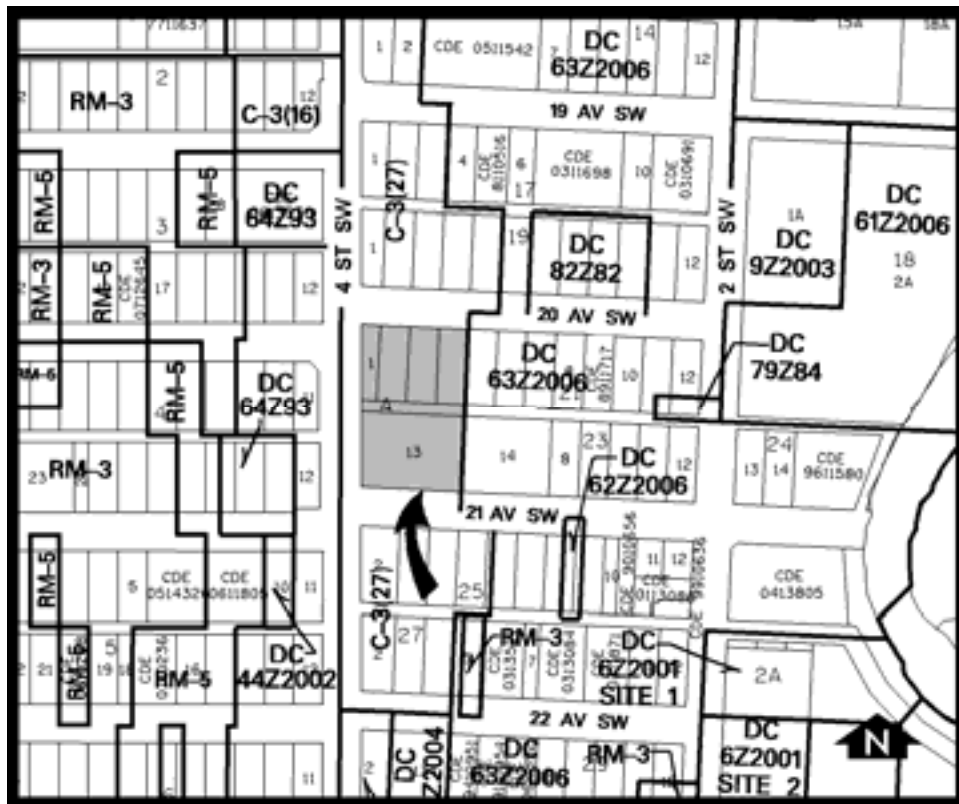


REPORT TO THE CALGARY PLANNING COMMISSION

DEVELOPMENT PERMIT	ITEM NO: 08
	CPC DATE: 2007 August 09
	DP NO: DP2007-0480

MISSION
(Ward 8 - Alderman King)



PROPOSAL:

6 Storey Office Building with main floor retail including underground parking structure.

APPLICANT:

Gibbs Gage Partnership

OWNER:

4th Street Development Corporation

MUNICIPAL ADDRESS:

2004 – 4 Street SW
337 – 20 Avenue SW
340 – 21 Avenue SW
333 – 20 Avenue SW
Unaddressed portion of Lane

LEGAL DESCRIPTION:

Plan B1, Block 21, Lots 1,2, 3 and Portion of Lot 4;
Plan 0310361, Block 23, Lot 13
Plan 0210387, Area A
(Map 10C)

EXISTING LAND USE DISTRICT: C-3 (27) General Commercial District

AREA OF SITE: 0.414 ha ± (1.023 ac ±) plus 0.033 ha± 0.081ac± (area of the closed lane)

CURRENT DEVELOPMENT: vacant land and partially constructed underground parking structure for an office building

ADJACENT DEVELOPMENT:

NORTH: 20 Avenue SW, automotive service

SOUTH: 21 Avenue SW, single storey general commercial development

EAST: vacant land and 5 storey apartment building (currently under construction)

WEST: 4 Street SW and general commercial development (Tivoli retail and restaurant redevelopment)

DEVELOPMENT SUMMARY			
RULE	BYLAW STANDARD	PROPOSED	RELAXATION
DENSITY	3 FAR maximum	3.05 FAR	+ 0.05
HEIGHT	27 metres	26 metres	none
FRONT YARD (BUILDING SETBACK)	1.5 metres at grade from 4 Street SW	1.5 metres at grade from 4 Street SW	None
FRONT YARDS (adjacent to Avenue)	0 metres from 20 Avenue SW and	0 metres	none
	3 metres from 21 Avenue SW	0 metres	- 3 metres
SIDE YARD (adjacent to lane)	0 metres	0 metres	none
SIDE YARD (adjacent to residential development)	5 metres	0 metres	- 5 metres
PARKING	1 stall per 46 square metres of net floor area for office and retail uses Other uses (restaurant and medical) follow the rules of By-law 2P80	417 stalls	none
EXTERIOR FINISH MATERIALS Brick and stone at grade with clear glazing Stucco, metal spandrel panels and lightly tinted glazing above the base			

PLANNING EVALUATION

Introduction

This Development Permit application is for a 6 storey office and retail development proposed on a 0.414 ha± (1.023 ac±) plus 0.033 ha± (0.081ac±) (area of the lane) site within the community of Mission.

The current application is to construct an office building by combining the northerly and southerly parcels and the intervening closed lane to create one large development site. Portions of the existing parkade structure currently located on the southerly portion of the site will form part of the parkade structure for the proposed building.

In 2007 July, LOC2007-0008 was approved by Council, closing the lane between two of the parcels, redesignating it to C-3(27) General Commercial District.

Site Context

The subject development site is located on the east side of 4 Street between 20 and 21 Avenues SW. It is located midway between 17 Avenue and the Elbow River within the heart of Mission's 4 Street SW commercial corridor. The site is approximately 3 blocks west of the Talisman Centre. Portions along 4 Street SW are undergoing redevelopment, the existing single storey retail buildings are being replaced with multi-floor mixed-use developments combining retail, office and residential uses. Several multi-storey apartment buildings are under construction in the residential portion of the community.

In 2002 December, a Development Permit application was approved for a mixed use development on the southern portion of the subject site. Following approval for a partial permit, construction on the parkade began in 2003 December. Two levels of the parkade were being constructed when the developer experienced financial difficulties and the project was suspended. The development was never completed and as a result the parkade has remained an open shell for over the past 3 years.

Construction of a five storey multi-residential apartment building is almost completed on the lands located to the east along 21 Avenue SW. A recent approval has been granted for a five storey apartment building on lands to the east along 20 Avenue SW.

Land Use District

The subject site is designated C-3(27) General Commercial District. Listed uses of the C-3(27) General Commercial District include office, retail, medical, and other commercial uses. This district requires minimal yards and is commonly applied to lands along major inner city commercial precincts.

The proposed development indicates office and medical uses would be located on the upper five floors with retail, personal service and restaurant uses locating on the main floor in a storefront orientation providing direct, individual access to these uses from the exterior of the building. This design along the main floor creates the continuous storefront rhythm of shops conducive to creating a vibrant pedestrian commercial corridor.

The west/east lane exiting onto 4 Street has been closed and will be relocated along the easterly property line of the subject site, creating an L – shaped public lane that exits onto 20

Avenue SW.

Bylaw Relaxations

The building mass and location comply with the intent of the rules of the C-3(27) District and minor relaxations were granted to the maximum floor area ratio and to the front and rear yards. The maximum floor area ratio for the proposed building is 3.05 with an increase in the maximum required gross floor of 206 square metres. Of the extra gross floor, 178 square metres is provided in the mechanical penthouse. Administration recommends a relaxation to the maximum FAR as the extra gross floor area is minor and does not add to the mass of the building in a manner that would not materially affect adjacent development.

The yard requirements for the subject site are complicated in that the parcel has three front yards and is adjacent to a parcel designated Direct Control with a multi-residential district base.

In a commercial land use district, any yard that is adjacent to a street is considered to be a front yard and where the commercial parcel is adjacent to a residential district, the front yard requirement is modified to match the front yard of that residential district. In this particular case, the adjacent residential district requires a 3 metre front yard. Administration recommends the use of discretion to achieve a near zero front yard along 20 and 21 Avenue SW property lines and require the minimum 1.5 m deep yard along 4 Street SW. In modifying the yard requirements, the objectives of the Mission ARP are met by creating a storefront development that is pedestrian accessible. A 5 metre side yard is required where a commercial parcel is adjacent to a residential district. The side yard requirement of 5 metres adjacent to the residential parcel along 21 Avenue SW has been relaxed; however, the actual building location above grade is between 15m and 19.7m from the easterly property line. This relaxation was granted on the previous development permit application and is recommended that this requirement be relaxed for this application due to the location of the actual building above grade.

Legislation & Policy

Development on the site is guided by the policies and principles within the Mission Area Redevelopment Plan (approved by Council 2006 July). The project complies with the following objectives and policies:

- All new commercial or mixed-use developments should accommodate pedestrian-oriented commercial uses such as retail, personal service businesses and restaurants at-grade (excluding offices, financial services and medical clinics);
- Maintain the pedestrian street character of 4 Street SW;
- Discourage the intrusion of commercial developments into the residential area;
- Encourage privately-owned parking stalls for public use when possible;
- Minimize impacts of commercial-oriented parking on surrounding residential streets; and
- Encourage mixed use developments with ground floor commercial uses and residential uses above on 4 Street SW close to transit.

Administration reviewed this last policy and considered the development in keeping with the policy as number of multi-storey residential developments has recently been approved directly east of the subject site.

Site Layout & Building Design

The project consists of a 6 storey office building with retail uses on the main floor. The main entrance to the office portion of the building is located in the middle of the 4 Street façade. As mentioned previously, retail, personal service and restaurant uses will be located on the main floor, creating a continuous commercial storefront along all three streets. Access to the development site is via the newly created L – shaped lane along the easterly property line from 20 Avenue SW and across the subject site through an access easement from 21 Avenue SW. By re-orienting the public lane and creating a public access easement over the parking structure on the southerly portion of the site, a T – shaped access to the rear of the parking entrance has been created.

The proposed L – shaped lane tapers from a width of 6 metres where the lane intersects with 20 Avenue to its narrowest width of 4.250 metres close to the turn in the lane. At the narrowest width of the lane, a tapered access easement 1.75 metres onto the subject parcel has been granted to allow trucks to turn at the lane junction. Between the lane width and the access easement, the total width for vehicles will be 6 metres. This has the effect of notching the main floor of the building along the rear elevation. It should be noted that first level of the underground parking structure is located 3 metres directly under the easement area. The subject building is located entirely with the proposed parcel and the public easement is located on the subject site for the benefit of allowing truck turning at the junction of the lane.

The design of the building resembles two parts, which visually reduces the mass of the proposed building. Through the use of brick and stone, the main floor elevations vary creating a visual diversity from a pedestrian perspective. Brick is used on the north elevation and stone is used on the south elevation varying the appearance of the building when travelling along 4 Street or viewing the building from either 20 Avenue or 21 Avenue. Both materials are used on the rear of the building creating visual interest in all elevations of building along the main floor. The area of the main floor is 2740 square metres and includes area for the main entrance to the building, elevators, stairs, garbage and recycling, and retail, personal service and restaurant uses.

The second floor is tapered in on both the north and south sides of the building, complementing the main floor podium level, which centres the mass of the building. This design feature makes the overall building appearance more sensitive to the low level buildings located north and south of the subject site. The floor plates of the 2nd and 3rd floors are the largest in the building, above the main floor, at 2145 square metres each.

The 4th floor is slightly smaller at 1860 square metres; however it contains a 235 square metres terrace which faces onto 4 Street SW. The terrace is 5 metres in depth and extends the main width of the building. It is partially landscaped with a number of shrubs and trees along its edge. The remaining 2 floors continue to taper slightly along the south portion of the building and are 1820 and 1735 square metres respectively.

The total gross floor area of the building on all 6 floors is 12,445 square metres. The FAR for the proposed building is 3.05 including a 173 sq. metres for the mechanical penthouse located in the centre of the roof. The overall building height is 26 metres and the land use district allows for a maximum building height of 27 metres.

The materials proposed for the office building consist of brick, stone, stucco and 3 types of glazing – clear, light and dark. On the front (East) elevations brick and simulated stone are placed on the first three floors with a lighter stucco colour used on the upper floor. The elevations that face onto 20 and 21 Avenue are very similar with stucco used on floors 2 through 6 to accent the glazing, while either brick or simulated stone is used on the main floor podium level. The dominant material at the rear of the building is stucco, which is used to offset the glazing and to complement the materials uses on the adjacent apartment buildings. See APPENDIX II for more details.

The Mission ARP states that building should be designed to allow for sunlight at the curb on the west side of 4 Street SW between the hours of 10:00 am and 2:00 pm from March 21 to September 21. The applicant has submitted a sun/shadow study indicating that for 30 minutes from the times between 10:00 am to 10:30 am from March 21 to September 21 a shadow will be cast on the sidewalk along the west side of 4 Street. Administration evaluated the impact and agreed that it was minimal.

The applicant has agreed to remove mention of signage from this development permit application. A separate permit will be required for signage that will focus on the exact dimensions, appearance and entry accents to the main floor storefront uses.

Urban Design Review Panel

The application was circulated to the Urban Design Review Panel (see complete comments in APPENDIX V). The following table lists the main comments of the Panel and how they were addressed during the review of this application.

Urban Design Review Panel Comment	Applicant's Response
The Panel is concerned with the congestion of site furnishings, particularly the layout of the benches which appear to restrict pedestrian movement along the sidewalks	Applicant has relocated the street furniture to provide sufficient space for proper pedestrian movements around the pinch points along 4 th Street.
The Panel recommends that the bicycle racks positioned at the corner of 20 Avenue and 4 Street SW be relocated to avoid worsening the congestion already created by the street lamp, tree and benches;	The bicycle racks have been relocated in recessed areas strategically placed along the front and rear of the building, minimizing congestion throughout the site.
The Panel questions the use of the tall garage door into the parkade in that headlights and light spillage in general from the parkade will likely affect neighbouring properties to the east;	The parkade door has been reduced by 1.2 metres to a height of 2.5 metres. Apart from trees, the applicant is also proposing to build a 1.8 metre high wood fence along the property line to help screen the headlights of vehicles exiting the parkade.
The Panel requests that the applicant look at introducing more pedestrian amenities in the expanded sidewalk area in the northeast portion of the site.	Due to site modifications, the building was rotated to accommodate the additional lane, thereby removing the open area referenced by the Panel.

Landscaping

A 1.5 m yard is required along 4 Street SW to provide a wider sidewalk to enhance the pedestrian realm. The building meets this objective at grade and the sidewalk width varies from 5.7 metres to 2.27 m along 4 Street SW. Trees will be planted along the edge of the sidewalk and there is sufficient physical separation between the building and the edge of the tree grates to allow for pedestrians to move within this space.

The Urban Design Review Panel commended the applicant for extending the decorative paving into the diverted lane and parking zone and requested that this feature is maintained as a condition of the Development Permit. These features are part of the submitted plans and will be part of the approval of the proposed development.

The applicant will be providing 11 American Elm trees along 4 Street and 6 Green Ash trees along 20 Avenue and 5 Green Ash trees along 21 Avenue. Extensive planting will occur along the eastern property line adjacent to the multi-residential parcel to the east. Decorative paving in a contrasting pattern and colour accentuates the corners of the parcel. Planters and a seating area are located at the corner sidewalk 4 Street SW and 21 Avenue SW.

Located on the fourth floor are two landscaped terraces. Trees and shrubs will be planted in this area. The landscaped terraces reduce the floor plates of the upper floors and provide visual interest to the building elevations.

Site Access & Traffic

There are three access points for this project. All three are located off the rear lane, and all provide access to the underground parkade. Loading for the retail and office uses are off the lane and are separate from the entrance to the parkade. The applicant may be responsible for traffic signals at the intersection of 21 Avenue and 4 Street SW and this condition has been added as a condition of development. Upon further review of the traffic flow to and from the subject site, this condition may be removed.

Parking

The project will provide five levels of underground parking for a total of 407 stalls in the building and 10 surface stalls located along the eastern portion of the site with direct access from 21 Avenue SW. The applicant has provided parking sufficient for the uses proposed currently and in the future for the building. Using a requirement of 1 stall per 46 sq. m of net floor area, approximately 276 stalls will be required. Additional parking spaces will be required for medical and restaurant uses which will reach the 313 stalls available on levels 2 to 5 of the underground parking structure. The applicant has advised that the first level of parking with a total of 94 parking stalls will be available as public parking for people who are patronizing other businesses located in the 4 Street area. Secured parking on the second and lower levels will be available to the uses located in the building. A parking protocol has been submitted indicating after-hours access to the building and public parking stalls will be available during the week. During the weekend all levels of parking are available to the public.

Although an oversupply of parking is not customary in buildings in the Mission area, in this particular case, Administration has accepted the parking surplus because the parking stalls are below grade, have good access from both Avenues, and will provide public parking for other uses within the immediate area.

Bicycle parking – Class 1 stalls have been provided within a secured area the parking structure. Bicycle parking – Class 2 stalls have been provided at the main entrance to the building and along the 4 Street frontage and five stalls are located at the rear of the building.

Site Servicing for Utilities

The site can be serviced to City standards. Any upgrading of utilities has been completed at the applicant's expense and to the appropriate standards.

Environmental Site Assessment

Previous Environmental Assessments identified contaminants commonly associated with dry cleaning operations that were within the vicinity of this development. A Phase II site assessment has been requested prior to release of the development permit to ensure monitoring of the ground water on-site.

Community Association Comments

Comments were received from the Cliff Bungalow-Mission Community Association (see APPENDIX II) in support of the project with concerns. The Community Association agreed with the principle of public parking being available within the proposed building as they would be in a better position to support small scale developments and heritage renovations that do not have any on-site parking. Administration is awaiting updated comments from the Community Association on the final set of drawings; however, these comments were not available at the time of preparation of the report.

A letter of support was received from the 4th Street BRZ.

Adjacent Neighbour Comments

Comments were received from adjacent neighbours regarding the location of the entrance and exit from the underground parking area.

CONCLUSION:

The proposal is supported for the following reasons:

1. The proposed development complies with the objectives and policies of the Mission Area Redevelopment Plan. The proposed development complies with the rules of the Land Use By-law with the relaxations noted in the report which the Administration considers to be minor and would not negatively impact nearby development.
2. The proposed six storey office building with retail, personal service and restaurant uses on the main floor is compatible with the adjacent development along the Mission 4 Street commercial corridor and is compatible to the adjacent 5 storey multi-residential building either under construction or approved on the adjacent lands to the east.
3. The proposed development will be one of the first commercial buildings approved and constructed after the approval of the Mission ARP. The proposed building will contribute to the redevelopment of the Mission community and contribute to the overall pedestrian environment of 4 Street, as well as, add a landmark building to the area.

CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION: APPROVAL

The Corporate Planning Applications Group recommends approval with the following conditions:

Prior to Release Requirements

The following requirements shall be met prior to the release of the permit. All requirements shall be resolved to the satisfaction of the Approving Authority.

Planning:

1. Submit a total of seven complete sets of amended plans (file folded and collated) to the File Manager that comprehensively address all prior to release conditions of all Departments as specified below. In order to expedite the review of the amended plans, one plan set shall highlight all of the amendments.
2. Delete all references to signage from the drawings. Signage for this permit shall be a separate Development Permit application.

Urban Development:

3. The applicant shall submit a current Remedial Action Plan and/or Risk management Plan representative of current site conditions. The report(s) shall document how the site will be remediated or risk managed to such an extent that the site will be suitable for the intended development. All report(s) are to be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary (Environmental Management).
4. The applicant shall submit a Phase II Environmental Site Assessment report that details the existence, type, concentration and extent of on and off-site contamination. The report is to be prepared in accordance with accepted guidelines, practices and procedures that include but are not limited to those in the Canadian Standards Association (2000) "Phase II Environmental Site Assessment - Z769-00," or its successor.

If the Phase II Environmental Site Assessment report indicates that there is a requirement for remediation or risk management, then the applicant shall submit a current Remedial Action Plan and/or Risk Management Plan. The report(s) shall document how the site will be remediated or risk managed to such an extent that the site will be suitable for the intended development.

All Phase I and II Environmental Site Assessments submitted to The City that have been commissioned **on or after 2005 November 1**, must conform to The City of Calgary **Phase I and II Environmental Site Assessment Terms of Reference**. Please visit www.calgary.ca for the latest version. Any Phase I and Phase II Environmental Site Assessments that do not conform will require additional work to meet the standard.

All report(s) are to be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary (Environmental Management).

5. The developer shall consolidate the subject parcels onto a single title and provide a copy of the Certificate of Title.
6. Address the requirements of the Business Unit(s) as listed below:

Calgary Roads

- a. Property lines dimensioned from the lip gutter and the back of sidewalk.
- b. Bylaw corner cuts dimensioned from the existing property lines.
- c. Driveways flared and dimensioned as per Calgary Roads Standard Specifications (curb returns, not permitted). Driveway flares must not encroach onto the boulevard of adjacent properties. All flares for both driveways are to be extended to property line.
- d. Continuous sidewalk and curb and gutter across driveway crossings.
- e. A detailed driveway cross-section complete with ramp grades and elevations at face of curb, back of sidewalk, property line and driveway ramp on private property.
- f. Location on "No Parking – Fire Lane" signs along internal roadway.
- g. Submit a detailed design of the parking structure under public access easement "laneway" between 21 Avenue SW and the east/west lane. The design is to support a live load of 85,000 lbs, as required by the Calgary Fire Department. The submitted drawings must be stamped and signed by a professional structural engineer. Signs displaying maximum weight loading will also be required at both ends of the laneway. Show location of signs of Site Plan.
- h. Clarify "decorative paving." Owner will be required to execute a perpetual maintenance agreement.
- i. Proposed doorways adjacent to 21 Avenue SW and 4 Street SW must be recessed to prevent the door out-swings into the City right-of-way and the 1.5m public access easement.

Water Resources – Water Servicing

- a. Location of meter room is shown on the 2nd level of the parkade at an elevation of 1044.89m, 6.72m below main floor elevation. Relocate the meter room to the 1st level of the parkade in order to maintain 2.7m below final grade for incoming services. Keep the water meter room adjacent to an exterior wall where the service(s) (100mm and larger) enter building.

Utility Line Assignments

- a. Ensure exterior door swing radius does not encroach into the utility rights-of-way or into the City road rights-of-way.
7. The developer shall submit five (5) sets of Development Site Servicing Plans (formerly known as Mechanical Circulation Plans) along with a copy of the Development Permit Approval Letter to the Building Grades Supervisor, Engineering Services, and obtain approval from Calgary Waterworks and Wastewater & Drainage. (See Advisory comments for details).
 8. The developer shall remit payment, in the form of a certified cheque, bank draft, or letter of credit. An estimate of the costs will be prepared by the City and provided to the applicant. The estimate will be prepared once the applicable comments relating to the Business Unit(s) noted below are resolved on the plans.

Calgary Roads

- a. Approved driveway crossings
 - b. Driveway crossing closures
 - c. Sidewalks
 - d. Construction of planter & seating within corner cut area at 4 Street SW & 21 Avenue SW
 - e. Streetlight upgrading
 - f. Construction of new north/south lane to City standards
 - g. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Calgary Roads personnel
9. The developer shall execute Public Access Easement Agreement to the satisfaction of the Manager of Urban Development. On a separate plan, identify the areas to be registered as public access easement (1.5m behind the property line along 4 Street SW, corner cut at 21 Avenue SW & 4 Street SW, and 7.2m driving lane between the east/west lane and 21 Avenue SW). Note: Proposed trees cannot be accommodated along 4 Street SW without the 1.5m public access easement. Reference should also be made to 20 Avenue.
10. The developer must apply for a line assignment from Utility Line Assignments for tree planting in the City road right-of-way (boulevard). This application consists of a letter, on letterhead, requesting approval to plant trees in the boulevard and five (5) landscape plans showing all of the following information:
- a. Property lines
 - b. Curb/sidewalks
 - c. Species and caliper of proposed trees (evergreen and poplar trees are not permitted in boulevards)
 - d. Existing features (streetlight poles, hydrants, existing trees, utilities, etc.)
 - e. Dimensions from property line to all of the above features

Include the Development Permit number in your letter. Shrub and flowerbeds are not permitted in City boulevards. Due to the number of applications reviewed by this office, it will typically take two weeks for a response. The letter can be addressed to the Supervisor, Utility Line Assignments, 6th floor, 800 Macleod Trail SE, Calgary, Alberta T2P 2M5.

Transportation:

11. The lane to 20 Avenue SW shall be constructed with a minimum 6m functional width from the intersection of the east / west lane to 20 Avenue SW. The plans shall indicate the same. Note: to avoid confusion, include the area of "lane easement" within the "proposed lane" on the Site plan. Use shading to distinguish the easement portion of the lane from the City portion of the lane.

12. Public Access Easement Agreement(s) are required for public access over private property. The applicant shall provide copies of such agreements to Transportation Planning for our approval. Said agreements shall cover:
 - Access to and from the east / west lane to 21 Avenue SW.
 - Access to and from the east / west lane to 20 Avenue SW (in case its needed to achieve the 6m width as required in the previous condition).

Note: Engineering may have condition that addresses this outstanding condition.

13. The applicant shall add a notation to the Site plan: "Traffic Signals to be installed at the intersection of 21 Avenue SW and 4 Street SW at the expense of the developer."
14. The property owner provide a letter of credit for \$190,000.00 to the City of Calgary for the initial cost estimate to construct the traffic signals at 21 Avenue and 4 Street SW. Also, a letter from the property owner will be required, under Corporate Seal, indicating that they will be responsible for any costs of installing this signal in excess of the amount of the letter of credit.
15. Stalls within the parkade shall only be accessed from one direction. The stalls to the SE of the elevator area (including the one marked by the number 18) shall be revised in the following manner:
 - access to the stalls shall be from the west.
 - City standard wheel stops shall be installed in these stalls.This applies to all parkade floor levels.
16. Install City standard wheel stops in all parking stalls in which the front of the stall meets the flankage of another stall. For example, see the 3 stall module toward the southeast corner of the parkade floor.
17. Dimension all drive-aisle widths within the parkade a minimum 7.2 metres.
18. Small car parking stalls will not be permitted. The applicant shall eliminate reference to small car parking stalls on the plans. In addition, the applicant shall do one of the following:
 - remove the obstructions from the surface parking stalls.
 - delete the entire area of the small car stalls and replace it with landscaping or hatched markings to indicate that no parking is permitted.

Note: Transportation Planning will consider stalls reserved for "small car parking" as long as they are a minimum of 2.6m wide by 5.4m long.

19. A driveway cross section with grades, elevations and transitions shall be indicated on the development plans, to current City standards for the access to 21 Avenue SW.
20. Provide written information regarding public access protocol to the parkade.
21. A minimum of 14 parking stalls shall be designated for carpool parking. These stalls shall be located on the highest parkade level that contains reserved parking for office use. They shall be located in a preferred position near the elevators and signed for peer enforcement. The plans shall indicate the same.

Permanent Conditions

Planning:

1. The development shall be completed in its entirety, in accordance with the approved plans and conditions; any changes to the approved plans (including non-completion of the development) shall be submitted for approval to the Development Authority.
2. No changes to the approved plans shall take place unless authorized by the Development Authority.
3. A Development Completion Permit shall be applied for, and approval obtained, prior to any occupancy. Call the Development Field Inspection Group at 268-5311 to request that a Field Inspector conduct a site inspection and sign the Development Completion Permit.
4. All areas of soft landscaping shall be provided with an underground sprinkler irrigation system.
5. Parking and landscaping areas shall be separated by a 150 mm (6 inch) continuous concrete curb.
6. Each visitor parking stalls shall have a properly anchored concrete wheel stop.
7. A lighting system to meet the average minimum lighting illumination value of 6 LUX shall be provided.

Urban Development:

8. If during construction of the development, the applicant, the owner of the development, or any of their agents or contractors becomes aware of any contamination:
 - a. The person discovering such contamination shall forthwith report the contamination to Alberta Environment, the Calgary Health Region and The City of Calgary;
 - b. The applicant shall submit a current Phase II Environmental Site Assessment report to The City of Calgary; and
 - c. If required, the applicant shall submit a Remedial Action Plan and/or a Risk Management Plan to The City of Calgary.

Prior to issuance of a Development Completion Permit, a letter from the qualified professional who prepared the Remedial Action Plan and/or a Risk Management Plan is to be issued to The City of Calgary in which the qualified professional certifies that the Remedial Action Plan and/or Risk Management Plan has been implemented.

All reports are to be prepared by a qualified professional and shall be to the satisfaction of The City of Calgary (Environmental Management).

9. The developer shall be responsible for the cost of public work adjacent to the site in City rights-of-way, as required by the Manager of Urban Development, including but not being limited to:
- a. Removal of any existing facilities not required for the new development (old driveways and redundant services, etc.)
 - b. Relocation of works (survey monuments and underground/overhead utilities, etc.)
 - c. Upgrading of works (road widening and watermain upgrading, etc.)
 - d. Construction of new works (lane, paving, sidewalks, curbs, etc.)
 - e. Reconstruction of City facilities damaged during construction

All work performed on public property shall be done in accordance with City standards and include, but not necessarily be limited to driveways, walks, curbs, gutters, paving, retaining walls, stairs, guard rails, street lighting, traffic signs and control devices, power and utility poles, electrical vaults, transformers, power lines, gas lines, communication lines, water lines, hydrants, sanitary lines, storm sewer lines, catch basins, manholes, valves, chambers, service connections, berms, swales, fencing and landscaping.

Every effort will be made to identify the cost of public works associated with this development in advance of work proceeding; however, in some cases, this will be impossible to predict. Where the actual cost exceeds the estimate, the developer shall pay the difference, upon receipt pf notice, to The City.

10. Indemnity Agreements are required for any work to be undertaken adjacent to or within the City right-of-way or setback areas for purpose of shoring, tie-backs, piles, sidewalks, lane paving, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in City rights-of-way and setback areas must be removed to the satisfaction of the Manager of Urban Development, at the developer's expense, upon completion of foundation work.
11. The developer, and those under their control, shall develop an erosion and sediment control drawing and implement good housekeeping practices to protect onsite and offsite storm drains, and to prevent or mitigate the offsite transport of sediment by the forces of water, wind and construction traffic (mud-tracking). Some examples of good housekeeping include stabilization of stockpiles, stabilized and designated construction entrances and exits, lot logs and perimeter controls, suitable storm inlet protection and dust control. The developer, or their representative, shall designate a person to inspect all controls and practices every seven days and within 24 hours of precipitation or snowfall events. Please refer to the current edition of The City of Calgary Guidelines for Erosion and Sediment Control for more information.
12. The developer understands that he is responsible to ensure that approved driveways required for this development must be constructed to the ramp grades shown on plan that have been approved by Calgary Roads. Negative sloping of the driveway within the City boulevard is not acceptable to the City. The developer shall be responsible for all costs to remove and reconstruct the entire driveway ramp if actual grades do not match the approved grades.

13. In accordance with the Encroachment Policy adopted by Council on 1996 June 24, and as amended on 1998 February 23, (retaining walls, planters, entry features, building projections) are not permitted to extend into the City right-of-way. New encroachments that are a result of this development are to be removed at the developer's expense, prior to issuance of a Development Completion Permit.
14. The developer shall submit an "As Constructed Grade Certificate" signed and sealed by a Professional Engineer, registered Architect, or a Professional Land Surveyor confirming that the development has been constructed in functional compliance with the Development Site Servicing Plan. Certification is to be completed within the timelines specified in the Lot Grading Bylaw 32M2004. Functional compliance is solely determined by the City to mean compliance with all City Bylaws, Standards, Specifications and Guidelines.

Transportation:

15. No direct vehicular access is permitted to or from 4 Street SW.
16. The north / south lane to 20 Avenue SW shall be constructed to a 6m functional width.

Advisory Comments

The following advisory comments are provided as a courtesy to the applicant and property owner. They represent some, but not all of the requirements contained in the Land Use Bylaw that must be complied with as part of this approval

Planning:

1. This development permit approval makes no provision for revisions. Revised plans shall be submitted to, and approved by, the Development Authority.
2. Any of the conditions of the development permit approval may be appealed. If you decide to file an appeal, it must be submitted to the Manager, Subdivision and Development Appeal Board (Plaza Level, Municipal Building, #8110) within 14 days of receipt of this letter.
3. In addition to your Development Permit, you should be aware that a Building Permit is also required. Once your Development Permit application has been approved, you may apply for a Building Permit. Please contact Building Regulations at 268-5311 for further information.
4. All measures relating to handicapped accessibility in the design of this project shall be maintained and operable for the life of the building, including those which are required through the building permit process.
5. All trees and shrubs indicated on the approved site plan to be retained shall be protected during all phases of construction. If any trees or shrubs die at any time either during construction or after, they must be replaced by trees or shrubs of comparable species and size to the satisfaction of the Development Authority.
6. The lighting system for the surface parking lot shall be located in such a manner that it

does not adversely affect the nearby residential development.

Urban Development:

7. The developer is advised that the property line is 3.4 m from lip of gutter, 0.0 m from back of sidewalk on 4 Street SW.
8. The developer is advised that the property line is 5.6 m from lip of gutter, 3.7 m from back of sidewalk on 20 Avenue SW.
9. The developer is advised that the property line is 5.5 m from lip of gutter, 3.5 m from back of sidewalk on 21 Avenue SW.
10. The developer is advised that a corner cut of 4.5m x 4.5m is required adjacent to 4 Street SW & 20 Avenue SW.
11. The developer is advised that driveway applications may be required. The locations and design of driveways must be approved by Transportation Planning. New driveways including driveway modifications or relocations must be constructed to City standards at the developer's expense. Obstructions such as storm catch basins, hydrants, power poles, etc., must be relocated to City standards at developer's expense.
12. The developer is advised that driveway closures may be required. Existing driveways that are not required for the development must be closed (removed), to City standards at the developer's expense.
13. The developer is advised that Calgary Roads is responsible for determining whether the existing sidewalks, driveway crossings, street lighting, curb and gutter, etc., are to City standards. Replacement and/or rehabilitation would be at the developer's expense.
14. On all developments with under-drive garages or parking lots that are lower than the back of walk or curb or lane grade, the developer shall confirm in writing that all approved driveways required for this development will be constructed to ramp grades as shown on the plans submitted and approved by Calgary Roads. Negative sloping of driveways within City road right-of-way is not acceptable. If actual constructed grades do not match approved grades, the developer is responsible for all costs to remove and reconstruct driveway ramp grades to the approved grades.
15. Parking areas and ramp aprons at rear must tie into the existing lane grades (grades are available from the Engineering Services Business Unit).
16. The developer is advised that boulevard grade differences between existing or ultimate curbs and existing or ultimate property lines are not to exceed 2%.
17. The developer is to be advised that the City does not grant approval for the placement of underground irrigation sprinkler systems in City owned lands or boulevards that are adjacent to the development site and are installed at the developer's risk. The City of Calgary will not assume liability or responsibility for repair or replacement in event it has been damaged or destroyed during construction on City owned lands or boulevards by city workers or its authorized contractors.
18. Water connection is available from 21 Avenue SW (150mm CI, 1910).

19. Show details of proposed changes to servicing and metering on Development Site Servicing Plan. Provide adequate water meter room where services enter building. If static pressure exceeds 550 kPa install pressure reducing device after meter.
20. The developer is advised that the water service connection is to be constructed under an Indemnification Agreement (Downtown area).
21. Review with Fire Prevention Bureau for on-site hydrant coverage and Siamese connection location. A stamped approved plan by Fire Prevention Bureau to be submitted with the Development Site Servicing Plan for Building Permit approval. Contact FPB at 268-5378. Principal Entrance(s) to be labelled on the DSSP.
22. Three redundant services are to be disconnected at the source and new service installed at the owner's expense. For further information, contact the Calgary Waterworks Development Technician at 268-5739 or 268-5006.
23. A dual service is required to service the site.
24. If further subdivision occurs in the future (including strata subdivisions), each titled parcel MUST have separate service connections to a public mains (water and sanitary).
25. Show all proposed and existing shallow utilities on the Development Site Servicing Plan.
26. The size of service installed needs to be compatible with the size of the main (i.e. if they want a 250mm service, then they need to upgrade the main to a 250mm). If services are required to be larger than the main in which it connects, it is obvious that the public main is undersized for the site requirements. In this case, upgrades will be required at the developer's expense.
27. It will be the responsibility of the developer to repair, at their expense, any damage to the adjacent public mains or mains in which they connect during the construction of the site as per the current Waterworks Specifications. The watermains are 90 years and older and although there has been minimum breaks during their life span, any disturbance during construction such as a new service connection or other alterations can cause breaks. Lead joints of old cast iron mains are very sensitive to ground movements.
28. Sanitary and Storm connections exists from both 4 Street SW and 21 Avenue SW. Show all existing connections on the DSSP and indicate what will become of unused service connections.
29. Sanitary sewer test facility is required.
30. Drainage from all underground or covered parking areas is to be directed towards the sanitary sewer system, as per Sewer Service Bylaw 24M96.
31. All open run-off shall drain to on-site storm sewer and covered ramp shall drain to sanitary sewer.
32. The allowable stormwater run-off coefficient shall be 30%.
33. Ponding is required for 1:100 year storm events.

34. Direct all roof drainage to on-site storm.
35. Slab of building elevation to be a minimum of 0.3 meters above top of pond.
36. Contain storm run-off on site.
37. Controlled stormwater discharge required.
38. Prior to the reuse of existing sewer(s), contact the Water Resources – Leader, Public Response, at 268-1233, to arrange for an inspection by city personnel. If existing services are found to be unsuitable for reuse, new services shall be installed at the developer's expense.
39. City records show existing Telus & Gas lines as well as Enmax overhead poles within the 6.0m lane proposed for closure. These utilities must be relocated to the utility owners' satisfaction prior to any construction.
40. Existing easement 831 046 528 must be surrendered prior to any construction.

Transportation:

41. Transportation Planning does not support the supply of parking in excess of the bylaw parking requirements for development located within the Inner City.
42. The applicant shall make arrangements in advance to use City ROW for the purpose of construction. Contact Traffic Assessment at 268-5711 to arrange for a hoarding permit.
43. Transit, carpooling, and active transit choices should be encouraged and promoted as part of the proposed development. The applicant should provide report containing details for a Transportation Demand Management (TDM) Program, and a written commitment to promote and monitor the program to reduce peak hour site-generated vehicle traffic. Prior to release of the development permit the report and written commitment will be to the satisfaction of the Director, Transportation Planning. The report shall include but will not be limited to the following:
 - The developer/owner shall appoint a traffic demand management (TDM) coordinator to develop strategies for a TDM program that will achieve reductions in motor vehicle use. These strategies shall be implemented in the development and management of the site.
 - The developer and future site managers shall provide a written commitment to promote and monitor the TDM program to reduce peak hour site-generated vehicle traffic and report on the TDM program to the Director of Transportation Planning on an annual basis.
 - How the management shall integrate TDM program infrastructure. (e.g. bicycle parking, shower/locker facilities, carpool parking and pathway/sidewalk connections, universal-type transit passes or transit subsidies).

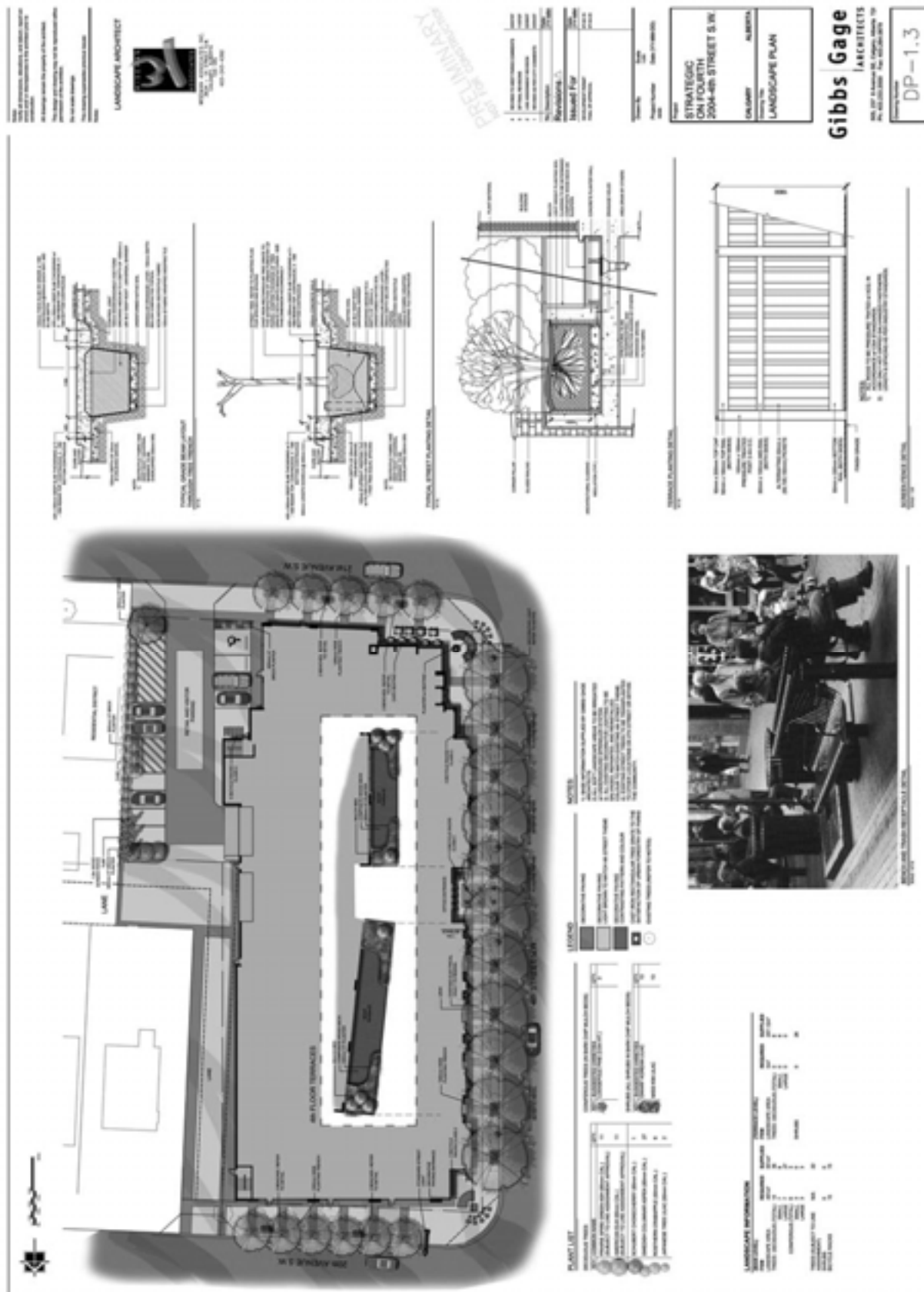
Parks:

44. The Streets Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land.
45. A condition of the issuance of permits by City of Calgary Roads may be the requirement for a tree protection plan when construction activities are within 6 meters of a tree on Public land. Requirements and specifications for a Tree Protection Plan may be obtained at www.calgary.ca/parks by following the Urban Forestry links for by telephoning Urban Forestry at 216-5252.
46. The applicant will be required to provide compensation to the City of Calgary for any Public Trees that are removed or damaged. You may wish to consider this cost during the design and development of your project. The Public Tree(s) adjacent to this project are valued at \$4,553.98. Applicants that are unfamiliar with tree protection are advised to consult an arborist. Arborists are found in the telephone directory under "Tree Service".

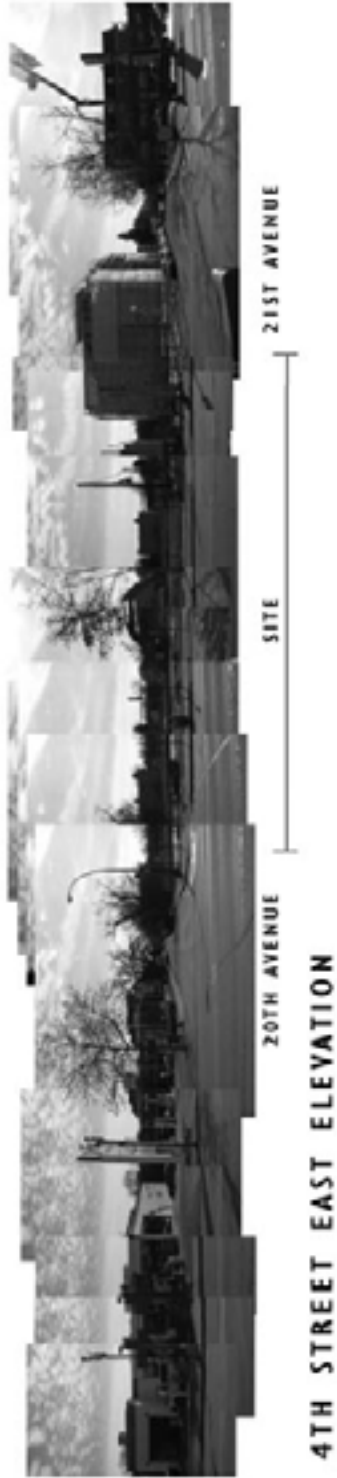
Building Regulations:

47. Spatial separation requirements of Tables 3.2.3.1. and Art 3.2.3.7(1) apply to the East exterior wall. Submit calculations at the time of Building Permit application.
48. Building services that penetrate a fire separation shall be fire stopped to maintain the integrity of the separation. Details of the fire stop shall be provided in the building permit application and approved before the issuance of the permit (2.3.1.1(1)).
49. 3.3.5.4(1) Repair and Storage Garages
If access is provided from a storage garage to a stair tower or elevator serving occupancies above the level of the storage garage, the access shall be through a vestibule conforming to Sentence 3.3.5.7.(3).(Stair on Grid Lines 'H' and '1')

Carol McClary
2007 August



EXISTING SITE PHOTO



STRATEGIC ON 4TH

UNIVERSITY OF CALIFORNIA, SAN DIEGO

DATE: 07/07/09



Gibbs Gage
ARCHITECTS

SITE AERIAL VIEW**STRATEGIC ON 4TH**

DRAWN BY: J. L. JONES, DATE: 07/07/09

**Gibbs Gage**
ARCHITECTS

SOUTH ELEVATION



STRATEGIC ON 4TH

Architectural rendering of the South Elevation of the building, showing a modern structure with large glass windows and a flat roof, situated on a street corner labeled 'STRATEGIC ON 4TH'. Date: 07/07/20



Gibbs Gage
ARCHITECTS

NORTH ELEVATION



STRATEGIC ON 4TH

Architectural rendering of the North Elevation of the proposed building. Date: 10/27/06

STREETSCAPE PERSPECTIVE



STRATEGIC ON 4TH

Preparation of a Right-of-Way Study for the City of Portland

June 1997-98



Gibbs & Gage
ASSOCIATES

Cliff Bungalow-Mission Community Association

462, 1919B 4th Street SW, Calgary, AB, T2S 1W4

Development Committee Director: Peter Atkinson
Phone: 608.5593 E-mail: atkinsonp@shaw.ca



May 9, 2007

DP #: 2007-0480

Site Address: 2004 4 Street SW

Building Type: Mixed Use Development: Retail and Office (6 Storey total)

Mr. Maddock,

We appreciate the effort that everyone has put in on this project to date, and we are happy to say that the Community Association is in full support of this project, with the revised lane changes, and would encourage the city to do everything it can to expedite the process to ensure that the construction begins on this project as soon as possible. The Community Association is very pleased that the back lane was put through to 20th Ave, not impeding people's access, without sacrificing the urban design of the laneway. The beauty of this proposal is that in the negotiation of circulation, a truly unique and interesting urban condition was created that allows for windows and storefronts direct access to a back lane condition that are so characteristic of our two neighborhoods.

Materiality:

In terms of the overall design of the project, the Community Association is quite pleased that the development keeps with the ARP by accommodating smaller frontages on 4th Street. The materiality of the project is generally excellent, with the use of various types of stones ensuring a high quality pedestrian environment, however, one must wonder why a building that uses such a range of high end materials reverts back to a finish like stucco higher up in the building in a location that is still visible from the street. The Community Association would also like to ask the City to insist on a large amount of glazing, as previously presented to us, in the backlane in order to ensure a connectivity between building and backlane as well as to ensure the safety of the backlane.

Landscape:

The Community Association would also like to commend the current proposed landscape plan and strongly recommend to the city that they allow the developer to proceed with all the proposed trees as planned. The landscaping on this portion of 20th Ave, 4th St, and 21st Ave has recently been decimated by extensive redevelopment. We find that the current proposed landscaping crucial to not only the rehabilitation of 20th/4th/21st, but also to providing buffers between the two new apartment blocks and the new back lane. The Community Association also appreciates the developers desire to implement a landscape buffer along the 20th ave aspect of the new lane, and would ask that the city oversee this crucial aspect of the landscape plan.

Parking:

The developer indicated at the last meeting with the Community Association that they will be asking to include an extra 70 stalls over and above the current parking requirements. This issue has brought up two main issues within the Community Association. An increase in parking capacity would: 1. Increase traffic in what will be an already busy back lane intersection, and 2. Encourage more driving into the community by facilitating parking.

Parking Issue 1 - Increased Traffic:

The back lane between 20th and 21st Avenues is currently in terrible condition. It is full of potholes and has been neglected for years. The addition of 3 new developments, each with underground parkades, will only augment the degradation of the lane. There is currently an agreement about back lane paving with Le Beau, the 21st Ave development

adjacent to the Strategic parking lot, that I would ask the city to recall. I will also check our files. However, with the additional parkades of not only of this development, but also with the other adjacent two parkades coming on line, this back lane will need to be paved, we ask that the city look into this matter. Further, there have been concerns raised by some of the residents about the amount of traffic that will be generated at this junction. This concern simply reinforces the need for adequate planting and speed control measures in the new back lane.

Parking Issue II

The second concern from the community surrounding the requested additional 70 stalls is the concept that more parking encourages more driving. While sustainable practices state that less parking is preferable to promote the use of public transit, as Cash in Lieu parking is being discontinued, small developments without adequate parking will be left without a definitive course of action. By allowing this proposed parkade to exceed its parking requirements, the Community Association will in a better position to support small scale developments and heritage renovations, keeping more with the ARP, that do not have adequate space on site to provide the required parking. Further, the Community Association would ask, however, that in an instance of exceeding parking requirements such as this one, that the city request the developer to promote transit usage via other manners e.g. an attractive and comfortable bus stop or by providing a surface level parking stall available for community car sharing, such as the co-opertative that is currently functioning in the area that is in need of a permanent street level parking stall. The Community Association is in support of the request for relaxation for exceeding the parking stall requirement provided that some measure of transit encouragement is undertaken. The Community Association will write a letter to the developer in this regard and would appreciate some direction from the City on this matter.

Once again, the Community Association would like to commend both the developer and the City in working to a mutually beneficial solution to the potentially precedent setting back lane development in a very tricky political atmosphere. The Community Association would like to re-iterate its full support for this project. As the project progresses, we would like to once again mention the community's preference for no large scale tenant dominating any one section of the street level frontage in order to preserve the community feel of the neighborhood. Further, the Community Association requests that the City ask the developer to consider drilling their piles instead of pounding for the comfort of the neighboring residents.

The Community Association is very excited to see this project move forward, and, again, would encourage the City do everything possible to expedite the process. Further, the Community Association would encourage the developer would do everything within his power to lessen his buildings impact on the environment and ask him to consider measures such as dual flush toilets and waterless urinals to reduce water consumption within the building, to use high efficiency lighting and energy star appliances through the development to help reduce energy consumption We look forward to seeing the project again as the street detailing progresses.

Thank you for your time and help in looking out for the communities interests.

Regards,

Peter Atkinson

Director of Planning and Development - CBMCA



4th Street Business Revitalization Zone Suite 420 1711 4th Street SW T2S 1V8

P.229.0902 F.228.1889 E. jenrempel@4streetcalgary.com

March 21, 2007

Development Circulation Controller
Development and Building Approvals #8073
Attn: Paul Maddock
Re: D.P. NUMBER: DP2007-0408

Paul,

The 4th Street Business Revitalization Zone would like to extend their overwhelming support to this project. The BRZ finds the aesthetic of the building a great compliment to our current streetscape and enhances our current pedestrian orientation.

The BRZ believes that proposed lane closure is very beneficial the safety of the pedestrians and cyclists who use our streets every day. We also support the developers' proposed "J" intersection concept and believe that any other format would cause serious traffic implications.

Finally, the businesses, staff and clientele are so excited to see this project move forward we have received over 500 signatures on a petition of support.

If you wish to receive a copy of the petition and or have any further questions please feel free to contact me,

Jennifer Rempel
Executive Director
On Behalf of the Board of Directors
4th Street Business Revitalization Zone
403.229.0902
jenrempel@4streetcalgary.com

CPC 2007 August 09	DP2007-0480	APPENDIX IV	Page 1
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ITEM NO. : 1
(1:30 pm)

Paul Maddock

COMMUNITY:	MISSION
FILE NUMBER:	DP2007-0480
MUNICIPAL ADDRESS:	2004 – 4 Street SW
APPLICANT:	Gibbs Gage Partnership
DESCRIPTION:	Mixed use Development: Retail and Office

PANEL COMMENTS:

- The Panel is concerned with the congestion of site furnishings, particularly the layout of the benches which appear to restrict pedestrian movement along the sidewalks;
- The Panel recommends that the bicycle racks positioned at the corner of 20 Avenue and 4 Street SW be relocated to avoid worsening the congestion already created by the street lamp, tree and benches;
- Class 1 bicycle racks are to be located in the parkade P01 Level (not Class 2 as shown);
- The Panel is concerned with the access to the parkade P01 Level bicycle storage access – it is remote and the door is located in an area that will be difficult to access once vehicles are parked;
- The Panel questions the use of the tall garage door into the parkade in that headlights and light spillage in general from the parkade will likely affect neighboring properties to the east;
- The Panel commends the applicant for extending the decorative paving into the diverted lane and parking zone and requests that this feature is maintained as a condition of the Development Permit;
- The Panel requests that the applicant look at introducing more pedestrian amenities in the expanded sidewalk area in the northeast portion of the site; and
- The Panel is supportive of the building infringing upon the 1.5m setback on the corner of 20 Avenue and 4 Street SW providing the congestion issues listed above are addressed.