

Applicant Submission

May 21, 2021

To Whom it may concern,

I am writing in reference to a new building project, which plans to consolidate parcels 4503, 4507 and 4511 on 17th Avenue SW in Calgary. The below summary will provide further information and context.

The existing site contains three single family and accessory buildings, to be demolished. The proposed new development contains two (2) new mixed use buildings, both 2 storeys in height. The ground floors of each are reserved for a restaurant in Building A and a medical clinic in Building B. The upper floors are reserved for residential dwelling units, access by exterior stairs and passageways.

Site access is provided off 17th Avenue SW, where a driveway crosses over a raised pedestrian tabletop connecting an outdoor community plaza to the primary entrances of both buildings. Surface parking is provided at the centre of the site, with a drive-thru running along the south property line and exiting onto Glenmount Dr SW. It is intended that cars exiting the drive-thru turn left towards 17th Avenue, and not the adjacent residential neighborhood. Appropriate signage and pavement markings are proposed to communicate this intention.

Notable site context includes **(1)** the *45th Street C-Train Station* located roughly 150m north west of the proposed site; and **(2)** 17th Avenue which brings high visibility to the project.

DESIGN CONCEPT

This project is envisioned as a place for both residential and commercial activity, nestled into the well-established community of Glendale. This unique location offers great branding and advertisement opportunity for the commercial tenants at grade and a great vibe to the residential tenants above.

Building placement on site pin-wheels around the main access point along 17th Avenue. One building aligns with 17th Avenue while the other building aligns with Glenmount Drive SW. This creates a sheltered interior where parking can be largely screened from the street. Also, a row of tall trees are planted along the south property line to further shield sightlines and dampen noise between the site and the adjacent residential community.

A community plaza is designed to connect the principal entrances of each building, and is the heart of the project. Featuring both hard and softscapes it encourages people to sit and socialize; and though it is immediately adjacent to a major roadway, it offers an effective yet subtle landscape buffer that creates a safe environment for people of all ages. A separate outdoor amenity space is also provided to serve only the residents living on site.

The building design is simple, modest and speaks to the neighboring residential context. Two separate buildings feature two similarly proportioned gable forms that pinwheel off each other and create a variety of vantages

throughout the site; and present an architectural variety achieved simply through building orientation as well as through effective use of materials. In concept, each gable form is carved out on the upper residential level to accommodate an exterior passageway on one side. On the other side, a pedestrian walkway is carved out of the lower commercial level. The act of carving out these separate functions serves to delineate public and private spaces and leads to a building form of interlocking masses that differentiate between residential and commercial uses. And despite being similar in form, strategic material applications make these buildings appear as *relatives* or each other, not *replicas*.

Functional building and roof overhangs result from the carving process noted above, with both commercial and residential entry points being covered, or protected. Also, along the upper exterior passageway, splayed columns are arrayed to 'support' the floating roof above, thus providing a bit of privacy for residents walking to their units.

Fibre cement products are primarily used throughout the project. The color scheme intends to create a sharp contrast of warm and dark materials and colors. Large expanses of glazing at grade exude a commercial quality, while repetitious punched windows express a residential feel above.

PLANNING CONTEXT & APPLICABLE POLICIES

Building Height:

Building A proposed height exceeds the maximum 11.0m by roughly 180mm. The roof slope is of 9/12 is intended to match Building B. A relaxation is requested.

Drive Thru Sound Screen:

Screens are proposed at the order board and drive-thru window – exact size and details to be determined.

Fire Truck Access:

It is anticipated that fire trucks will not need to enter the site as the principal entrances of both buildings are located within 15.0m of the adjacent street. For Building A (sprinklered), a fire department connection is proposed on the north elevation. It is not yet known the height of the power lines above the entrance to the site; and if a fire truck needed to enter the site, these lines would have to be at least 5.0m above the driveway.

Garbage Truck Access:

It is anticipated that garbage trucks will enter the site – see DP-1.3 for reference.

Parking:

As per the project statistics on DP-1.1, 13 parking stalls have been provided to accommodate two commercial units at grade and 6 residential dwelling units above. Due to the close proximity to the train station, it is anticipated that this number will be sufficient for the project.

Best Regards,



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