



November 23, 2023

Dear Applicant:

Re: Pre-Application Assessment Form
Pre-Application number: PE2023-01890

The City of Calgary's Planning & Development Services department has completed a review of this pre-application enquiry, based on the materials provided by the applicant. Please note that these comments are preliminary and are intended to highlight major issues only. These comments do not represent a full evaluation (i.e. Detailed Review) or endorsement of the proposal.

Sincerely,

Community Planning North



Pre-Application Assessment

Application Number: PE2023-01890
Site Address: 3004 36 ST SE, 3020 36 ST SE, 3020 36 ST SE
Community: DOVER
Applicant: *The City of Calgary*

Applicant's Enquiry

At this time there are no development schemes or concept plans. We realize most of the review and comments are based on conceptual details and plans. With that being said, the hope is to get DART feedback on the following and any other considerations that should be flagged before this project is presented to any housing providers. Note: the intent is to have the parcels consolidated into one parcel.

Explore land use options that will allow for a mixed use development. The supplementary uses (daycare, common room, playground space) are intended to only be used by the residents. Looking at options from 50-100 units that are intended to house families with children, therefore each unit will likely be 2+ bedrooms.

Are there any planning policies which would require an amendment? What is the extent of the amendment(s) and what level of support is required to achieve this? Also, timelines for amending policies if required.

*Servicing capacities or constraints to accommodate: (utility tie-ins etc.)
50 units or 100 units*

Vehicular access requirements or limitations.

Are there any offsite levies owing?

Status of the roadway in the Dover proposal - is the land shown as a lane on the attached an actual dedicated roadway, which would mean that it has to be closed by bylaw? More information on this from mobility is required.

The successful applicant (Non-Profit housing provider) will be responsible for all permits and will come in with proper conceptual plans. This application is intended to provide a preliminary overview to identify opportunities and constraints of the site.

Application Timeline

Standard application timelines are as follows:

Land Use Amendment – 180 days from application to Calgary Planning Commission recommendation

Development Permit – 120 days from application to decision

Please note that these applications can be reviewed concurrently, and that Affordable Housing files receive 'Priority' status which may contribute to significantly shorter timelines.

Preliminary Assessment

The following comments identify issues, obstacles and challenges with the proposal that the Applicant and Property Owner are expected to address prior to the submission of the formal application.

Planning

1. The proposed development spans three parcels which are all designated as S-CRI. To proceed with the proposed uses (Dwelling Unit or Multi-Residential Development, Service Organization) a Land Use Amendment would be required. There are a few Land Use districts that may be appropriate depending on the proposed building size and format - this would require further discussion.
2. The applicant is strongly encouraged to consider including electric vehicle charging infrastructure within the development. The options include parking stalls equipped with an Electric Vehicle Supply Equipment Installation (EVSE Installation), and stalls considered EV Capable (capable of supporting a minimum of 40 Amps at 208 Volts or 240 Volts for electric vehicle charging which must include the installation of distribution panels, electrical capacity, and wall and floor penetrations to accommodate future charging cabling, and may include an electric vehicle energy management system).
3. Landscaping can contribute to multiple climate-resilient outcomes including on-site storm water management, mitigation of extreme heat, support for biodiversity, and sequestration of carbon. When preparing the Landscape Plan priority should be given to the following considerations:

- maintaining as much existing mature vegetation as possible;
 - selecting new plantings that are adapted to existing and projected climatic conditions, especially drought tolerant and low-water species;
 - grouping plantings into mulched planting beds;
 - selecting a variety of plants that provide habitat to wildlife and promote biodiversity including pollinator species;
 - providing adequate soil depth (minimum 300mm, greater depths encouraged);
 - including edible landscaping (such as fruit trees and shrubs) where appropriate;
 - incorporating features that collect and infiltrate water such as raingardens and bioswales; and
 - limiting impervious surfaces.
4. Public trees located on 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. Contact Urban Forestry to discuss removal and compensation requirements at tree.protection@calgary.ca.
 5. Parks would ask that affordable housing involve Parks in the design of the development to see if both the affordable housing and open space objectives of the site can be met.

Utility Engineering

6. The Off-Site Levy (Bylaw 2M2016) will apply to future development of the subject site. For more information, please visit <https://www.calgary.ca/planning/land-use/off-site-levy.html> or email offsitelevy@calgary.ca.
7. Water, sanitary and storm sewer are available to service future development on the subject site. Multi-residential developments of 3 or more units will require a Development Site Servicing Plan (DSSP). Sites larger than 0.4ha will require an Erosion and Sediment Control (ESC) report. A Fire Flow Letter and Sanitary Servicing Study may be required at the development permit stage.
8. At the LOC stage, DART will likely recommend the formal closure of the old lane right-of-way that passes through the site, so it could be redesignated and consolidated with the development lands.

Mobility Engineering

9. Access is not restricted on 30 Avenue SE and Doverdale Cr SE.

The subject site would only require one access for 100 residential units or less, if only residential units are proposed. If more than 100 units are proposed, then two (2) accesses will be required, and the second access can be emergency access only.

Since the applicant may be proposing a Mixed-Use site, two (2) accesses will be required.

The proposed driveways must meet the following requirements:

- located outside of the corner radii. The driveway flare edge cannot start within the corner radii as this would be negative spacing but may start at the tangent point.
- Lines up centerline to centerline with a driveway across the street, or there shall be a minimum spacing of 20 m for all driveways, when measured flare to flare.
- Lines up centerline to centerline with a driveway across the street, or there shall be a minimum driveway spacing of 60 m when measured from centerline to centerline.

10. At the Development Permit Application Stage:

Include sweep paths to confirm truck turning requirements for access to and from the loading/unloading areas, Waste and Recycling Area (SU9) and the emergency access (Bronco Fire Truck). Please ensure plans include the appropriate design vehicle with dimensions and the standard TAC name. All minimum clearances between the sweep paths and obstructions (parking stalls, curbs, fencing, etc.) are to be dimensioned and must exceed the minimum 0.6 m clearance.

Note: Ensure all buildings have a loading stall and that the loading stall is located so that all motor vehicles using the stall can be parked and maneuvered entirely within the boundary of the site before moving onto a street or a lane.

11. At the Development Permit Stage:

- Provide locations for both Class 1 and Class 2 bicycle parking as required per LUB1P2007. Bicycle parking design should align with the City of Calgary Bicycle Parking Handbook, and must be designed to do specifically park a bicycle, allow a bicycle frame and both wheels to be secured, and support the bicycle frame and both wheels.

12. At the Development Permit Stage, please ensure plans include:

- City of Calgary Standard 7.2m commercial driveway crossing complete with 3.0m flares as per Roads Specification (curb returns are not permitted).
- Detailed driveway cross-section complete with dimensions, ramp grades and elevations at face of curb, back of sidewalk, property line, and driveway ramp on private property as per Roads Specification 454.1010.003.
- Dimensions of adjacent existing curb and gutters to property line and existing grading within the City of Calgary Boulevard, from the top of curb to the existing property line.
- Existing and proposed elevations and grades over utility rights-of-way, existing and ultimate property lines, curb and gutter, sidewalks, driveways and edge conditions of neighbouring properties.
- Two (2) boulevard cross sections along each adjacent road. Indicate the existing and proposed dimensions, elevations and slopes at the top of curb, back of sidewalk, property line and the main floor. A maximum 2% grade is permitted in the boulevard.

- Wheel chair ramps and crosswalks through out the parking lot when new sidewalk or connections are proposed.

- Curb stops for all parking stalls adjacent to pedestrian sidewalks. Concrete wheel stops shall not exceed 100mm in height above the parking stall surface and shall be placed perpendicular to the parking stall depth, 600mm from the front of the parking stall.

- A pedestrian connection between the main building entrance and the public sidewalk.

- Wheelchair ramps at curbs where there is a change in elevation.

- Show all utilities, i.e. powerlines and hydrants on the site plan as some may interfere with the proposed driveways.

- Underground parkade ramp to be constructed to Roads specification 454.1010.003. Ensure cross section shows elevations, dimensions, and sloping information. If any grades are 15% or greater will require the entire ramp to be heated and labelled on the drawings. Trench drain detail to be provided.

- Show/dimension minimum lateral clearance of 2.0m from the edge of the driveway apron/flare to any obstacles, including fire hydrants, power poles, anchors, streetlights and trees as per the City of Calgary Road Construction 2015 Standard Specifications Page 172.

- Survey information to indicate the proposed or existing elevations, existing and ultimate property lines, curb and gutter, sidewalks, driveways and edge conditions of neighboring properties, power poles, and any other infrastructure around the site.

13. The applicant may be required to provide sidewalks adjacent to the proposed development on Doverdale Cr SE.