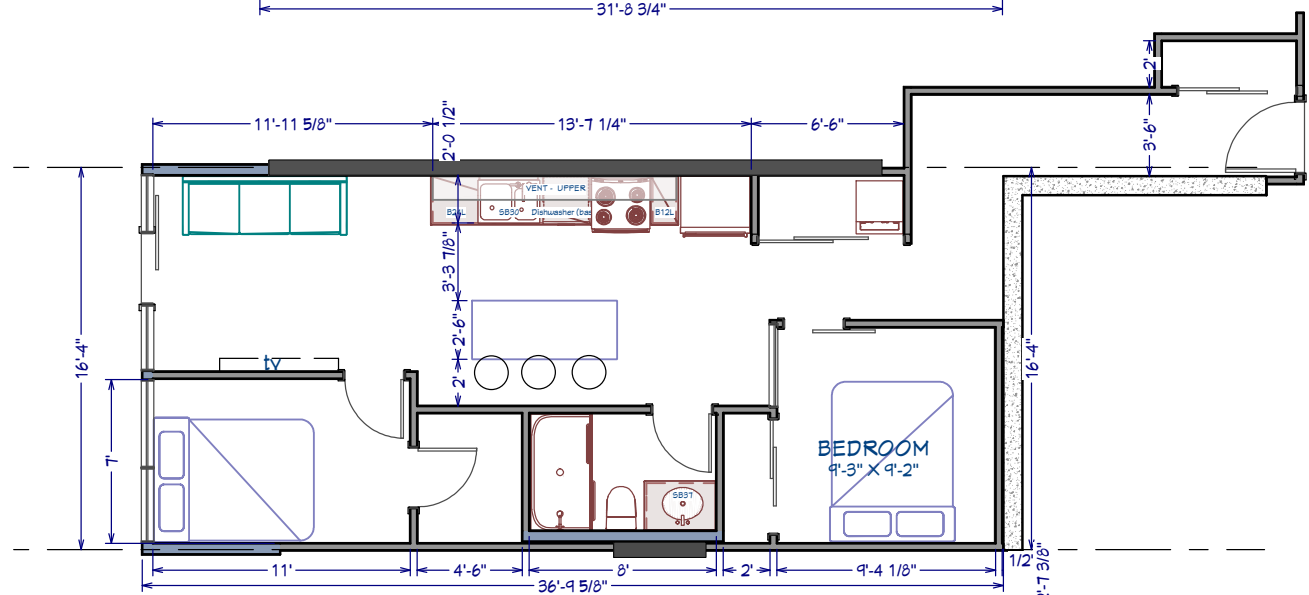
B1 721sf  
units 303, 403, 503  
this unit adds the balcony space



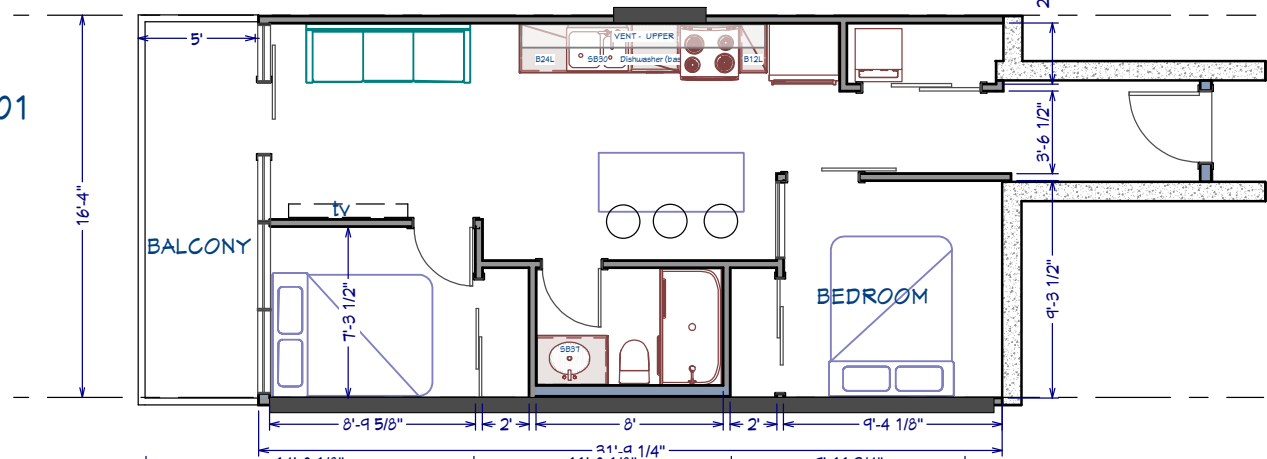
B2 611sf  
UNITS 202, 602



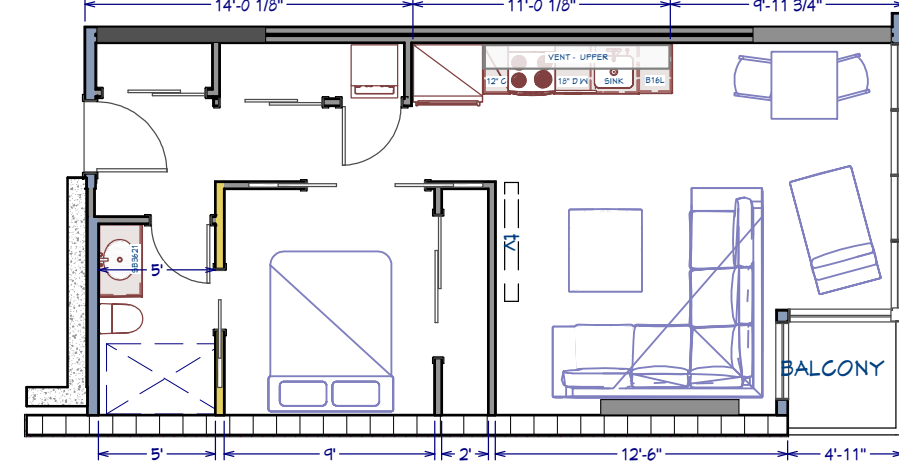
B3 693 sf  
UNITS 302, 402, 502



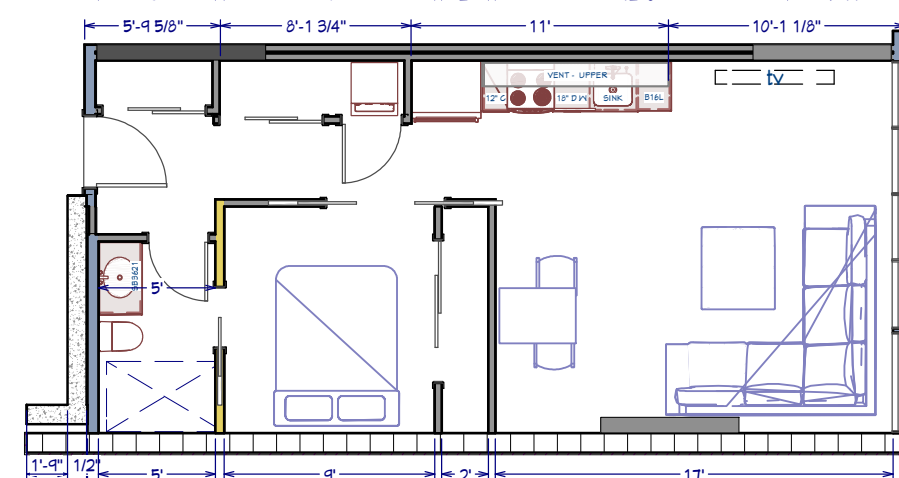
B4 550sf  
UNITS 201, 301, 401, 501, 601



B5 541sf  
units 325, 425, 525



B6 567sf  
unit 225, 625, 721, 818

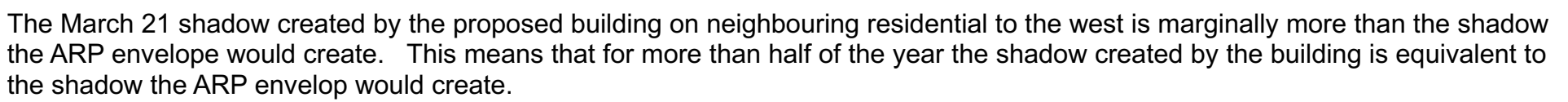




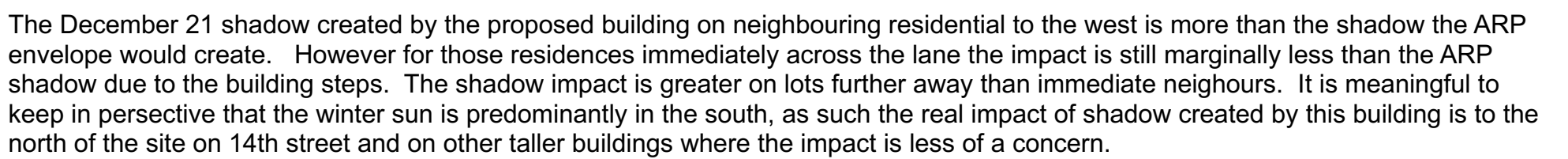


The June 21 shadow created by the proposed building on neighbouring residential to the west is marginally less than the shadow the ARP envelope would create. This is achieved by moving the building as close to 14th street as possible and stepping the building.











The overhead door is 12 ft wide by 9 ft tall to allow for direct removal of the bins with minimal sideways movement. A concrete curb is included to prevent bins from hitting the door track and interior walls and bollards have been added at the overhead door to protect the tracks. The interior walls are also of concrete to ensure the space can withstand the abuse of moving the bins.



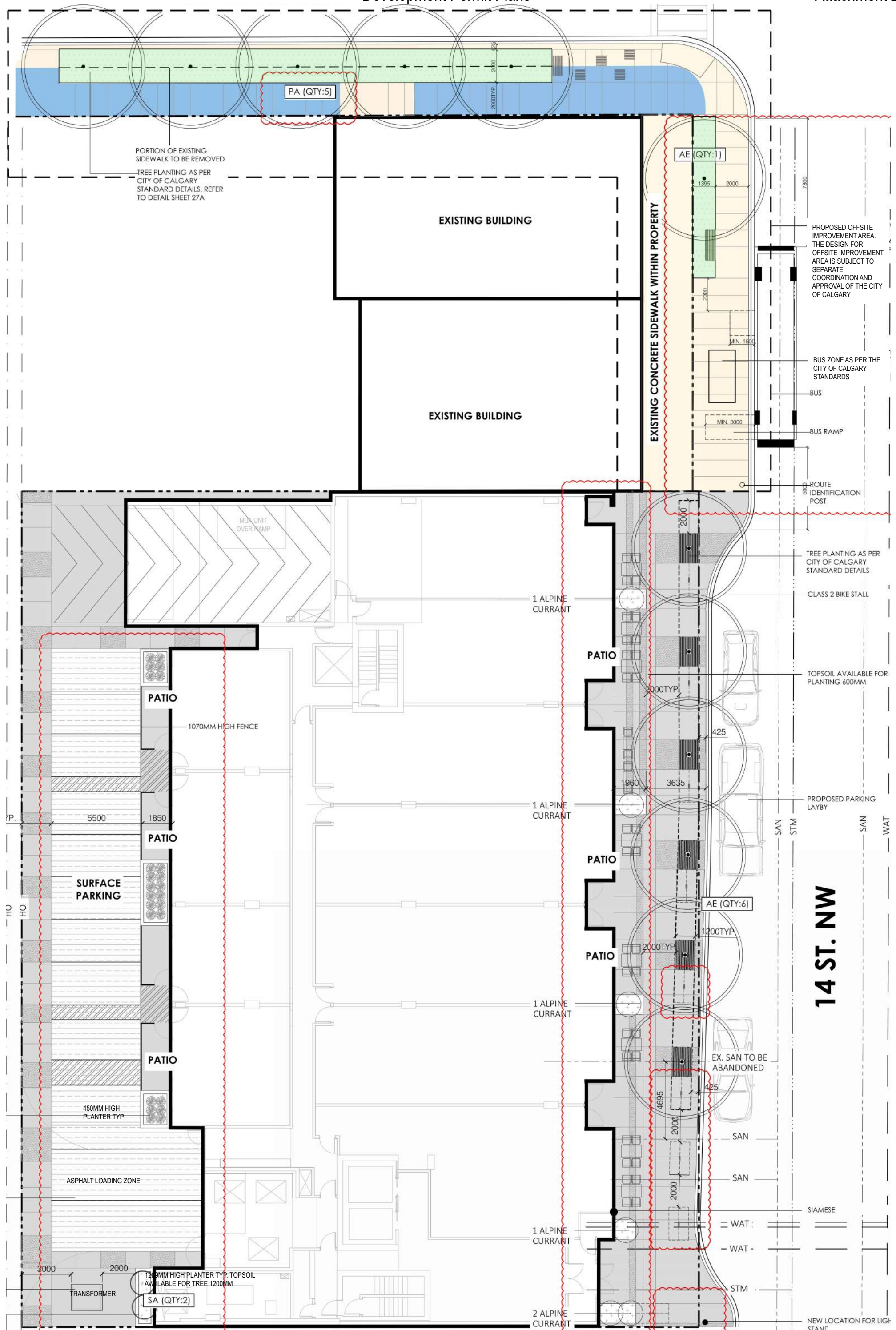
## 2020-08-31

A-28

**O C G R O W**  
GROUP OF COMPANIES



Development Permit Plans



riddell kurczaba  
architecture engineering interior design ltd.  
#19-4592

**LANDSCAPE PLAN**  
211-221 14th STREET PLAN 6219L BLOCK 3 LOTS 3 - 9 & PARTIAL10

**SOLA**  
O C G R O W  
GROUP OF COMPANIES

2020-08-31

**DP** - REVISION 1

SCALE: 1:100  
(11/17 1:200)

**L -29**



DECIDUOUS SHRUBS

PERENNIALS

MOVABLE FURNITURE

TREE GRATE

SEATING

CLASS 2 BIKE STALL  
INVERTED, U-SHAPE BIKE RACK  
TOTAL QUANTITY: 18 STALLS

**AREAS REVISED**