

REPORT TO THE CALGARY PLANNING COMMISSION

DEVELOPMENT PERMIT	ITEM NO: 6	
	CPC DATE:	2006 August 10
	DP NO:	DP2005-0272

DOWNTOWN COMMERCIAL CORE
(Ward 7 - Alderman Farrell)



<p>PROPOSAL:</p> <p style="text-align: center;">New office building</p>

<p>APPLICANT: BKDI Architects</p>	<p>OWNER: TRL Real Estate Syndicate (04) LTD.</p>
<p>MUNICIPAL ADDRESS: 903, 907, 911, 915 and 919 8 Avenue S.W.</p>	<p>LEGAL DESCRIPTION: A1;54; 12 - 20</p>
<p>EXISTING LAND USE DISTRICT(S): CM-2</p>	
<p>AREA OF SITE: 0.2 ha ± (0.6 ac ±)</p>	
<p>CURRENT DEVELOPMENT: At-grade private parking lot</p>	

<p>ADJACENT DEVELOPMENT:</p> <p>NORTH: Medical centre building with surface parking lot</p> <p>SOUTH: Residential towers (The Continental)</p> <p>EAST: Century Park Place office building</p> <p>WEST: Surface parking lots</p>
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SUMMARY OF CIRCULATION REFEREES	
<p>CPTED ASSESSMENT Crime Prevention Through Environmental Design</p>	<p>No comments received</p>
<p>ENVIRONMENTAL MANAGEMENT</p>	<p>Not applicable</p>
<p>URBAN DESIGN REVIEW COMMITTEE</p>	<p>Comments attached as Appendix II</p>
<p>SPECIAL REFEREE(S)</p>	<p>Not applicable</p>
<p>COMMUNITY ASSOCIATION Calgary Downtown Association</p>	<ul style="list-style-type: none"> • Original design generated concerns building was not interesting; • Desired a study of the entire block as a comprehensive plan to understand impacts of traffic and parking

PLANNING EVALUATION

Introduction

This application proposes the construction of a ten-story office building located at the west end of the Downtown core. Situated on the southwest corner of the intersection of 8 Avenue SW and 8 Street SW, the new building will be located on land currently developed as a surface parking lot. Designed to compliment a future office building of similar stature to the west of this building, the plans call for the development of nine of the twenty city blocks currently under the ownership of the applicant.

Land Use District

The subject parcels assembled for this application are designated CM-2 Downtown Business District. The CM-2 Downtown Business District is intended to provide predominantly commercial development as well as allowing a wide range of institutional and residential uses. In accordance with the Bylaw, all development, regardless of density in this District, is required to provide Bonus Group A features. Based on a proposed maximum F.A.R. of 7, this application has included Group A features as required.

Also in accordance with the Bylaw, sunlight protection on Important Public Spaces must be observed in this area of the Downtown. Located diagonally to the northeast of this proposal, Century Gardens is to be free of shadows cast by adjacent development from 12:00 noon to 2:00 p.m. Mountain Daylight Time on September 21. The sun/shadow analysis prepared by the applicant demonstrates this requirement is met.

This application seeks no exceptions to the Bylaw for the purposes of calculating density, parking, landscaping or building height. This application proposes public amenity spaces in excess of what is mandated under the Bylaw with pedestrian circulation along both 8 Avenue SW and 8 Street SW as well as a plaza on the west side of the proposed building adjoining 8 Avenue.

Site Context

Located at the western end of the Commercial Core, the subject property is situated at the western 'gateway' to the downtown. Century Gardens is located diagonally to the northeast of the subject property across 8 Avenue SW. An area in transition, a Medical Centre building is located to the north, across 8 Avenue SW. The Century Park Place office building and Century Garden residential tower are located immediately to the east, across 8 Street SW. Residential development is in place to the south across the public lane dividing this city block developed as the Continental Residential towers. A surface parking lot has been developed to the west of this proposal, and under the control of the applicant, has been slated for future development to include a complimentary second office building and potential residential tower.

Legislation & Policy

Located within the Commercial Core-Zone 1, this area of the downtown is characterized by a predominance of offices but retaining retail and entertainment functions. Although not currently within the Special Area-Retail Area of the City Centre along 8 Avenue, logical extension of retail area along 8 Avenue long-term is from Fort Calgary to Mewata Stadium. As such, key elements of the Retail Area such as continuous building frontage along streets, building edges that provide weather protection, transparency and activity at street level are deemed applicable to this application.

Century Gardens, located diagonally to the northeast of this proposal, has been highlighted as a significant special area within the context of the Centre City/Urban Structure plan work. Recognizing the importance of this public open space and proposed upgrading of the facility in the coming years, design solutions for an appropriate interface with the Gardens were also essential.

Site Layout & Building Design

This application assembles nine contiguous parcels for the development of a ten story, 125,000 square foot office building with retail/commercial podium and underground parkade. The main floor footprint of the building is 1,331 square metres (14,330 sq. ft. +-) with each of the floors approximately the same size. Representing roughly the eastern one-half of the block face between 9 Street SW and 8 Street SW under the applicant's control, this proposal presents a high-profile to the southwest corner of the intersection of 8 Avenue and 8 Street. Accordingly, and in consideration of the site's relationship to Century Gardens park, the building has been situated in such a way as to take maximum advantage of those key city streets.

Accessed by a one-way lane off of 9 Avenue SW, ingress and egress for the project is located on the south side of the building, adjacent to the public lane. Loading and servicing for the building is also located on the south side, adjacent to the parkade entrance.

Included within the Bonus Group A features, arcaded street corner pedestrian spaces have been designed to link 8 Avenue SW with 8 Street SW. Additionally, an at-grade plaza has been designed adjacent to the building's west face. Intended to be accessed internally as well as from 8 Avenue SW, the plaza can also be accessed from a Commercial/Retail Unit (CRU), approximately 2,300 square feet in size, located at the northwest corner of the building's podium. With primary access on 8 Street SW, a second CRU, approximately 14,400 square feet in size, will be also be located within the podium level of the building with exposure to both intersecting streets.

The main entrance and lobby of the building, located on 8 Avenue SW, will separate these two CRU's. Loading, mechanical and administration spaces fill out the remainder of the main floor/podium level.

Design of the building incorporates activated street edges along 8 Avenue SW and 8 Street SW, hosting two CRU's and the buildings main entrance. The north elevation curves away from the intersection of 8th and 8th and terminates in a vertical architectural feature, which emphasises the importance of the corner location and provides the building with its primary visual identity. Recessed to form arcades along both streets, these two building faces are characterised by clear and silver vision glass framed by a black polished granite base. Stainless steel trim bands and aluminium panels are intended to compliment the podium treatment along with aluminium awnings over the two entrances.

The primary materials selected for the exterior are blue and silver tinted vision glass (not mirrored glass) blue and silver spandrel glass, clear glass at the ground floor and clear anodized aluminium panels all set in a clear anodized aluminium curtain wall. Glazing in the office floors is maximized at 2.4 metres in height to provide a more transparent building from the exterior and a more pleasing naturally lit office environment from the interior. The roof and mechanical penthouse are design to provide aesthetic and uncluttered views of the building from adjacent high-rise residential towers directly to the south. All rooftop mechanical elements

will be concealed behind a penthouse clad in metal panelling with anodized aluminium louvers. Recognized as a design that respects Century Gardens across the street, the Urban Design Review Panel commented favourably regarding the building orientation and curb appeal.

Coloured concrete bands will frame textured concrete sections for the walkways along both streets as well as the plaza on the west side of the building. The plaza is secured on the west side adjoining the existing parking lot and the lane on the south side by a 1.8 metre high decorative metal fence.

In consideration of the site context and a known history of undesirable activities in the area, administration discussed CPTED (Crime Prevention Through Environmental Design) concerns related to the proposed open space at grade with the applicant. In CPAG's opinion, subsequent design changes ensure that the public plaza component oriented towards 8 Avenue will have clear sightlines as well as natural surveillance and a sense of ownership from the adjacent retail/restaurant unit. The private landscaped area will be fenced off and only accessible from the building or through lockable gates.

Landscaping

Challenged by underground utilities, large utility vaults and a bus shelter, the landscape plan is limited to trees in wells along both roadways. Two trees have been proposed along 8 Street SW in the more traditional curb-side location. A major Enmax underground utility is located behind the curblines of 8 Avenue SW precipitating relocation of proposed street trees closer to the building. The species chosen for planting along both streets is a Brandon Elm with a maximum height of 5 metres.

Additional landscaping within the plaza includes deciduous trees (Mayday) and coniferous trees (Colorado Spruce) in conjunction with shrubs and turf forming the ground cover. The turf will be irrigated by an automatic sprinkler system.

Sustainability/LEED

The applicant has indicated that several areas of building sustainability are being pursued with this application. For example, office, parkade and common area lighting will utilize energy-efficient fluorescent light fixtures and electronic ballasts. Office lighting will be controlled by low voltage lighting control system zone switches. The system is expandable to allow tenants to integrate progressive light control using occupancy sensors, dimming controls and daylight harvesting into daily use. Occupancy sensors will control lights in public washrooms. Exterior lighting will be photocell and timeclock controlled.

Further discussion on other energy related designs are included in this report as Appendix III.

Site Access & Traffic

A Transportation Impact Assessment was required for this project and concluded that the adjoining roadways in the vicinity have sufficient capacity to accept traffic generated by this proposal.

Vehicular access is gained from the lane connecting 9 and 8 Streets and from a one-way drive (northbound only) on 9 Avenue SW. Designated a two-way lane, vehicles leaving the building, including delivery, will take the lane either east or west to the adjoining streets; no access south on the one-way lane to 9 Avenue SW is permitted. The applicant has consented to a Transportation Demand Management program to promote and monitor alternate modes of travel to the project. This site is within one city block from the 8 Street LRT platform and less than 600 metres from the major bus lines running along 11 and 12 Avenues.

Located adjacent to the western terminus of the City's "Plus-15" system (Century Park Office Plaza building), connection to that system is elective. Designed to be +15-compatible in the event of future interest, this proposal does not propose perpetuation of that system. A transit stop (bus) will be integrated into the 8 Street SW sidewalk near the east entrance of the building.

Parking

A Parking Study was also required with this application. Consistent with Bylaw 2P80 for Special Provisions for the Downtown Parking Area, parking for this project is restricted to 50 percent of the number required for uses on this site. This project requires 83 parking spaces of which 42 are provided within the parkade. A cash-in-lieu payment will be provided for the difference between the total number of required parking stalls and the number of stalls provided for the development.

Site Servicing for Utilities

The full compliment of utilities are available to this site. The developer is responsible for any required upgrades to the existing services.

Environmental Site Assessment

The Phase I ESA conducted for this site did not reveal any abnormalities. The applicant has been put on notice that 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, the applicant shall submit a current Phase II Environmental Site Assessment report to The City of Calgary.

Community Association Comments

Initial comments from the Calgary Downtown Association expressed concerns with the institutional look the building first presented and opportunities to study the entire block as a comprehensive development. Subsequent changes to the exterior of the building and creation of the plaza have been circulated under separate cover to the CDA for comment.

Adjacent Neighbour Comments

Aside from the comments received by the Calgary Downtown Association, no other comments were received.

CONCLUSION:

The proposal is supported for the following reasons:

1. Corporate Planning Applications Group finds this application is in conformance with the CM-2 Downtown Business District and the Commercial Core-Zone 1.
2. The proposed development is compatible with surrounding developments expressed through sensitivity in design, pedestrian-friendly features and concealed parking.
3. Designed to compliment existing as well as future improvements, this proposal reflects positively on the policies and goals of The City for development/redevelopment strategies for the Downtown Core.

CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION: APPROVAL

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

Prior to Release Requirements

If this development permit is approved, the following requirements shall be met prior to the release of the permit. All requirements shall be resolved to the satisfaction of the Development Authority.

Engineering:

1. A sanitary sewer servicing study is required to identify potential impacts and/or "pinch points" within the public sanitary sewer system which will be resultant of the ultimate flows generated by the proposed development. Associated costs will be at the expense of the Developer. Alternative cost sharing arrangements may be made to the satisfaction of the Director of Water Resources. For further information, contact the Manager of Engineering at 268-1786;

City Water Resources has received the Sanitary Sewer Study from Urban Systems and is currently under review.

2. Address the requirements of the Business Unit(s) as listed below:

Calgary Roads

- a. Provide canopy details and including horizontal dimension of projection beyond property line and vertical clearance to public sidewalk; and
 - b. Show proposed wheelchair ramps at corner of 8 Avenue and 8 Street (large semi-circle design for downtown) and at the lane crossing at 8 Street;
3. Request quotation and remit payment to address the requirements of the Business Units as listed below:

Calgary Roads (CERTIFIED CHEQUE)

- a. Sidewalks;
- b. Wheelchair ramps;
- c. Concrete lane paving;
- d. Streetlighting; 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.

Water Resources

- a. Sanitary Sewer upgrade;

4. Provide a letter of understanding to accept responsibility to ensure driveways will be constructed to plans approved by the Calgary Roads. The letter must be signed by the owner or authorized company representative.

The letter should state the following:

Company Letterhead or Owner's Name & Address

Development Permit Application # _____ Date _____

I understand that I am responsible to ensure that approved driveways required for this development must be constructed to the ramp grades shown on plans that have been approved by the City of Calgary, Calgary Roads. I understand that the negative sloping of the driveway within the City boulevard is not acceptable to the City. Furthermore, I will be responsible for all costs to remove and reconstruct the entire driveway ramp if actual grades do not match the approved grades.

Signature of owner or authorized representative _____ ;

5. Provide a letter to confirm the owner will REMOVE OR RELOCATE the canopy from within the City rights-of-way AT OWNER'S EXPENSE within 30 days' notice from The City of Calgary requesting removal due to road widening, sidewalk construction, utility installation, etc.;
6. The applicant is to consolidate the subject parcels onto a single title and provide a copy of the Certificate of Title;

Parks:

7. Proposed trees in the boulevard are to be planted in continuous trenches. Provide a detail of the trench and coordinate all planting with Urban Forestry (216-5252);
8. Planting in the boulevard requires line assignment approval. Provide a copy of the line assignment approval;

Planning:

9. Provide a copy of the Certificate of Title showing that the subject parcels were consolidated by plan into a single title;
10. Details regarding building signage are to be provided;
11. The proposed 1.8 metre high security fence is to be extended to prohibit trespass from the public plaza to the private open space/landscape area on the west side of the building;
12. Payment to be received for in-lieu parking spaces; and

Transportation:

13. Provide payment for the bus shelter. Contact Calgary Transit for costs.

Permanent Conditions

Engineering:

1. 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, and
 - 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);

2. Applicant 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:
 - Removal of any existing facilities not required for the new development (old driveways and redundant services, etc.)
 - Relocation of works (survey monuments and underground/overhead utilities, etc.)
 - Upgrading of works (road widening and watermain upgrading, etc.)
 - Construction of new works (lane paving, sidewalks, curbs, etc.)
 - Reconstruction of City facilities damaged during construction;
3. Public work to be City standard and include, but not necessarily be limited to driveways, walks, curbs, gutters, paving, retaining walls, stairs, guard rails, streetlighting, 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;
4. 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 applicant shall pay the difference, upon receipt of notice, to The City;
5. Indemnity Agreements are required for any work to be undertaken adjacent to or within The City right-of-way or setback areas for purposes 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 applicant's expense, upon completion of foundation work; and

6. The applicant is to submit an "As Constricted 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 Serving Plan. Certification is to be completed within the timeline specified in the Lot Grading Bylaw 32M2004. Functional compliance is solely determined by The City to mean compliance with all City Bylaws, Standards, Specification and Guidelines.

Parks:

None.

Planning:

7. 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;
8. No changes to the approved plans shall take place unless authorized by the Development Authority;
9. 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;
10. All areas of soft landscaping shall be provided with an underground sprinkler irrigation system;
11. Any noise or music associated with the use shall be contained so as not to be offensive or objectionable to nearby residents or occupants;
12. All enclosed parking areas shall have walls and ceilings painted white and have a lighting system to meet the average minimum lighting illumination value of 54 LUX;
13. All roof top equipment shall be painted and/or screened to the satisfaction of the Development Authority;
14. Any fascia or canopy signage shall be designed in a manner that is visually compatible with the architecture of the building;

Transportation:

15. Access to/from the site shall be located and designed to the satisfaction of the Director of Transportation Planning. All vehicular access to the building shall be from the eastbound lane at the rear of the building, not from the lane off of 9 Avenue SW;

16. A Transportation Demand Management program will be required for the site. Details can be seen below:
- (a) DM programs and initiatives should be identified, implemented and integrated into the ongoing management of the proposed development. The aim of the program is to reduce the number of drive-alone trips to the site, reduce parking demand and meet proposed trip reduction targets. TDM programs and initiatives are becoming increasingly popular and effective. Integrating a TDM program into the management of the site could give this development a market advantage;
 - (b) A TDM program should have the following components:
 - (i) **Facilities**

Provide facilities to promote travel alternatives such as sidewalks, bike parking, shower and locker facilities, and integrating transit into the development plan. These facilities encourage walking, cycling and transit as alternatives to driving alone and reduce vehicle trip generation, vehicle kilometres traveled and greenhouse gas production from commuter transportation sources.
 - (ii) **Promotion & Management**

Successful TDM programs also require ongoing promotion and management. Initiatives such as a universal type transit pass or transit subsidies for tenants, promoting carpooling, facilitating ride-matching, parking management, and carsharing are some examples of initiatives that are being successfully implemented in other cities to reduce vehicle trips from similar developments.

The developer/owner/property manager should consider appointing a traffic demand management coordinator for the proposed development to ensure that the applicant's transportation demand management program is integrated into the development and management of the site to meet the trip reduction targets proposed in the plan.
 - (iii) **Monitoring & Reporting**

Reports outlining TDM activities and achievements relative to proposed trip reduction targets should be produced annually and submitted to the Director of Transportation Planning. The scope of these status reports shall be agreed upon between the developer/owner/property manager and the Director of Transportation Planning from time to time.
 - (iv) **Submit a list of the facilities that will be provided on-site and included on the site plans to support alternative travel modes (i.e. #carsharing stalls, # bike parking spaces and class, # shower and locker facilities, confirm distance to LRT or transit, and sidewalk connections).**
 - (v) **Provide a letter under corporate seal confirming a commitment to implement a TDM program, to promote and manage the TDM program on an ongoing basis, to monitor program progress, and to submit annual reports to the Director of Transportation Planning.**

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

Engineering:

Calgary Roads

15. Property line is 6.1m from lip of gutter, 0.0m from back of sidewalk on 8 Avenue;
16. Property line is 5.8m from lip of gutter, 0.3m from back of sidewalk on 8 Street;
17. Future lip of gutter is 6.19m and future back of sidewalk is 0.0m from property line on 8 Avenue;
18. Future lip of gutter is 5.18m and future back of sidewalk is 0.0m from property line on 8 Street;
19. Calgary Roads is to determine if the existing driveway crossings, existing sidewalks, streetlighting, curb and gutter, etc. are to City standards. Replacement and/or rehabilitation is to be at the owner's expense;
20. On all developments with under drive garages or parking lots that are lower than the back of walk or curb or lane grade, the owner is to 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 owner is responsible for all costs to remove and reconstruct driveway ramp grades to the approved grades;
21. Concrete lane paving is required adjacent to development site.

1.a.1.1 Waterworks

22. Water connection available from 8 Street SW (300mm CI,1910);
23. Show details of 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;
24. 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 Plans for Building Permit approval;
25. A dual service is required to service this site;
26. If further subdivision occurs in the future (including strata subdivision), each titled parcel MUST have separate service connections to the public mains (water and sanitary);

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. Show all shallow utilities on the Development Site Servicing Plan;

1.a.1.2 Wastewater & Drainage

29. Sanitary sewer connection available from 8 Avenue SW;
30. Storm sewer connection available from 8 Avenue SW;
31. Show all existing and proposed sewers on the Development Site Servicing Plans at the Building Permit stage;
32. Drainage from all underground or covered parking areas is to be directed towards the sanitary sewer system, as per Sewer Service Bylaw 24M96;
33. All open ramp run-off shall drain to on-site storm sewer and covered ramp shall drain to sanitary sewer;
34. Allowable stormwater run-off co-efficient shall be 30%;
35. Ponding required for 1:100 year storm event;
36. Direct all roof drainage to on-site storm;
37. All building openings, ramps, etc, adjacent to trap lows are to be min. 0.3 metres higher than the maximum water elevation at the 1:100 yr. depth or depth of spill, whichever is greater;
38. Contain storm runoff on site;
39. Controlled stormwater discharge required;
40. All on-site sewers are to be designed to The City of Calgary specifications;
41. Sanitary sewer upgrades are required to accommodate high-density multifamily/commercial development in the inner city. The City of Calgary's Water Resources business unit is currently in the process of identifying sanitary sewer upgrades required for development in the inner city;

1.a.1.3 Utility Line Assignments

1.a.1.4

42. The applicant 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.)
 - 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 Mr. Sid Hoover, Supervisor, Utility Line Assignments, 6th Floor – 800 Macleod Trail SE, Calgary, Alberta, T2P 2M5;

1.a.1.5

1.a.1.6 Waste & Recycling Services

43. Construct Garbage Collection Facilities in accordance with the current Waste & Recycling Design Guidelines;

Parks:

None

Planning:

30. This development permit approval makes no provision for revisions. Revised plans shall be submitted to, and approved by, the Development Authority;
441. The development must commence before 2008 August 10 or this permit will no longer be valid;
452. 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;
463. 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;
474. 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;

485. 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;

Transportation:

36. 8 Street SW is a future on-street cycling route that connects to an existing signed on-street cycling route south of 11 Avenue SW. This information should be taken into account in anticipating cycling approach routes to the site;
37. The applicant is advised that the lane at the rear of the building is a one-way eastbound lane and that access to 8 Street from the lane is right-out only;
38. Ensure no obstruction exceeds 750 mm in height within the 7.5 metre visibility triangles of the proposed parkade access to the lane; and
39. The applicant is advised that the site is located within 400 metres of a transit route (or 600 metres from an LRT station).

Richard Goecke
2006/August