



June 27, 2022

Sholdice, Trevor  
tsholdice@calgary.ca  
(403) 808-2926

Dear Applicant:

**Re: Pre-Application Assessment Form**  
**Pre-Application number: PE2022-01080**

The City of Calgary's Planning & Development 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,

A handwritten signature in black ink, appearing to read "Dwayne Drobot", is written over a light grey horizontal line.

**DWAYNE DROBOT**  
Senior Planner  
Dwayne.Drobot@calgary.ca 587-576-3085



## Pre-Application Assessment

---

**Application Number:** PE2022-01080  
**Site Address:** 3416 3 AV NW  
**Community:** PARKDALE  
**Applicant:** Sholdice, Trevor

### Development Applications Review Team

**Planning:** DWAYNE DROBOT 587-576-3085 Dwayne.Drobot@calgary.ca  
**Utility Engineering:** JENNIFER DERBY WAGNER 403-268-2693  
Jennifer.DerbyWagner@calgary.ca  
**Mobility Engineering:** DAN DOUPOVEC 403-268-2849 dan.doupovec@calgary.ca

---

### Applicant's Enquiry

Affordable housing is looking at reviewing the noted parcels of land within the city to determine suitability for their Nonmarket land sale proposals. There is no proposed development at this time. The PE is to provide high level information.

### Relevant Policy

#### Direct Control (DC) District 20D2013

- Uses the Multi-Residential – Medium Profile Support Commercial (M-X2) as the base district, with the exclusion of the following uses: Addiction Treatment, Custodial Care, Office, and Residential Care
- The DC District says that a minimum of 200.0 square metres of “commercial multi-residential uses” must be provided. These uses must be located on the floor closest to grade of a main residential building.
- The following rules of the M-X2 district apply
  - A maximum FAR of 3.0
  - A minimum density of 60 units per hectare ( based on the site size of 0.14ha this is a minimum of 9 units)
  - A maximum building height of 16 metres

## **Parkdale Neighbourhood Activity Centre ARP (2014)**

The document respects the DC 20D2013 Land Use that was in place at the time of approval of the ARP. Section 1.12 Urban Design provides the following advice for the site:

Future development should:

- Maintain distinct residential and at-grade commercial edges (Commercial required on the 3 Avenue NW edge, Residential allowed on the 34 Street NW Edge)
- Provide transparency through the use of glass at-grade on all ground levels.
- Use high quality and durable materials at-grade.
- Not be more than 4 storeys (16 metres) in height.
- Have a 4 metre front setback for patios, or a 0 metre setback where no patios are proposed
- Provide signage designed to improve the appearance of the area. Front-lit signs are acceptable.
- Integrate bus stops into the frontages of new buildings.
- Provide prominent architectural landmark at buildings located at Parkdale Crescent NW and 3rd Avenue NW.

## **South Shaganappi Communities Area Plan (2011)**

Identified Parkdale Crescent Centre as a neighbourhood activity centre.

- Encouragement of housing affordability and affordable housing by supporting multi-residential developments including at-grade low profile housing through to medium profile development;
- A mix of uses (residential, local commercial, retail, restaurant, and public service uses) is included both vertically and as part of the overall development, with residential uses located above commercial uses;
- The City will expect proposals to demonstrate broadly how the proposal would enable the entire Neighbourhood Activity Centre to meet a minimum intensity threshold of 100 jobs and population per hectare with an appropriate jobs/population split.

# Required Information

---

In addition to the applicable Complete Application Requirement List (CARL), the following requirements must be provided/addressed at the time of application submission. If the following items are not provided, the submission will be incomplete, and the application review will not proceed.

## Planning

1. At the time of application, a Climate Resilience Inventory Form for (land use/outline plan or development permit) shall be submitted detailing/describing the specific elements or measures included in the proposal that address climate change mitigation (reduction of GHG emissions) and/or adaptation (reduction of risk from climate related hazards). Applicants are encouraged review the [Climate Resilience Inventory User Guide](#) for DP (or LOC), and to seek guidance directly from Community Planning or through [CPClimate@calgary.ca](mailto:CPClimate@calgary.ca) regarding specific opportunities.

## Mobility Engineering

2. With the submission of the land use amendment application application provide a breakdown of the parking provisions relative to the proposed uses on the site. Include rationale to justify the proposed number of parking stall that are to be provided (i.e. based on published rates or observed data). If the supply deemed to be inappropriate, a parking study may be required.

# 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

3. Administration would support a land use amendment and Policy Amendment to the ASP to allow for increased height in a six storey form. This could be achieved by amending the Land use from DC (20D2013) to a new direct control district to allow for increased height above the 16 storey maximum and potentially increasing the floor area to accommodate a six storey building form.
4. Prior to making an application, the applicant is encouraged to Complete and submit a copy of the Community Outreach Assessment Tool to determine the approach and tactics for applicant-led public outreach. Alternatively, provide a summary of all public engagement initiatives that have occurred to date. The City of Calgary recommends outreach to reduce potential conflict and surprises in order to save time and mitigate unanticipated costs. More information is available at the Applicant Outreach Toolkit website at [calgary.ca/planningoutreach](http://calgary.ca/planningoutreach).

Please note this will be attached to the CPC report.

5. 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).
6. 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.

7. 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.
8. The developer shall endeavour to retain boulevard trees adjacent to the site as per the Tree Protection Bylaw (23M2002). At the Development Permit stage, servicing and walkways should be located in such a way that minimizes impact to adjacent boulevard trees.

If the removal of existing public trees along the adjacent boulevards is necessary, as per the City of Calgary Tree Protection Bylaw, 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](mailto:tree.protection@calgary.ca) to make arrangements for the letter and compensation.

### Utility Engineering

9. Pursuant to Bylaw 2M2016, off-site levies are applicable.
10. Make repayment arrangements with the City of Calgary for part cost for the following
  - the existing Sanitary Sewer, Watermain, Concrete Curb and Gutter, Paved Road, and Streetlight improvements in 34 ST NW adjacent to the site.
  - the existing Storm Sewer, Sanitary Sewer, Watermain, Concrete Curb and Gutter, Paved Road, and Streetlight improvements in 3 AV NW adjacent to the site.
  - the existing Storm Sewer and gravelled lane improvements in the gravelled lane adjacent to the site.
11. Water connection is available from 3 AV NW or 34 ST NW.
12. Sanitary sewer connection is available from 3 AV NW or 34 ST NW.
13. Storm sewer connection is available from 3 AV NW or Back Lane.
14. The allowable stormwater run-off coefficient shall be 50 L/s/ha.
15. There may be a requirement for a sanitary servicing study or fire flow calculations, depending on how many units are proposed

If the proposed increase in population density is above 55 people / ha, a sanitary servicing study is required at Development Permit. Submit a Sanitary Servicing Study (SSS), prepared by a qualified Professional Engineer under seal and permit to practice stamp for review and acceptance to: WA-ResourcesDevelopmentApprovals@calgary.ca The study shall determine pre-development sanitary pipe flow and available downstream pipe capacity to the nearest 375mm pipe. The study shall also verify that post development sanitary flow is within

available downstream pipe capacity. Costs associated with any upgrades will be at the expense of the developer. For further information, contact Water Resources - Development Approvals

At development Permit, 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 can be submitted via email to: [WA-ResourcesDevelopmentApprovals@calgary.ca](mailto:WA-ResourcesDevelopmentApprovals@calgary.ca)

Note: Available Fire Flow will be provided at DP stage.

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)
  
17. The developer is responsible for ensuring that:
  - a. The environmental conditions of the subject property and associated utility corridors meet appropriate regulatory criteria and appropriate environmental assessment, remediation or risk management is undertaken.
  - b. Appropriate environmental assessment(s) of the property has been undertaken and, if required, a suitable remedial action plan and/or risk management plan has been prepared, reviewed and accepted by the appropriate regulatory agency(s) including but not limited to Alberta Environment and Alberta Health Services.
  - c. The development conforms to any reviewed and accepted remedial action plan/risk management plans.
  - d. All reports are prepared by a qualified professional in accordance with accepted guidelines, practices and procedures that include but are not limited to those in the most recent versions of the Canadian Standards Association and City of Calgary Phase I & II Environmental Site Assessment Terms of Reference.
  - e. The development is in compliance with applicable environmental approvals (e.g. Alberta Environment Approvals, Registrations, etc), Energy Resources Conservation Board approvals and related setback requirements, and landfill setback requirements as set out in the Subdivision and Development Regulation.

If the potential for methane generation or vapours from natural or contaminated soils and groundwater has been identified on the property, the developer is responsible for ensuring appropriate environmental assessment(s) of the property has been undertaken and appropriate measures are in place to protect the building(s) and utilities from the entry of methane or other vapours.

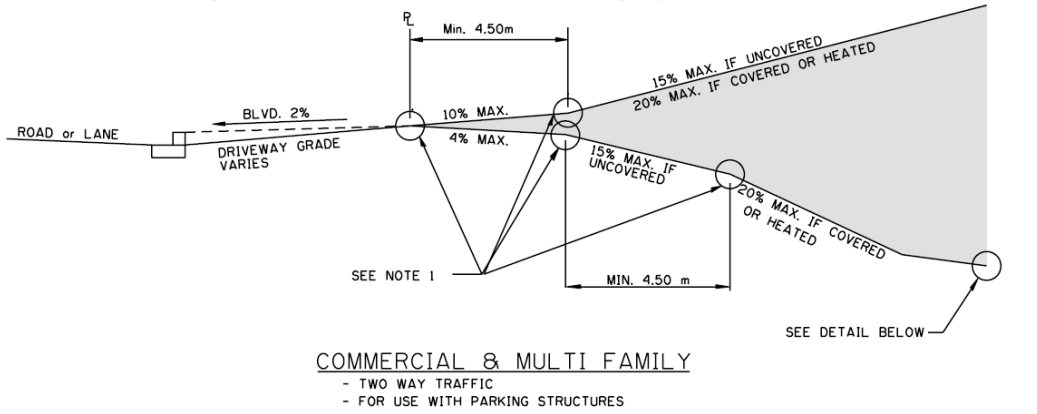
Issuance of this permit does not absolve the developer from complying with and ensuring the property is developed in accordance to applicable environmental legislation.

## Mobility Engineering

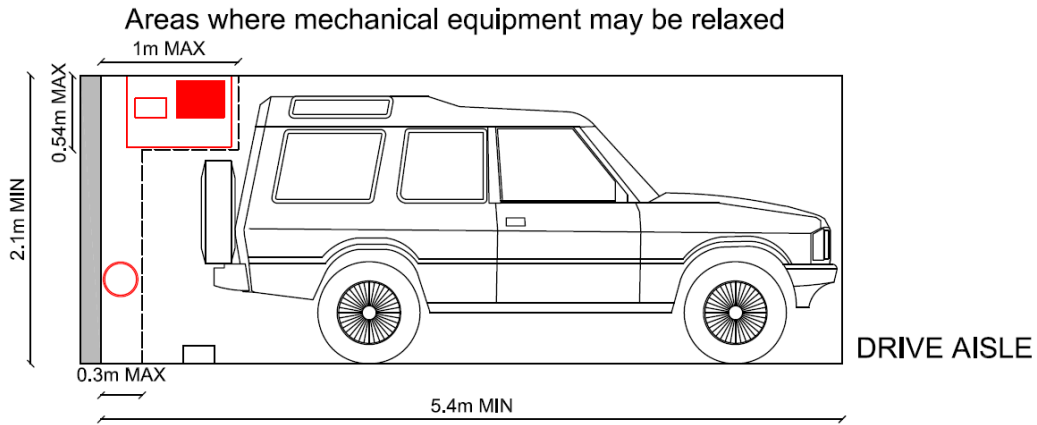
18. Vehicular access for the subject parcel(s) will only be permitted to and from the adjacent lane. Pending redevelopment, the existing driveway curb-cut on 35 Street NW that will no longer be in-use will be removed and rehabilitated at the Developer's expense.
19. At the development permit stage, improvements to the existing adjacent Transit stop may be required at the Developer's expense. Currently the existing Transit shelter is located within the subject parcel. Due to the limited amount of boulevard space, the Transit shelter will likely need to remain within the subject parcel and must be included on all site plans and registered via a public access easement.
20. With the submission of the development permit application, clearly dimension the loading area on the drawings. The minimum dimensions for a loading area is 9.2m X 3.1m with a minimum overhead clearance of 4.3m. The loading area shall be located on-site and accessed from the lane.
21. Dimension all passenger car parking areas as per the requirements specified in Land-Use Bylaw 1P2007.
22. The minimum parkade ramp width shall be 7.2m. For the spiral (curved) sections of the ramp and corners within the parkade, the minimum inside radius will be 5.0m and the minimum outside radius will be 12.8m.
23. The minimum sidewalk widths internal to the site shall be 2.0m.
24. Ensure the parkade columns do not encroach into the width of the parking stalls by more than a total of 0.30m (or 0.15m into each parking stall). The parkade columns must be set back a minimum of 0.30m from the drive aisle, but must also be located within 1.20m from either end of the stall.
25. Amend plans to include sweep paths to confirm truck turning requirements for access to and from the loading/unloading area. The plan is also to include an 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. The minimum design vehicle to be used to demonstrate sweep paths shall be an SU-9. The minimum design speed is 15Km/h and no dry steering permitted.
26. Amend the drawings to provide a detailed cross-section of the proposed external and internal parkade ramps, indicating all grades, transitions and elevations to current City standards. For details, please refer to Manual Standard Specifications for Road Construction, Figure 78, File# 454.1010.003.
  - a) The minimum grade section length between transitions is 4.5m.
  - b) The minimum overhead clearance for a parkade is 2.1m and the plans shall indicate the same.



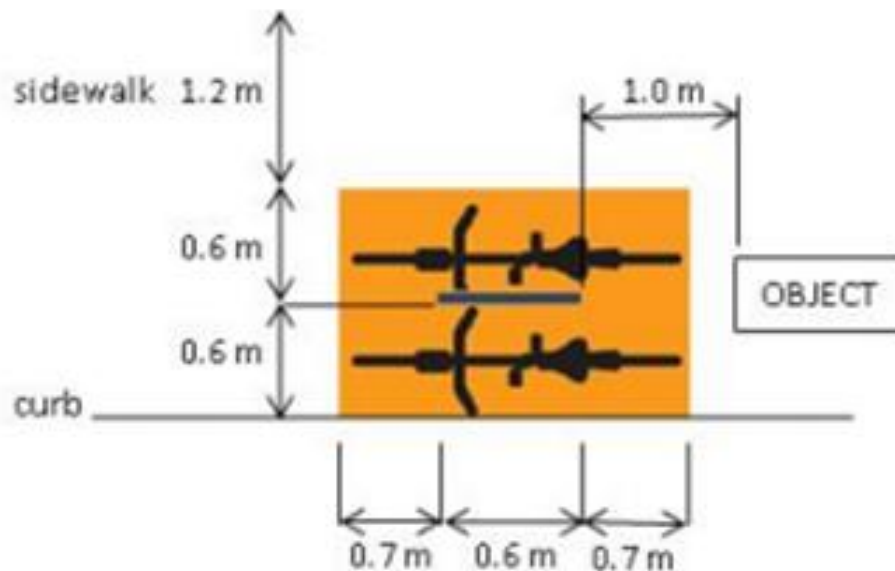
- c) The maximum grade change between transitions is 12 percent.
- d) The grades shall be measured on the inside of the curve on spiral ramps. (The shortest and steepest sections of the curved ramps.)



- 27. Amend the plans clearly dimension the proposed volumetric encroachments within the parkade. The volumetric encroachments shall not exceed the maximums as outlined in the detail below.



- 28. Amend the site plan to clearly indicate the required Class 2 (surface) bike racks. The Class 2 bike racks shall be located on-site and dispersed amongst the uses and located within 15m of the main entrances. Provide design details and dimensions (spacing) for the Class 2 racks. The Class 2 bike racks shall be of a U-type design as recommend by the Bike Parking Handbook.



29. Provide dimensions and configurations for the Class 1 bike parking area; as well as a detail for the bike rack design. Class 1 bike parking stalls will be located within common areas and not individually in front of parking stalls.
30. Provide cross sections with geodetic elevations through the adjacent public roads (including the lane) and into the site. The cross sections shall demonstrate how the site will tie-into approved road and boulevard grades. 2 cross sections are required at each public street face. Ensure that the boulevard is sloped-up at 2%.
31. Clearly indicate and label the adjacent transit stops on the drawings.