

8 August 2016

## No. 264 Legion Phase 2 (DP2015-4956) Mid-Rise Mixed-Use Block Summary of Development Permit Design Revisions and Enhancements

The following summary outlines the revisions and enhancements to the Development Permit design following The City of Calgary Council Approval of a site-based Land Use Amendment (8 Feb. 2016) and the subsequent comprehensive review and Recommendation of Approval by The City of Calgary Corporate Properties Application Group.

### At-Grade Landscape Environment

- Public realm design elements (light standards, boulevard trees, tree grates, and paving pattern) will match the design palette being used by the neighbouring Kensington Road/10 Street NW roadway upgrade program.
- Additional/enhanced plantings, specifically the laneway interface.
- Additional sculptural benches have been included along 18A Street NW.
- To improve the lane interface with the existing residential development, all existing above-ground power-poles and transmission-lines along the shared north edge will be removed or buried and upgrade below-ground power transmission infrastructure shall be included to service the site.
- See additional revisions and enhancements per *Council's Motions-Arising Response* below.

### Pedestrian Experience and Retail Edges

- All public sidewalks provide a minimum of 2.0 meters unobstructed, clear pedestrian rights-of-way.
- The majority of retail entries have been recessed to provide greater building façade articulation, stronger identity to the entry, and to avoid door swing conflicts with pedestrians along 18A and 18 Street NW edges.
- Enhanced pedestrian experience design elements include: lower projection of canopies (no higher than 3.0 meters from grade) to ensure better weather protection and better pedestrian scale; pedestrian-scaled bollard lighting along the laneway, as well as accent lighting at all retail entries; additional pedestrian-scaled blade signage at each retail entry; and, several courses of masonry have been added to the glazing plinth to help ground the building and additional warm building material at the pedestrian level.
- Private lands patio-area demarcation light bollards have been removed to create a more unobstructed pedestrian experience.
- All vehicle bay doors will use high-quality materials and form part of the overall building materiality, color palette and general aesthetic.

### Loading, Mobility, and Vehicle Circulation

- Laneway loading zones have been relocated and internalized within the building podium commercial parkade located at-grade.
- Revisions to the internal-to-podium at-grade commercial parking and loading area include improved accessible parking stall locations and a better pedestrian crossing location to minimize conflicts with vehicles.
- A full-size standard City bus shelter is to be included at the corner of Kensington Road and 18 Street NW.
- See additional revisions and enhancements per *Council's Motions-Arising Response* below.

### Council's Motions-Arising Response

Supplemental to the summary above, the below outlines the specific Applicant revisions and enhancements that respond to Councillor Farrell's Four (4) Motions-Arising passed by Council in conjunction the unanimous Approval of Land Use Amendment (LOC2015- 0156, Bylaw 21D2016), which were:

1. Improve interface and landscape buffer (grade-condition) with the shared laneway to the residential dwelling directly to the north.
2. Improve the pedestrian crossing infrastructure at Kensington Road and 18 Street NW.
3. Outside of ancillary structure, seek to reduce maximum 31.0 metre building height adjacent to 18 Street NW by 1.5 to 3.0 metres.
4. Seek to minimize traffic impacts on 18 Street NW, redirecting traffic to 18A Street NW, while maintaining a high-quality pedestrian environment.

#### Applicant Response - Revisions and Enhancements:

1. The interface and landscape buffer has been enhanced, and these revisions build on the previous design which seeks to create both a significant green buffer/screen and a high-quality people-friendly multi-modal environment. Specifically, additional soft landscaping has been provided, including additional plantings in previously proposed planting areas and a series of new linear raised permanent planting beds along the building face containing soft perennial landscaping to break up and soften the north building façade. Further, a continuous linear series of decorative bollard lights have been included to enhance the quality and safety of the east-west pedestrian corridor adjacent to the laneway, which links 18A and 18 Street NW. Lastly, the residential loading zones have been removed from the lane and internalized/consolidated within the at-grade parkade contained within the building podium. This will remove some of the volume of large service-oriented vehicle traffic from the laneway.
2. The development is located along 18 Street NW, where school-age children attending Queen Elizabeth Elementary, Junior and Senior High Schools generate a high number of pedestrian trips along the corridor (walking between their home and school). Recognizing this, Truman and Team have developed a voluntary concept for off-site traffic-calming/enhanced pedestrian safety infrastructure investment along 18 Street NW (estimated at a cost of \$350,000). This plan focuses on creating bulb-outs (sidewalk extensions at key intersections) for street carriageway narrowing (traffic calming-by-design), as well as other pedestrian-crossing enhancements in three locations along the corridor. The plan has been accepted by Administration in concept, included in the final approved TIA, and the detailed design/implementation will be a Condition of Approval for this DP. The northeast corner of the intersection of 18 Street and Kensington Road NW has been revised to include a bulb-out south into Kensington Road NW and which includes additional landscaping enhancements to create a safer pedestrian experience and crossing of Kensington Road NW at the location of an existing pedestrian-controlled crossing signal.
3. The building height has been successfully reduced and the maximum height outside of ancillary structures is 29.45 metres, which achieves a 1.5 metre overall building height reduction. This reduction was achieved through a balance of making individual and top floor level height reductions while also seeking to avoid over exposure of the ancillary structure form, which the original design has sought to integrate into the building form/architecture. The ultimate building height varies across the overall east to west profile to help break up and vary the building mass. Reduction in building height was balanced with the goal of maintaining this important design variation.
4. Three key revisions seek to minimize the traffic impact on 18 Street NW. The first revision removes the residential loading zones from the laneway, where this loading is now consolidated with the commercial loading areas within the at-grade parkade contained within the building podium (this will remove some of the volume of large service-oriented vehicle traffic from the laneway). The second revision restricts vehicular access to 18 Street NW from the at-grade parkade within the building podium to commercial/residential service vehicles only (loading/delivery trucks) and this will be accomplished via garage access door control management. The vehicle movements from short-term retail patron vehicles parking (29 stalls) within the same parkade will be required to enter and exit from 18A Street NW only. The third revision will add a no-left-turn sign at the intersection of the rear lane and 18 Street NW to prohibit vehicles exiting the underground parkade from turning left and travelling north along 18 Street NW, and instead require turning movements south and to the immediate intersection at Kensington Road NW. A similar sign will be installed at the top of the underground parkade ramp to prohibit vehicles from turning north in the north-south aligned laneway north-south within the same block.

**For detailed design revision inquiries, please contact the Project Planning Team Lead, David White at:  
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