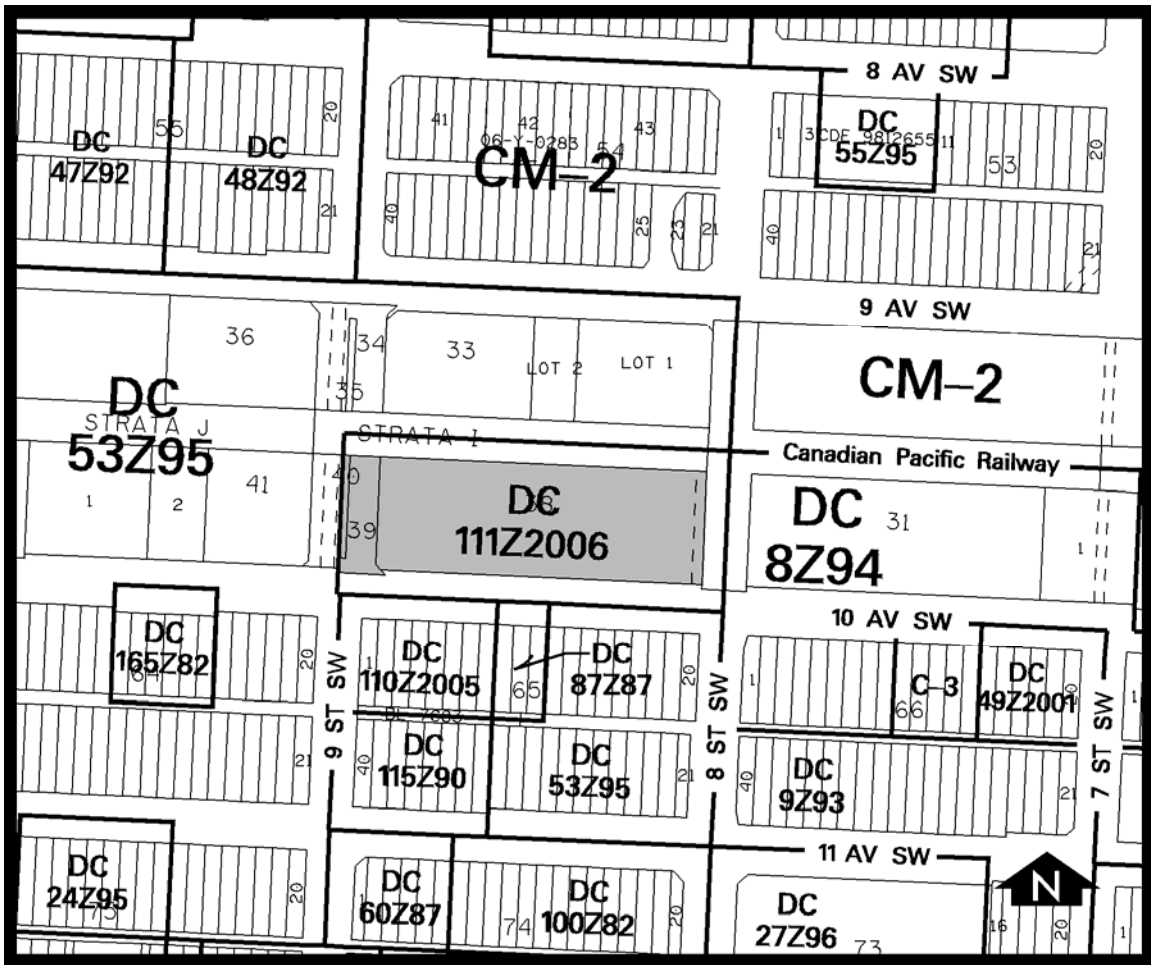


REPORT TO THE CALGARY PLANNING COMMISSION

DEVELOPMENT PERMIT	ITEM NO: 13	
	CPC DATE:	2007 March 22
	DP NO:	DP2006-2046

BELTLINE
(Ward 8 - Alderman King)



PROPOSAL:
Office Building with at-grade retail/personal service uses.

APPLICANT: Gibbs Gage Partnership	OWNER: Copez Properties Ltd
MUNICIPAL ADDRESS: 999 – 8 Street SW; 942 and 944 – 10 Avenue SW	LEGAL DESCRIPTION: Plan 1423LK, Block 38 - 40 (Map 16C)
EXISTING LAND USE DISTRICT(S): DC Direct Control District (25Z99)	
AREA OF SITE: 0.866 ha ± (2.140 ac ±)	
CURRENT DEVELOPMENT: Office Building on East portion of site; surface parking lot on West Portion	

ADJACENT DEVELOPMENT:

NORTH: CPR Tracks, Apartment Building, surface parking lot

SOUTH: 10 Avenue SW, Low rise commercial Buildings

EAST: 8 Street SW, Single Storey Commercial Buildings

WEST: Surface Parking Lot

DEVELOPMENT SUMMARY			
RULE	BYLAW STANDARD	PROPOSED	RELAXATION
DENSITY	A maximum of 8 FAR	4.9	None
HEIGHT	No maximum height	17 Storeys; 69.2 metres	None
EXTERIOR FINISH MATERIALS			
Podium: Transparent glazing at grade, Yellow and Red Spandrel			
Tower: Blue glazing with Blue Spandrel, Red Spandrel, Clear glazing			

PLANNING EVALUATION

Introduction

This development permit application is for a 17 storey office building on a podium of retail spaces and above grade parking. Located in the Beltline, the project is a redevelopment of an underutilized site.

Site Context

The site is located at the northwest corner of 10 Avenue SW and 8 Street SW. The site is currently developed with a 7 storey office building with the required parking contained at grade. This development permit is for the remainder of the parcel.

The western edge of the site is impacted by a 20 metre wide restrictive covenant. This area has been protected if a future extension/underpass for 9 Street SW is required. Only uses that are temporary in nature can be considered for this area.

Legislation & Policy

Development of this site is guided by the policies of the Beltline Area Redevelopment Plan (Approved by Council 2006 May). The application is contained within the Urban Mixed Use area of the Plan. Within this area, the policy calls for:

- Vibrant pedestrian streets that provide activity throughout the daytime and evening hours;
- Street front elevations that are highly permeable and transparent by providing doorway entrances to the street and allowing for pedestrian views directly into the business along the majority of the façade; and
- Creation of streetscapes that respond to the context of the particular area.

As well, the policy identifies key design initiatives for development such as:

- Front setbacks should incorporate trees or other urban planting treatments with hard-surface treatments and may accommodate a variety of commercial activities, including restaurant patios, display areas, and entrance plazas;
- Building edges that are oriented toward a public right of way should be lined with uses that create activity and provide natural surveillance;
- All parking areas shall be concealed from view from public spaces and ideally are located underground;
- The base of a building should be designed to create a human scaled street wall and establish a strong visual rhythm;
- Building bases are encouraged to use masonry or other durable materials and other architectural details that establish a strong visual rhythm with human scaled elements;
- All rooftops, including podium and tower tops are encouraged to incorporate landscape amenities or green roofs in order to achieve aesthetic and environmental benefits; and

- Particular attention should be given to the lighting of public and private areas at-grade to provide effective and attractive at-grade light. Special effects, including flood lighting of the tower portion and tower top portion may be included if it does not negatively impact surrounding properties.

The Beltline Area Redevelopment Plan identifies this site as a “character area”, where a combination of land uses and buildings have combined to create areas that are identifiable as having special or unique qualities that are different from neighbouring areas. This site is located in the Design District. The intent of policy for this area is to allow for parking areas and structure to be designed to allow for an enhanced pedestrian realm, as well as for the expansion of eclectic and innovative design of buildings within the area.

Land Use District

The Direct Control District accommodating this project was approved by City Council in 2006 December. Contained within those guidelines were provisions for yards, building design, and landscaping. The applicant has designed a building that is 4.9 FAR, and therefore does not require any density bonusing as per the Beltline ARP.

Site Layout & Building Design

The project is a 17storey office tower on a podium of commercial units and above grade parking. The main floor of the project is individual retail units that front onto 10 Avenue SW, which screen the first floor of parking, the loading spaces, and the ramp to the underground parkade. There are numerous small CRU's on the eastern portion of the building, and one larger CRU on the western portion. A small central lobby separates these two retail spaces. The smaller retail spaces are two storeys in height, while the larger one is a single storey space. Pedestrian scale signage has been located for the retail spaces to provide a pleasant urban realm for the project.

Above the main floor are two storeys of parking. While the Beltline ARP discourages above grade parking, it does make provision where it is impractical for other reasons. There is a difficulty in locating active uses adjacent to the CPR railway tracks, as well as issues locating below grade parking adjacent to the railway tracks. Based on the location adjacent to the CPR tracks, administration felt that if it was properly screened to render it undetectable from the street, it would be acceptable in this location.

The project is clad in a mix of vision glass and glass spandrel panelling using primary colours as the motif for the design. At grade, transparent glazing is used on the retail storefronts along with the required access stairway at the eastern part of the building. Above the retail spaces, yellow and red spandrel cladding is used on the podium to screen the above grade parking. The yellow volumes can be illuminated in the evenings to create a well lit space for the retail below, and are separated into volumes which act as canopies, emphasizing the retail bays.

Above the podium, blue glazing is used to provide one distinct volume for the office tower, while red spandrel with clear glazing is used to accentuate the rest of the tower. The tower floorplate is 1,000 square metres, which is a modest and appropriately sized floor plate.

The application was circulated to the Urban Design Review Panel (see complete comments in APPENDIX IV). 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	Applicants Response
The Panel supports the colors as presented however, is concerned with the potential of fading of the colored glass-panels and requests that the applicant incorporate the latest state-of-the-art technology to diminish potential fading;	Noted by the applicant. The Applicant has done testing on the product to ensure durability.
The Panel requests a clear and visible pedestrian access to the stairwell and elevator that access the parking from 10 Avenue	Applicant has revised the sidewalk patterning and provided a larger landing area to demarcate a visible pedestrian access from the existing building to the proposed building.
The Panel requests the 9 Street feature terminus be enhanced from what is shown to include such elements as additional soft landscaping, artwork, details of the proposed wall and improved access to the bicycle areas with appropriate maneuvering space to avoid conflicts with adjacent parked vehicles.	Low screening wall has been provided. A Prior to release condition has been added for details of the screening wall, as well as to enhance the 9 Street Terminus.

Landscaping

Landscaping for the project is located at the top of the podium as an amenity space for the office. This space is a combination of soft landscaping amenity space, a putting green, and a recreation area/basketball court for the project. At grade, the applicant has provided a paving pattern along the width of the development. Street trees are proposed for this project subject to a line assignment. There is a feature wall located at the 9 Street Terminus, with benches and some design features to mimic the proposed building. Prior to release of the Development Permit, the applicant shall supply further details on the feature terminus.

Sustainable Design Features

The applicant is proposing to shadow LEED certified for this project. Measures to achieve this goal include high performance glazing, high efficiency mechanical systems, low-water usage plumbing fixtures, rainwater harvesting, bicycle storage, change rooms, carpool designated parking stalls and a building Transportation Demand Program.

Site Access & Traffic

No Transportation Impact assessment was required as part of this application. There is one vehicular access point for this project along 10 Avenue SW. This access point is currently in use by the existing office building.

Parking

Parking is provided in three locations for this project. There are two storeys of underground parking for the project, with two floors of above grade parking located on the upper floors of the podium, and parking on the restricted area to the west of the building. The project also provides the existing parking for the building located on the eastern portion of the site, including a requirement for an extra 70 parking spaces to be provided as part of that development.

The parking on the restricted area is provided at grade and below grade. City council endorsed this as temporary parking when the bylaw was approved by council. Administration recommended the use of the space located underground as it would require excavation for an underpass should it be required in the future. The removal of the underground parking shall be at the applicant's expense.

The following chart indicates the parking totals for this project.

Previously approved parking requirement	188 Parking stalls (including the oversupply requirement of 70 stalls)
Required from this development (all uses at 1 stall per 90 metres net floor area)	231 Parking Stalls
Temporary parking stalls (as indicated in the Direct Control District)	86 Parking stalls (30 above ground, 56 below grade)
Total parking provided	505 Parking stalls

Bicycle storage facilities have been provided at grade and on the first floor of the parkade.

Site Servicing for Utilities

The site can be serviced to city standards. Any required upgrading of utilities shall be completed at the developer's expense.

Environmental Site Assessment

No issues or concerns arose.

Community Association Comments

A letter of support was received from the Beltline Planning Group (See APPENDIX III). They commented on the colours for the project, indicating that while they were in support, they were concerned that the colours would remain durable through the life of the project. In response, the applicant has researched the durability with the supplier and has indicated the materials are durable and will withstand weathering. They also commented on the 9 Street terminus, and a plan for a public amenity instead of above grade parking at this location.

Adjacent Neighbour Comments

No Comments received

CONCLUSION:

The proposal is supported for the following reasons:

1. The project meets the development goals of the Beltline Area Redevelopment Plan.
2. The proposal is compatible with adjacent developments and land uses in this area of the Beltline.
3. The uniqueness and the high building design quality are a compliment 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. Provide drawings for the 9 Street Feature terminus, including elevations and details;
3. Provide a site lighting plan indicating illumination levels for the front retail spaces, the eastern stairwell, and the 9 Street Terminus/above grade parking levels;

Urban Development:

4. Applicant to submit a copy of the 1998 Phase II ESA by Hazmacon, as referred to in the report submitted with the application (Phase II Environmental Site Assessment, 999 – 10 Avenue SW, Calgary, dated 2006-07-05 by Thurber Engineering Ltd);
5. Applicant to submit a Plan, to be implemented during construction, to remove any charcoal-like material onsite and confirm the soil conditions in those areas. The Plan shall be prepared by a qualified professional, and be to the satisfaction of The City of Calgary (Environmental Management);
6. The developer shall consolidate the subject parcels onto a single title and provide a copy of the Certificate of Title;
7. 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 setback and/or corner cuts dimensioned from the ultimate/existing property lines;
- c. All adjacent boulevards graded at 2% up from the top of curb to the existing or ultimate property line. This will allow for installation of future sidewalk. Any deviation resulting from excessive cuts or fills must be approved by Calgary Roads;
- d. Show existing property lines only (remove all original property lines from site plan), as per legal registered plan # 8210711 and 9411660. Lot 40 is incorrectly identified;
- e. Show exact location of existing catch basin on 10 Avenue, opposite to 9 Street;
- f. Provide details of surface finish on sidewalks; and
- g. Provide details for tree planting on City boulevard (tree trench or tree boxes?);

8. The developer shall remit payment to address the requirements of the Business Units as listed below:

Calgary Roads (CERTIFIED CHEQUE)

- a. Approved driveway crossings;
 - b. Driveway crossing closures;
 - c. Sidewalks;
 - d. Streetlight upgrading; and
 - e. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Calgary Roads personnel;
9. An Encroachment Agreement is required for the awning, steps and landscaping elements on the existing building at 8 Street located within the road right-of-way. Contact the Titles Officer, of the Corporate Properties Group at 268-2274. The developer must submit a recent Certificate of Title and a Corporate Registry Search prior to execution of the agreement;
 10. The developer shall remit payment for the Centre City Utility Levy to Urban Development in accordance with Bylaw 9M2007. This off-site levy is for the construction, upgrading and replacement of water and sanitary sewer mains required for or impacted by the proposed development in the Centre City Area. The Utility Levy amount is determined by using \$1,823 per meter of site frontage (on the avenues only) of the proposed development;
 11. The developer shall provide a letter to confirm the owner will remove or relocate the temporary above and underground parking from the future City rights-of-way at the owner's expense within 30 days' notice from The City of Calgary requesting removal due to road widening or the 9 Street underpass construction;

Transportation:

12. Revise loading area dimensions to 9.2 metres deep;
13. Delete the lay-by adjacent to the eastern building from the plans;
14. Relocate the 8 class II bicycle parking stalls from the area between the loading bays and the parkade entrance to the other side of the drive aisle opposite the loading bays. The current location puts them in a high traffic area which may be unsafe. The new location will put them close to a pedestrian crossing of the drive-aisle;
15. Relocate the 15 class II bicycle parking stalls from the area behind the "9 Street Feature Terminus". This will become a public area, and bikes left here will be vulnerable to theft. Relocate them along the southern flank of the building, where they will be more easily visible from within the units on the ground floor and less attractive to thieves. Alternatively, they could be grouped outside the lobby entrance;
16. Provide a Traffic Control Plan drawing for the development;
17. Provide operating protocol for parkade, including how access to west surface lot is controlled;
18. Provide a blanket statement on plans that grades within individual parking stalls do not exceed 4% in any direction;

19. Indicate on drawing DP-1.1 what is served by the 6300 mm wide driveway connection to the existing building (e.g. garbage collection area, loading bay, etc.) If it is a loading area, show a standard loading area on the site plan. If it is a loading area or a garbage pickup area, show a sweep path for a standard TAC SU-9 truck indicating that it can access this area and clear all obstacles (including parking stalls) by a minimum of 0.6 metres;
20. Revise the ramp grades within the parkade. Show the grades on all ramps on drawing of DP-4.2, even if the ramps are identical on multiple levels of the parkade. The initial section at the top of the ramp grade should not exceed 4%, and the transition between ramp segments shall not exceed 12%. As proposed, the ramps go from 6.7% to 20%, which is greater than a 12% change. It appears there is a typo on the upper drawing of DP-4.2 indicating two segments of 16.0% slope on the ramp one-after-another. Transportation typically requires the 4% maximum for the initial segment at the top of the ramp to not exceed 4% for sight lines; at the bottom of a ramp, we will accept a grade of up to 10% initially; and
21. Provide a description for the use of the "FUTURE IN-FILL PANEL" shown on PARKADE LEVEL P1 UNDERGROUND on drawing DP-2.1. Transportation is unfamiliar with the term and needs to know more about what this is for.

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 268-5491 to request that a Field Inspector conduct a site inspection and sign the Development Completion Permit;
4. All enclosed parking areas shall have walls and ceilings painted a white or light colour and have a lighting system to meet the average minimum lighting illumination of 54 LUX;
5. Parking areas shall be for the sole use of customers or staff. Parking stalls shall not be sold or leased to the general public for the purpose of long stay parking in the downtown core;
6. All trees and shrubs and vegetation indicated on the approved site plan and landscaping plans, including those indicated in the adjacent boulevard to be retained, shall be protected during all phases of construction. If any trees or shrubs die at any time during construction or after, they must be replaced by trees or shrubs of comparable species and size to the satisfaction of the Development Authority;
7. Fascia signage shall be placed only in the designated sign area as indicated on the approved plans and shall not require a development permit;

Urban Development:

8. If during construction of the development, the applicant, the owner, the developer 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 Regional Health Authority and The City of Calgary (Environmental Management);
 - b. The developer shall submit a current Phase 1 environmental site assessment report to Alberta Environment, the Calgary Regional Health Authority and The City of Calgary; and
 - c. If required, the applicant shall submit a Phase 3 environmental site assessment report to Alberta Environment, the Calgary Regional Health Authority and The City of Calgary.

All reports are to be prepared by a qualified professional and shall be to the satisfaction of Alberta Environment, the Calgary Regional Health Authority and The City of Calgary.

Prior to issuance of a Development Completion Permit, a letter from a qualified professional who prepared a Phase 3 environmental site assessment report is to be issued to The City of Calgary in which the qualified professional certifies that the remediation/risk management plan has been carried out to the satisfaction of the Alberta Environment and the Calgary Regional Health Authority will also be required.

If no contamination is discovered during construction of the development, the developer shall, prior to the issuance of the Development Completion Permit, submit to the Development Officer, certifying that no contaminants were discovered during construction of the development.

9. Prior to the issuance of the DCP, the applicant shall submit a report, prepared by a qualified professional, which summarizes the data and results collected after implementation of the Plan. The report shall be to the satisfaction of The City of Calgary (Environmental Management). Additional environmental information may be required following the review.
10. 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.); and
 - 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 of notice, to The City;

11. 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;
12. In accordance with the Encroachment Policy adopted by Council on June 24, 1996, and as amended on February 23, 1998, (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; and
13. 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.

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. The development must commence before 2010 March 22 or this permit will no longer be valid;
3. 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;
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 process:

5. The lighting system for the parking lot shall be located in such a manner that it does not adversely affect the nearby residential development;
6. In addition to your Development Permit, you should be aware that a Building Permit is also required. Now that your Development Permit application has been approved, you may apply for a Building Permit. Please contact Building Regulations at 268-5311 for further information;
7. Any trees and shrubs indicated on the site plan which die after completion of the project must be replaced on a continuing basis with trees or shrubs of a comparable species and size;

Urban Development:

8. The developer is advised that the property line is 3.7 and 5.8 m from lip of gutter, 0.3 and 1.5 m (existing asphalt sidewalk from back of sidewalk on 10 Avenue SW);
9. The developer is advised that the property line is 3.4 m from lip of gutter, 0.0 m from back of sidewalk on 8 Street SW;
10. The developer is advised that a bylaw setback of 2134 m is required adjacent to 10 Avenue from east half of Lot 39 as per the Land Use Bylaw;
11. The developer is advised that a corner cut of 4.5m x 4.5m is required adjacent to 10 Avenue & 8 Street SW;
12. 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;
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. Water connection is available from 10 Avenue SW (150mm CI, 1910). A new service will be crossing, exposing and excavated within 3.0m of the 900mm Steel Feedermain. Hydrovacing will be required for the determination of alignment, elevation, pipe diameter, pipe support, backfill and clearances. A detail of this information will be required on the DSSP with respect to working in proximity of this Feedermain. Contact Waterworks Engineering Design at 268-5721 for approval and notification, shut down periods and tunneling and augering options;
15. 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;
16. Show all proposed and existing shallow utilities on the Development Site Servicing Plan;
17. The developer is advised that the water service connection is to be constructed under an Indemnification Agreement;

18. Review with Fire Prevention Bureau for on-site hydrant coverage. 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;
19. A check-valved looped watermain required to service this site;
20. A dual service is required to service the site;
21. 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);
22. 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;
23. Future water main replacements in the Downtown area will require a minimum main size of 200mm. A cut-in of a 200x200x (size of water service(s)) Tee with a 200mm separation valve (on dual services) will be required. This will mean less disruption when the main replacement occurs and the work and materials invested at the time of the service installation will not be redundant when the main is replaced;
24. Sanitary sewer connection is available from 10 Avenue SW;
25. Storm sewers unavailable. A drywell may be required or extension may be designed for site at time of mechanical circulation;
26. Show all existing and proposed sewers on the development site servicing plans at the Building Permit stage;
27. Drainage from all underground or covered parking areas is to be directed towards the sanitary sewer system, as per Sewer Service Bylaw 24M96;
28. All open run-off shall drain to on-site storm sewer and covered ramp shall drain to sanitary sewer;
29. The allowable stormwater run-off coefficient shall be 30%;
30. Ponding is required for 1:100 year storm events;
31. Direct all roof drainage to on-site storm;
32. Contain storm run-off on site.
33. Controlled stormwater discharge required.
34. All on-site sewers are to be designed to City of Calgary specifications.

35. 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:
- Property lines;
 - Curb/sidewalks;
 - Species and caliper of proposed trees (evergreen and poplar trees are not permitted in boulevards);
 - Existing features (streetlight poles, hydrants, existing trees, utilities, etc.); and
 - 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;

36. Construct garbage collection facilities in accordance with the current Waste & Recycling Design Guidelines;

Transportation:

37. To mitigate the need for offsite transportation improvements, Transportation recommends the developer integrate TDM program infrastructure (e.g. bicycle parking, shower/locker facilities, carpool parking and sidewalk connections) into the development plans. Contact Ron Schafer, TDM Specialist at 268-1629 for more information;
38. Provide showers, lockers and change rooms to encourage employee commuting by active modes. These facilities should be convenient to those employees that use the Class 1 bicycle parking areas;
39. As this site is within 600 metres walking distance of an LRT station, the number of parking stalls should be limited to the number required in The City of Calgary Land Use Bylaw 2P80;
40. Existing driveways that are no longer required shall be closed at the client's expense;

Parks:

41. The Street Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land;
42. Permits issued by City of Calgary Roads are required if construction activities use or cross any portion of the road rights-of-way (including boulevards). Permits are obtained at Traffic Engineering Division, 2808 Spiller RD SE. For further permit information call 268-1597 or consult The City of Calgary Roads' website at www.calgary.ca/roads and follow the "Permit" link;
43. 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;

44. 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 \$1,140.00. Applicants that are unfamiliar with tree protection are advised to consult an arborist. Arborists are found in the telephone directory under "Tree Service";

Dwayne Drobot
2007 March

Applicant's Submission

The proposal is to replace the surface parking lot of the existing development, 999 - 8 Street SW, with a 17 storey commercial development comprised of a 3-storey podium and office floors above. It is regarded as an innovative, landmark-quality building heralding the Design District in the Beltline.

The project embodies bold design philosophies of pure form and pure colour. Interlocking platonic objects are enlivened with primary colours as fundamental elements for future inspiration. The visual spectacle heralds the proposal's significance as a potential landmark within the Design District that expresses lasting architecture and responsible urban development. Other architectural merits include articulated storefronts, an attention to the pedestrian scale and integrated signage concepts. The contemporary design makes reference to the brick of the existing building and transforms it into timeless and elegant architecture.

Parking for both new and existing developments will be accommodated within the new proposal's 5-level parkade. The 3 levels above grade of the parkade are discreetly hidden on all sides, with special attention applied along 10th avenue where 2-storey retail/commercial units line the sidewalk.

In doing so, the proposed development contributes to the vitality of the street. Undulating storefronts, pedestrian scale articulation at street level, and a concentration of all major entrances towards 10 Avenue enhances the public realm. The wide sidewalk is protected overhead by a 4m cantilever and a row of trees. The sidewalk is also accentuated by a pattern that continues onto the driveway between the existing and new development. At the west end of the proposal is a terminus feature to 9 street, creating an urban place at the T-intersection. It is comprised of a low, coloured concrete wall, backlit urban marker/lantern and wood benches that form a small sidewalk plaza. The proposed building signage is integral to the architectural concept, from the building identity at the rooftop, the office entry and the framework for store signage. Building scale and use is consistent with the intents of the Beltline ARP and fits in with adjacent urban contexts and uses.

The proposed development includes change rooms and a fitness area on the 4th floor. The podium has been designed to accommodate a roof top amenity area for a potential basketball court, skating rink, golf putting green and driving stalls, picnic area, planters and flowerbeds. The roof amenity area is part of the sustainable initiatives incorporated with the proposed development.

The proposal's goal is also to be LEED Certified. Measures to achieve this goal include high performance glazing, high efficiency mechanical systems, low-water usage plumbing fixtures, rainwater harvesting, bicycle storage, change rooms, carpool designated parking stalls and a building Transportation Demand Program.

The project is a contemporary quality development that exhibits sophisticated architectural articulation and street presence that enhances the vitality of downtown Calgary.

COVER SHEET
THE 999 BUILDING

CALGARY PLANNING COMMISSION

MARCH 2007

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- 03 site plan
- 04 main floor plan
- 05 second floor plan
- 06 third floor plan
- 07 fourth floor and roof garden plans
- 08 typical floor plan
- 09 south elevation
- 10 west / east elevation
- 11 north elevation
- 12 podium elevations
- 13 public realm
- 14 day time perspective
- 15 night time perspective
- 16 streetscape perspective
- 17 close up perspective



ATTEN: FUTURE FOR THORNTON

THE 999 BUILDING



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CONTEXT MAP AND PHOTOS



LOOKING S.E. ACROSS C.P.R.



LOOKING N.E. EXISTING OFFICE BUILDING



EXISTING OFFICE BUILDING



SITE CONTEXT



LOOKING S.W.



CITY OF CALGARY FIRE DEPARTMENT

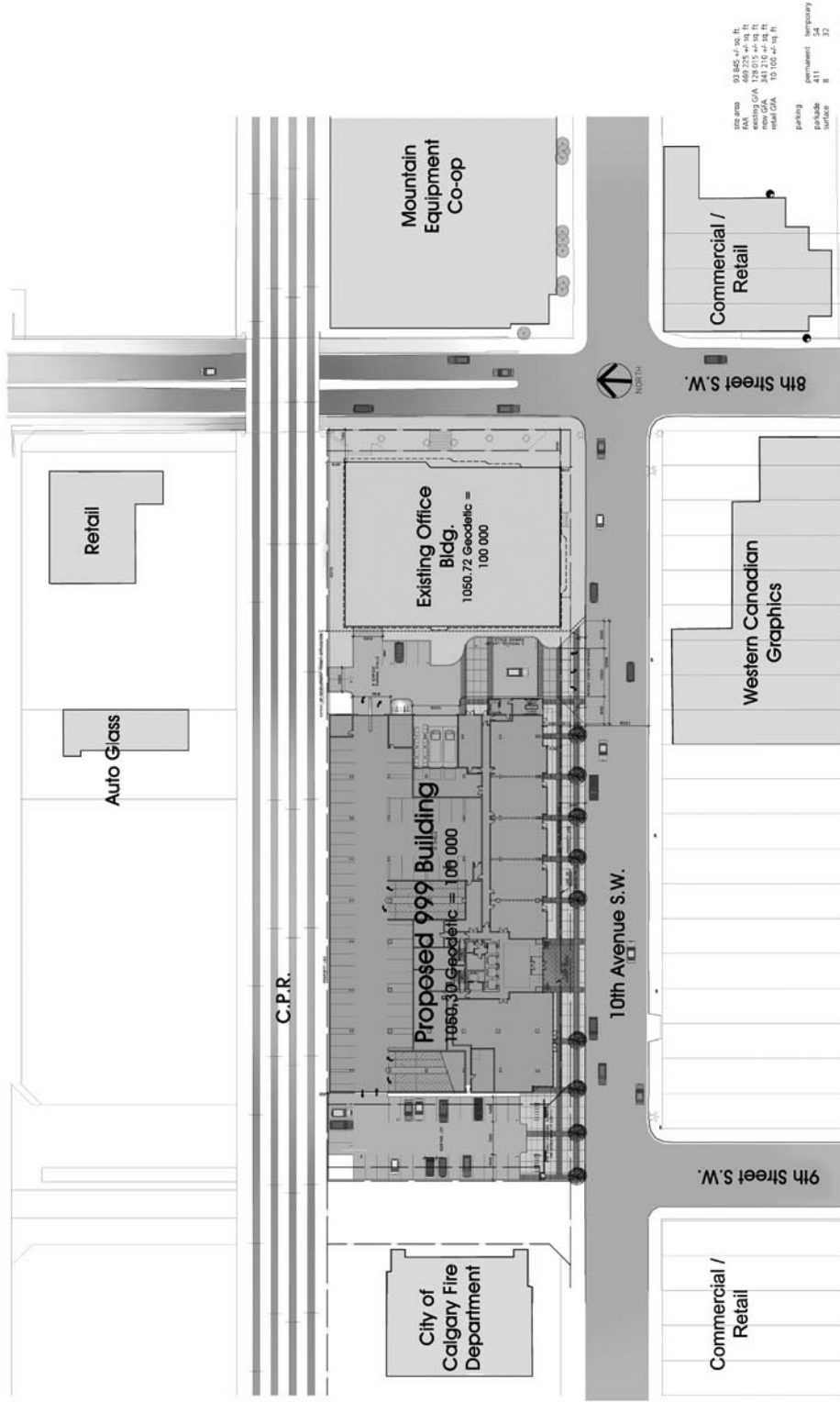
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TONKO ARCHITECTS
1000 10th Avenue S.W., Suite 1000
Calgary, Alberta T2P 1K1
403.243.8888

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SITE PLAN
THE 999 BUILDING



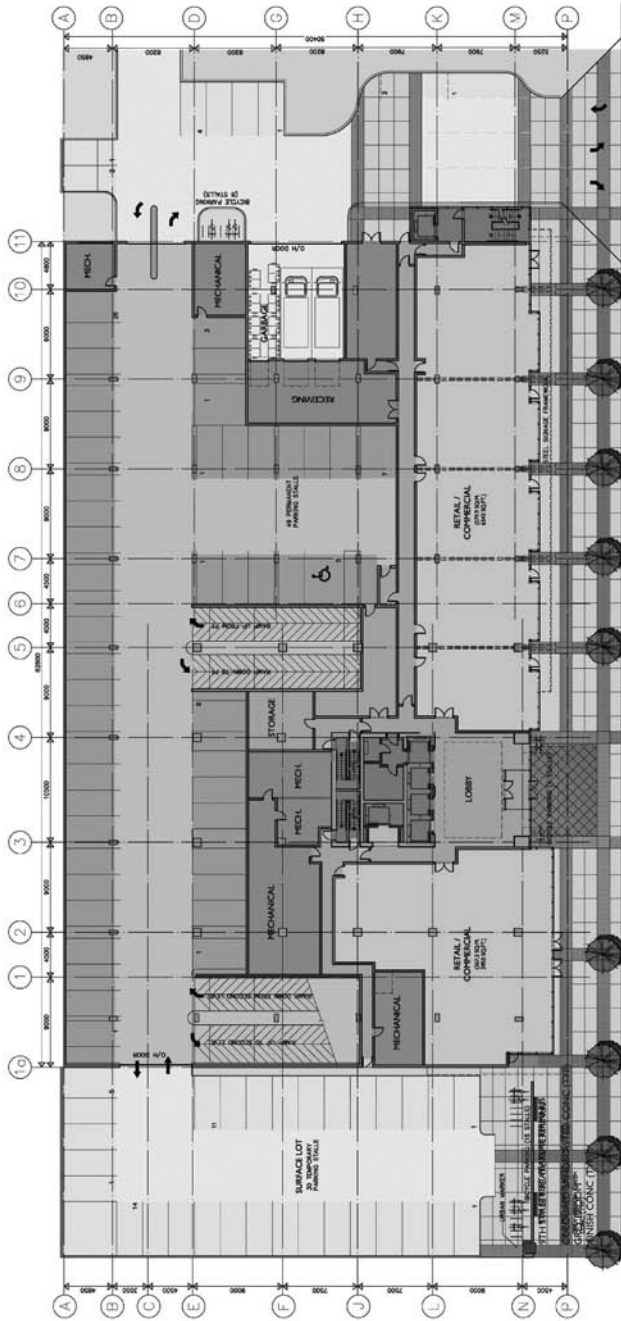
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SCALE: 1/8" = 1'-0"
DATE: 03/22/07

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MAIN FLOOR PLAN



10 th Avenue S.W.

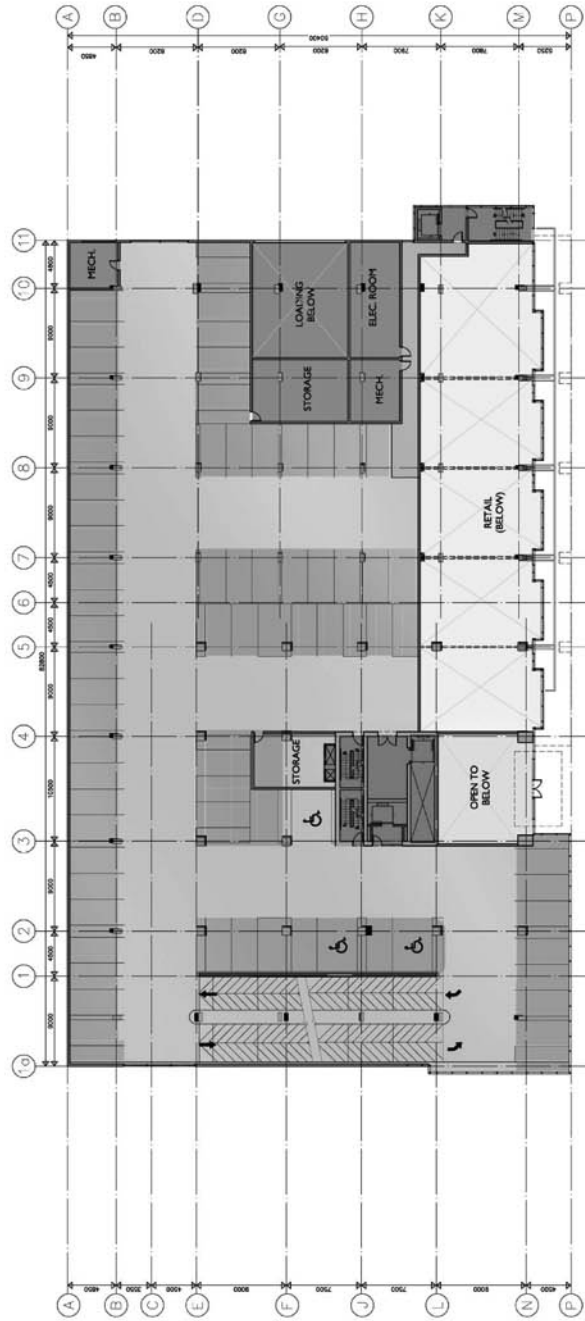
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 DRAWING NO.: 2006-2046-APP-02

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SECOND FLOOR PLAN



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SCALE: 1/8" = 1'-0"

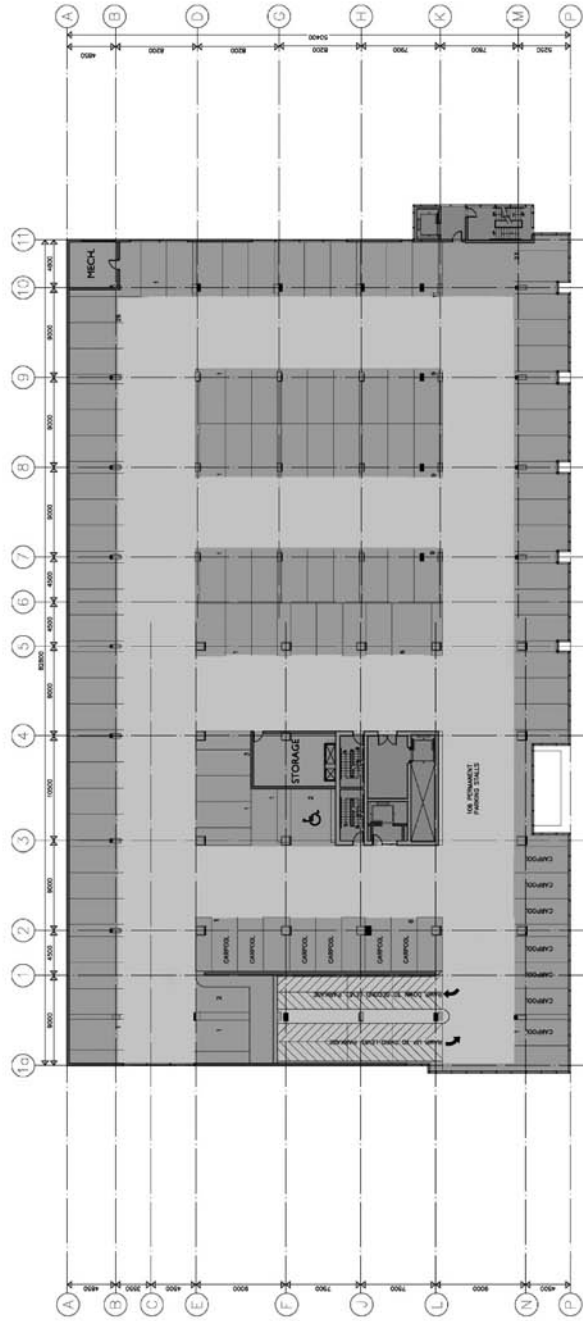
DATE: 03/22/07

PROJECT: 999 BLDG

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THIRD FLOOR PLAN

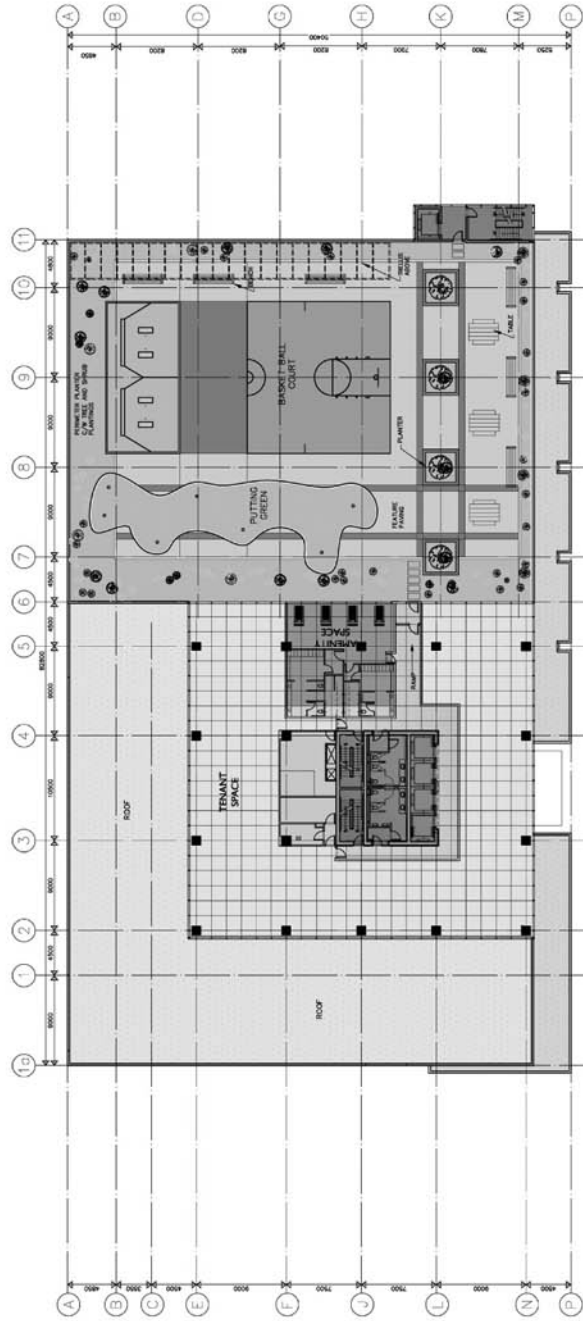


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FOURTH FLOOR AND ROOF GARDEN PLANS



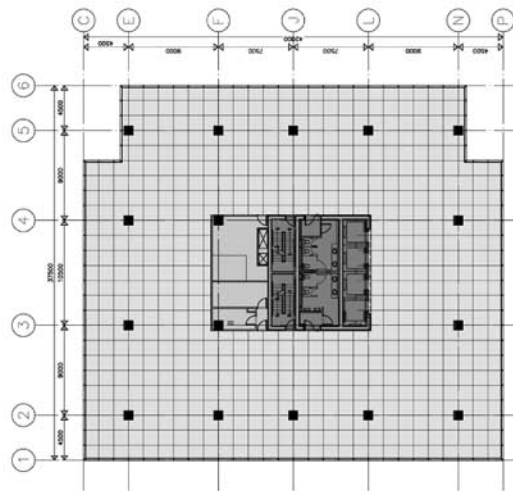
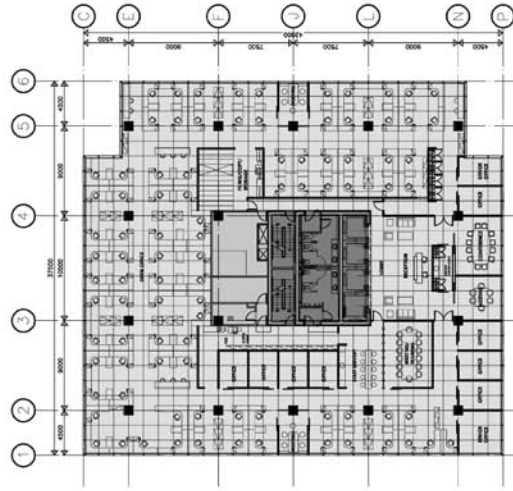
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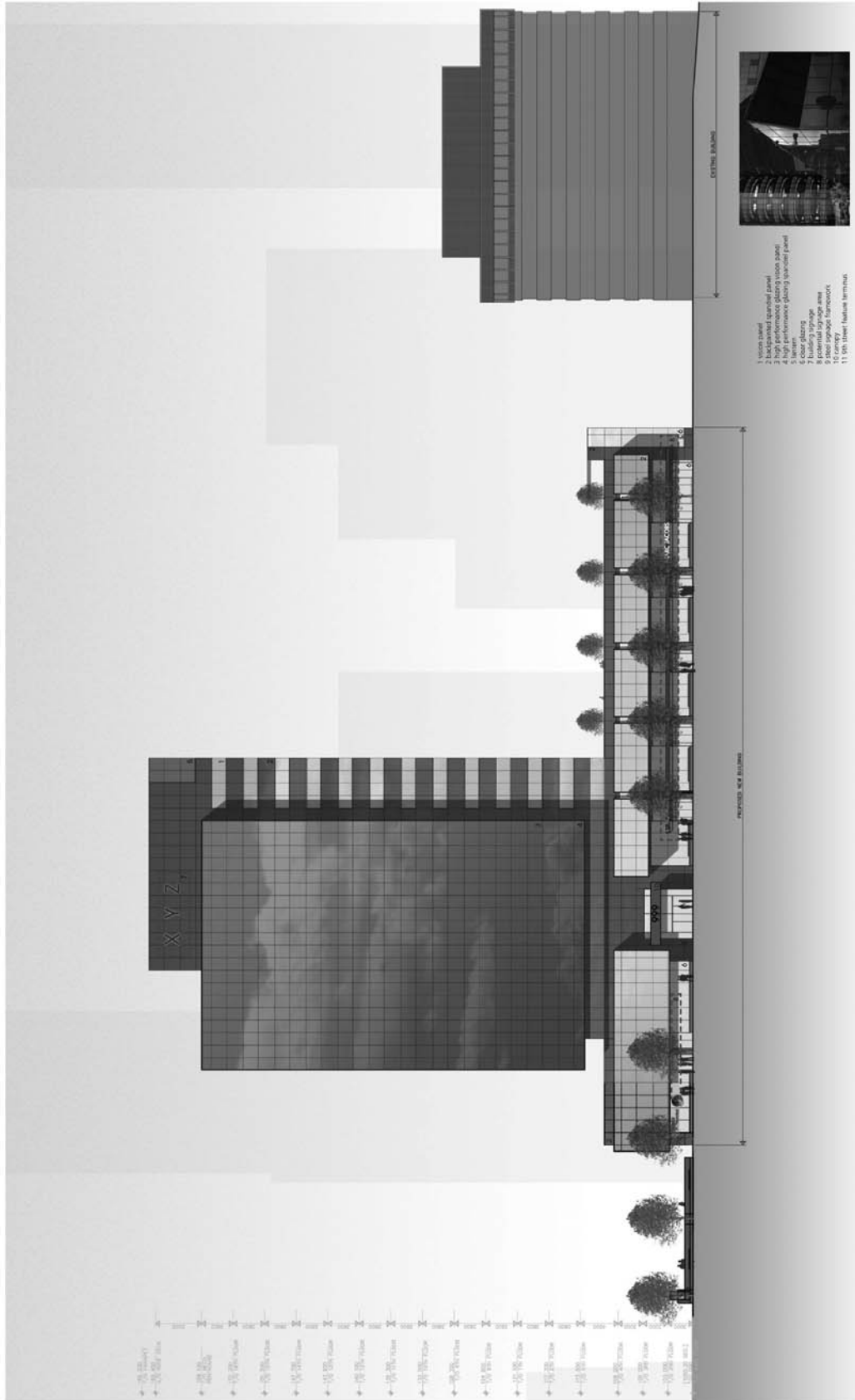
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TYPICAL FLOOR PLAN / OFFICE LAYOUT



SOUTH ELEVATION
1/8" = 1'-0"



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