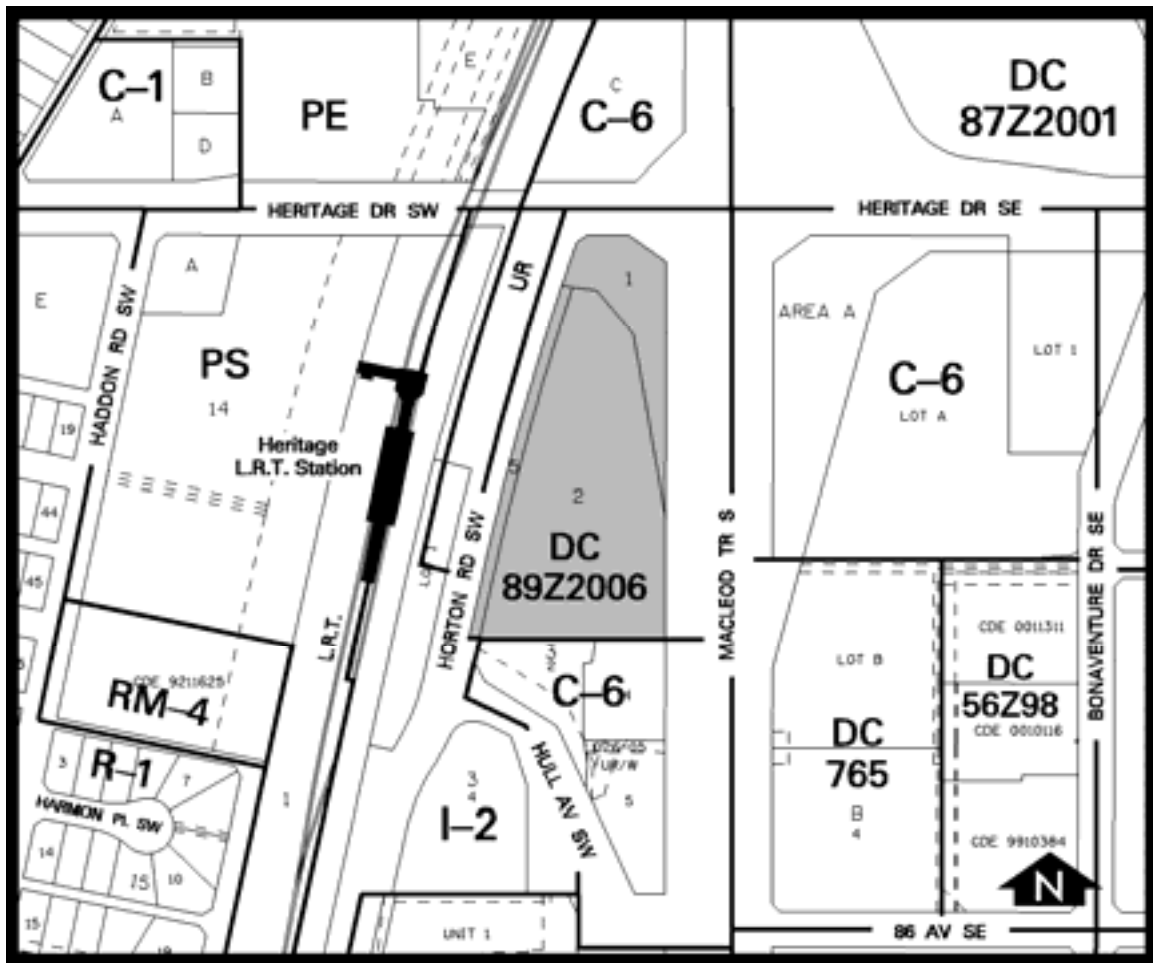


REPORT TO THE CALGARY PLANNING COMMISSION

DEVELOPMENT PERMIT	ITEM NO: 06	
	CPC DATE:	2007 May 17
	DP NO:	DP2006-4189

HAYSBORO
(Ward 12 – Rick McIver)



<p>PROPOSAL:</p> <p>Two Office Buildings with Commercial Uses</p>

<p>APPLICANT:</p> <p>Poon McKenzie Architects</p>	<p>OWNER:</p> <p>Primus Developments Inc.</p>
<p>MUNICIPAL ADDRESS:</p> <p>8306 Horton RD SW</p>	<p>LEGAL DESCRIPTION:</p> <p>Plan 2904HQ; Block 1, 2 & 5</p> <p>(Map 21S)</p>
<p>EXISTING LAND USE DISTRICT(S): DC Direct Control District (Bylaw 89Z2006)</p>	
<p>AREA OF SITE: 1.87 ha \pm (4.61 ac \pm)</p>	
<p>CURRENT DEVELOPMENT: Vacant</p>	

<p>ADJACENT DEVELOPMENT:</p> <p>NORTH: Heritage Drive SW.</p> <p>SOUTH: High density residential development currently under construction.</p> <p>EAST: Macleod Trail SW; office/commercial development.</p> <p>WEST: Horton Road SW, Heritage LRT Station, bottle depot, parking area.</p>

DEVELOPMENT SUMMARY			
RULE	BYLAW STANDARD	PROPOSED	RELAXATION
DIRECT CONTROL GUIDELINE(S)	DC 89Z2006		
DENSITY	4.0 FAR (not including 1.0 FAR maximum for parking structure)	3.65 FAR (including parking at 1.53 FAR).	N/A
HEIGHT	46 metres (measured to curb line of Macleod Trail SW)	45.5 metres 25.5 metres	N/A

DEVELOPMENT SUMMARY			
RULE	BYLAW STANDARD	PROPOSED	RELAXATION
YARDS (BUILDING SETBACK)	1.5 m minimum front yard	Varies – in excess of minimum provided	N/A
PARKING	936 stalls	827 stalls	109 stalls
LANDSCAPING	6556.48m ²	6351m ²	205.48m ²
EXTERIOR FINISH MATERIALS Walls: aluminium, stainless steel, variety of brick, granite and other stone finishes Windows: clear and tinted glazing; glass and aluminum spandrel panels			

SUMMARY OF CIRCULATION REFEREES	
CPTED ASSESSMENT Crime Prevention Through Environmental Design	No Comment
ENVIRONMENTAL MANAGEMENT	Review still pending
URBAN DESIGN REVIEW COMMITTEE	Comments - See APPENDIX II
COMMUNITY ASSOCIATION Haysboro	Comments - See APPENDIX III

PLANNING EVALUATION

Introduction

Development Permit DP2006-4189 is for a high density office and commercial development in the community of Haysboro. The project comprises of two office towers with a mix of office, accessory food service and commercial uses.

Site Context

The subject site is situated within the community of Haysboro and is located at the south-west corner of Heritage Drive SW and Macleod Trail. This site has remained vacant for a number of years. Horton Road SW bounds the property immediately to the west, beyond that is the Heritage Drive LRT Station. East of Macleod Trail is extensive commercial/office development which includes Heritage Plaza and Heritage Square.

Land Use District

The site is currently designated DC Direct Control District and is based on modified C-4 General Commercial District guidelines. The intent of the Direct Control district is to maximize the overall density for the site in an effort to optimize support for the adjacent Heritage LRT Station.

While this is a Direct Control District, all uses listed in the C-4 General Commercial District shall apply. C-4 General Commercial District provides for the highest possible range and intensity of development outside of the downtown core. To assist in maximizing the overall density for the site, specific development guidelines for were imbedded into the DC. The established development guidelines address building height, gross floor area, accessory food services, pedestrian connections and vehicular access to/from the site.

Site Characteristics

The subject site slopes significantly downward from Macleod Trail to Horton Road SW.

Being in close proximity to the Heritage LRT Station, the owner/developer of the land will be responsible for the design and construction (or the costs associated with the design and construction) of an above-grade pedestrian connection across Horton Road SW, as necessitated by development. This above-grade pedestrian connection will tie into the future above-grade pedestrian connection that will connect to the Heritage LRT Station, as agreed upon with a previous development permit application located south of the subject site (London development).

Legislation & Policy

There is no Area Redevelopment Plan for this area. Instead, consideration of this application was guided by legislation and policy contained within The City of Calgary Municipal Government Plan (The Calgary Plan), LRT South Corridor Land Use Study and The City of Calgary Transit Oriented Development Policy Guidelines.

The Calgary Plan

The Calgary Plan articulates The City's strategy for growth management through the integration of an overall pattern of land use with the design of the transportation infrastructure to:

- increase mobility options for Calgarians by improving the jobs/population balance in all areas of the city to reduce travel distances;
- support walking, cycling and shorter vehicle trips;
- reduce the reliance on the automobile;
- increase transit use;
- locate new jobs closer to where people live and provide opportunities for housing located closer to employment;
- concentrate employment in the Downtown and 'centres' that provide a mix of complementary land uses that attract people to transit; and
- design new neighbourhoods so that public systems and the mix of land uses are transit supportive.

Light Rail Transit South Corridor Land Use Study

The LRT South Corridor Land Use Study identifies the subject site as a 'High Density Mixed-Use' node within the Heritage LRT Station area and carries the following recommendations:

- Recommends “commercial development have a maximum F.A.R. of two, in a totally commercial complex, or, optionally, in combination with residential use to a maximum mixed-use F.A.R. in the order of four”;
- Consideration should be given to integrate east/west and north/south pedestrian circulation corridors into the overall site development;
- Consideration should also be given to the building form to allow penetration of views from sites east of Macleod Trail; and
- The Primary Pedestrian Circulation Corridor shall include an above grade pedestrian crossing from the Heritage LRT Station over Horton Road SW to service development.

Transit Oriented Development Policy Guidelines

The Transit Oriented Development (TOD) Policy Guidelines, prepared by The City of Calgary Land Use Planning and Policy Division and adopted by Council in 2004 December, are intended to provide direction for the development of areas typically within 600 metres of a Transit Station (Heritage LRT Station in this instance). TOD creates a higher density area in order to optimize the use of existing transit infrastructure, create mobility options for Calgarians while benefiting local communities and city-wide transit riders alike. Key Policy objectives applicable to this request include:

- Ensuring transit supportive land uses/discouraging non-transit supportive uses;
- Increasing density around Transit Stations;
- Creating pedestrian-oriented design;
- Making each station area a “place”;
- Managing parking, bus and vehicular traffic; and
- Planning in context with local communities.

The proposed development is in general keeping with the TOD policy guidelines established for this area.

Site Layout & Building Design

The development contains 37,085.24 m² NFA (Building 1 = 25,051m²; Building 2 = 12,033.73 m²) of office, commercial and recreational spaces in a built form totaling 2.12 FAR. An additional 1.53 FAR is comprised by the partial underground parking structure, for a total site development of 3.65 FAR. The project consists of two 10 storey buildings with building heights of 45.5 m and 25.5 m. The buildings are sited with one parallel to and the other perpendicular to Macleod TR SE. The setbacks for Building 1 is 1.26 m and 22.51 m from the east and west property lines, respectively. The setback from the south property line is 5.5 m. Building 2 is set back 90.5 m, 28.65 m and 19.08 m from the north, east and west property lines, respectively.

The main entrance levels of the development is primarily finished with clear glazing, coloured glass spandrel panels and masonry. Clear glazing and tinted glass spandrel panels are used for the upper storeys of the buildings. Use of metal panels and aluminium cladding has also been incorporated to provide further architectural detailing. Building facades along the Macleod Trail SE frontage are articulated with vertical curvilinear curtain walls.

Urban Design Review Panel

The application was circulated to the Urban Design Review Panel (see complete comments in APPENDIX II). 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 encourages the applicant to improve the quality of the pedestrian realm on the Macleod Trail façade by committing to retail uses, creating pronounced entries to those uses, and incorporating benches, canopies and other pedestrian amenities;	An Independent 3 rd party Study of the Pedestrian use on 23 rd August, 2006 showed that there is minimal use by pedestrians along Macleod Trail. Also, as recognized by CPC land use last September – "(f) Pedestrian Environment All building elevations and portions of ground and second floor plans and landscaping features fronting Horton Road SW, shall be developed with particular attention to enhancing the pedestrian streetscapes." We have enhanced the pedestrian movement along the east/west corridor through the site and along the Horton road.
The panel recognizes that community pressures have resulted in an excessive amount of parking being provided, and finds it discouraging that this amount of parking is being permitted in an area so well served by public transportation;	There was a compromise between the Administration, applicant and the community to meet City standards land use by-law for parking requirement, at the land use approval stage.
The Panel is concerned with the lack of transparency to activities at grade level from MacLeod Trail and requests the applicant to study ways of lowering the vehicular access and removing visual barriers to MacLeod Trail;	The retaining walls have been dropped to a minimum and landscaped berms have been incorporated to enhance the landscape. As well, Retail type use is intended for main floor fronting MacLeod Trail for Building-1.
The Panel is concerned with the safety of pedestrians who are using the "public" elevators which do not appear to have a high level of security;	Pedestrian safety will be addressed as part of the Building Management plan at occupancy.
The Panel is concerned with the quality of physical and visual access to the convenience store and coffee shop from street level, especially after Horton Road reconstruction changes the relationship of these two functions to the street; and	There is no impact at the south end of the site with the proposed Horton Road elevation change.
The Panel suggests/encourages the applicant to create a more direct pedestrian connection from the bus stop on the northeast corner of the site down through the area of future development to the LRT access, and suggests that a more thorough pedestrian analysis be conducted to ensure efficient and effective pedestrian movement.	As explained in Point #1, the study shows minimal pedestrian utilization. In addition to the public pathways, there is public access provided through the site.

Sustainable Design Features

While the applicant has not indicated a commitment to achieve LEED accreditation, the project has incorporated a number of sustainable strategies into its building design. APPENDIX IV contains a list of sustainable design initiatives undertaken in this project.

Landscaping

The required landscaping for the subject site is 6,556.48 m². A combination of both hard and soft landscaping have been provided to achieve a total landscaped area of 6,351 m². An additional temporary 4652.76m² of landscaped area has been provided on the northern portion of the subject site abutting the existing regional pathway system. Pedestrian linkages are proposed through this area linking Heritage Drive to Macleod Trail providing a better connectivity to bus stops, LRT Station and other pedestrian destinations.

Several landscaped public courtyards and plazas have been provided throughout the site to address the streetscape, transition from public to private spaces, and linking the two office towers. There are landscaped terraces with substantial tree and shrub plantings that have been provided above the parkade roof. Berming is proposed to reduce the impacts of the exposed concrete parkade facades.

Site Access & Traffic

As a result of the site's location adjacent to the Heritage Drive - Macleod Trail intersection, and in close proximity to the Hull Avenue - Horton Road intersection, a number of access restrictions exist (originally identified in the DC Guidelines). The site will be accessed via:

- a right-in/right-out access on Macleod Trail;
- An 'all-turns' driveway at the north end of the site's Horton Road frontage; and
- A right-in/right-out driveway at the south end of the site's Horton Road frontage.

A Transportation Impact Assessment (TIA) report was required as part of the LOC application, and an update was provided in support of the DP application. Transportation Development Services has reviewed and accepted the TIAs. Signalization of the intersection of Hull Avenue - Horton Road SW will be required as an obligation of the developer. Consistent with the DC Guidelines for the site, a Special Development Agreement (SDA) will be entered into between the owner/developer and The City of Calgary prior to release of the development permit application. This SDA will address the design and construction of (or costs associated with) an above grade pedestrian walkway over Horton Road SW. It is noted that, in the future, construction of an interchange at Heritage Drive - Macleod Trail may occur. Consideration has been given to the impacts of interchange construction on the subject site. In particular, the Horton Road accesses have been designed to be maintained in a post-interchange scenario.

Parking

A parking study was not required for this application. As per the requirements of The City of Calgary Land Use Bylaw 2P80, 936 parking stalls are required. The development provides 712 stalls in total. These stalls are accommodated on three (3) levels of a partially underground parking structure below the two office buildings. All parking stalls are provided within the parkade with the exception of eighteen (18) visitor parking stalls provided at-grade.

Bicycle racks have been provided at-grade adjacent to the building vestibules. Bicycle storage facilities have also been provided on the first level of the underground parkade structure.

Site Servicing for Utilities

Services are available for the proposed development. The developer is responsible for any required upgrades to the existing services.

Environmental Site Assessment

A Phase 1 Environmental Site Assessment report was submitted as part of this application. The report was reviewed and further information regarding the on-site soil lead testing was requested by The City of Calgary Environmental Management division. This information is currently under review.

Community Association Comments

Comments were received from the Haysboro Community Association regarding this application. Their primary concern centred on the timely construction of the interchange to be built at the intersection of Heritage Drive and Macleod Trail to address increased traffic impacts (See APPENDIX III).

Adjacent Neighbour Comments

As of the date of this report, administration has not received any comments from adjacent neighbours.

CONCLUSION:

The proposal is supported for the following reasons:

1. In providing for increased density and new employment opportunities adjacent to a public transportation node, this project is in general keeping with the policies of The Calgary Plan, LRT South Corridor Land Use Study and The City of Calgary Transit Oriented Development Policy Guidelines.
2. The high density development is compatible with the adjacent uses along Macleod TR SE.
3. The project supports the high density transit oriented development of The City's overall transportation objectives.

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. Improve the interfacing treatment along the street frontages at Horton Rd – Heritage Drive SW and Macleod Trail S, with more pedestrian connectivity provided in keeping with the design quality and intent as per conditions of LOC2006-0008. The opportunity exists for this north façade to be visually enhanced with the public art features and wall murals to screen the parkade at the grade level fronting the Macleod Trail S frontage as well as the area of surface parking at the northern end of the site. The pedestrian connectivity should take into consideration both horizontal and vertical pedestrian links as well as the Plus 15 provision under the London development adjacent to the site;
2. Provide scaled details of proposed signage areas for all buildings and freestanding signs (dimensions, height width, text information and municipal address), if any. Demonstrate that the signage meets the rules of the Land Use Bylaw. Show and dimension all fascia and freestanding signage;

Urban Development:

3. The developer is to submit a Geotechnical Slope Stability Report prepared by a qualified Geotechnical Engineering Consultant in accordance with the Guidelines for Preparing Geotechnical Reports:
 - a) Slope stability reports are required prior to issuing a Development Permit and/or a Building Permit whenever:
 - (i) Any slope across the property line is fifteen (15%) percent or greater; and/or
 - (ii) The development is to be located within a zone where an imaginary line, drawn from the toe to the top of an embankment, exceeds a slope of one to three; and/or
 - (iii) Required by the Manager of Urban Development.
 - b) Slope stability reports are to be approved by the Materials and Research Engineer, Calgary Roads, and shall contain the following information:
 - (i) Proposed building location and foundation designs which are developed from the structural working drawings and which provide for support on soils with a slope stability factor of not less than 1.5 under the highest expected moisture conditions. The effect of sub-drains shall not be considered in these calculations;
 - (ii) The property development line using a minimum slope stability factor of 1.5. The effect of sub-drains may be included in these calculations if such are included in the design recommendations;
 - (iii) The effect of the development on other and adjacent properties and protection of same; and
 - (iv) Erosion control shall be stamped by a qualified Geotechnical Engineering Consultant with a Permit to Practice valid in the province of Alberta.

A caveat or agreement may be required prior to release of the Development Permit, and a certification of foundation work by the Soils Consultant may be required prior to the completion of the Single Construction Permit;

4. The applicant shall submit the results of the proposed lead testing in soil recommended in the "Phase I Environmental Site Assessment, 8306 Horton Road SW, Calgary, Alberta" report by Sabatini Earth Technologies (undated) and the "Topsoil Testing for Lead Content at 8306 Horton Road SW, Calgary, AB" letter from Sabatini Earth Technologies dated 2006 May 16 titled. All reports are to be prepared by a qualified professional and shall be to the satisfaction of The City of Calgary (Environmental Management);
5. The developer shall submit two (2) sets of amended plans to the File Manager to specifically 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) All adjacent boulevards graded at 2% up from the top of curb to the existing or ultimate property line. Any deviation resulting from excessive cuts or fill must be approved by Calgary Roads;
- c) Dimensions from the property line to the proposed sign and foundations;
- d) 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;
- e) Continuous sidewalk and curb and gutter across driveway crossings;
- f) 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;
- g) Proposed landscaping within The City boulevard shall be grass. Any proposed trees to be located within City rights-of-way will be required a line assignment. Contact Utility Line Assignments for further information;
- h) Existing and proposed grades (particularly over utility rights-of-way and between property lines, curbs and sidewalks) driveway grades and edge conditions of neighboring properties;
- i) Submit at least 4 cross sections along Horton Road, 1 cross section along Heritage Drive, and 2 cross sections along Macleod Trail to show how proposed development will be compatible with both existing and ultimate road grades, and how the current lands required for future road improvements can be minimized by adjusting grades of the development site. Contact Terry Smith of Transportation Planning @268-1674 for updated information on the re-alignment and ultimate design and grades of Horton Road. Revise all plans as required to show the future road;
- j) All Horton Road accesses will be severely impacted for many months by the future construction of interchange at Macleod Trail and Heritage Drive as the road will be raised to tie into the new Heritage Drive overpass. The developer is to provide a plan to show how access to the underground parking can be accommodated temporarily via the Macleod Trail access;
- k) Clearly identify all temporary encroachments within The City boulevard that will be removed by the developer for the construction of the future interchange at Macleod Trail & Heritage Drive;

Waste and Recycling Services

- a) Provide vehicle sweep information to show accessibility to garbage room;

6. 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);
7. 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. Sidewalks; and
- c. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Calgary Roads personnel

Wastewater & Drainage

- a. Test manhole; and
- b. Sanitary connection;

8. Submit, for review, one (1) copy of an erosion and sediment control (ESC) report and drawing(s) to the Water Resources Erosion Control Coordinator. Prior to submission of the ESC report and drawing(s), please contact the Water Resources Erosion Control Coordinator to discuss ESC requirements (268-2655).

If the overall site size is less than 2 hectares (5 acres), only a drawing may be required for review. Please contact the Erosion Control Coordinator to discuss report and drawing requirements for these sites.

Documents submitted shall conform to the requirements detailed in the current edition of The City of Calgary Guidelines for Erosion and Sediment Control and shall be prepared by a qualified consultant or certified professional specializing in ESC. For each stage of work where soil is disturbed or exposed, drawing(s) must clearly specify the location, installation, inspection and maintenance details and requirements for all temporary and permanent controls and practices;

Transportation:

9. The applicant shall enter into a Special Development Agreement with The City of Calgary to either construct or provide the design and construction costs associated with an above grade pedestrian connection over Horton Road SW as necessitated by the development;
10. The applicant will provide to Transportation Development Services a letter of credit (or equivalent) for \$190,000.00;
11. As the land required for the future interchange and associated roadways is to be purchased or dedicated as part of this development, the future property line is to be considered as existing and all development is to be back of property line. Note: the setback area on Horton Road contains pedestrian infrastructure. Provide a rationale to address the means by which the function served by the infrastructure will not be required following the road widening;

12. As per conditions of LOC2006-0008, provide parking for all uses on the site as per the minimum rates set out in The City of Calgary Land Use Bylaw 2P80. Provide parking calculations (Bylaw required and provided) for all uses on the site. Note: Transportation Planning may consider a relaxation to provide a deficiency in the parking supply. If a deficiency is proposed, it must be accompanied by a rationale. The rationale shall address:
 - a) the potential concern of neighbouring communities (that parking overflow will not occur in those communities); and
 - b) the potential for Transportation Demand Management initiatives (including carpool parking), to reduce the parking stall requirements for the site. For more information on TDM, contact Ron Schafer, Transportation Engineer, at 268-1629;
13. The applicant shall designate 10% of the supplied parking stalls to be "carpool parking stalls." Carpool stalls shall be located in a proffered location and signed for peer enforcement;

Regarding Horton Road SW:

14. Additional information is required to confirm the future grades of Horton Road SW. Provide a profile of Horton Rd SW from Heritage Drive SW to Hull Avenue SW. Provide plans identifying UAD50 design standards. Show all elevations at grade change, the distances in between, vertical curves, and the resulting grades. Indicate the locations of access driveways and parkade ramps on this profile. Contact Terry Smith at 268-1674 should clarification be required;
15. On the Horton Road SW right in / right out access, provide signage preventing departing motorists from making left turns. Indicate the same on the plans;
16. Show the neighbouring driveway associated with the car wash on the plans;
17. Transportation Planning has concerns with the design of the separated right in / right out access design on Horton Road SW. There is potential for queuing of vehicles trying to access the "drop off zone." The applicant shall provide a rationale for maintaining the separated right in / right out design. This rationale should include discussion about why the Macleod Trail drop off is not sufficient. The rationale will be reviewed with respect to the potential for consolidation of the two driveways into a single two-way driveway;
18. If approved, the drop off zone shall contain signage indicating "no parking anytime";

Regarding pedestrian infrastructure and connectivity:

19. Additional information is required to confirm the future grades of pedestrian pathway from Macleod TR SW to the elevator, and the elevator to Horton RD SW. Provide a profile of pathway. Show all elevations at grade change, the distances in between, and the resulting grades. Ensure a maximum 8% grade;
20. Provide a protocol for public access to the elevators. Access must be available 24 hours.
21. Indicate signage (and include a detail on the plans) informing pedestrians of the link between Macleod Trail and Horton Road. Signage shall be installed on each end of the link;
22. The applicant shall provide a separate sidewalk along Horton Road SW, at their full expense. The plans shall indicate the same;

23. Provide appropriate wheel chair ramps across all drive aisles at grade change. Provide appropriate crosswalks and signage for pedestrian access across drive aisles and driveways. Indicate the same on the plans;
24. On the site plan, shadow in an indication of the latest concept of the pedestrian bridge spanning Horton Road SW;
25. On the site plan, provide a more accurate indication of the pedestrian bridge spanning Macleod Trail. Note: the landing ramps will require more land than is currently indicated;
26. Provide a separate sidewalk along the Macleod Trail SW property frontage at the applicant's expense. Label the sidewalk along Macleod Trail SW as "sidewalk provided at the applicant's expense";
27. Prior to release of the development permit, the public access easement agreement (for the pedestrian connection through the site) shall be approved by The City, and registered on the title. Add a note to the Site plan to indicate the same;

Regarding the Macleod Trail Transit environment:

28. If necessary, the applicant shall relocate the bus stop to the appropriate location as per the Calgary Transit's requirements. The applicant shall provide an architecturally compatible Transit waiting amenity space (shelter) following the reconstructed separated sidewalk. Contact Roanna Chui, Transit planner at 537-7727 for more information;
29. The applicant shall contact Calgary Roads to provide a bus zone lay by located and designed to current City standards. The plans shall indicate the lay by, and that it will be constructed at the expense of the developer;

Regarding the internal parkade and driveways:

30. Provide cross-sections of all proposed driveways to City standard (current situation and when the interchange is constructed). Include grades, elevations at transitions and lengths between transitions. Provide cross sections of the right in / right out from Horton Rd SW and from Macleod TR SW. Provide a cross section of the parkade access ramp;
31. Provide vehicle sweeps for a typical loading and or garbage vehicle accessing (in/out) of all loading and garbage stalls. Ensure and **dimension** a minimum clearance of 0.6 metres from any obstruction (wall, column, other loading stall, parking stalls, curbs etc) clearly on the plans;
32. Regarding the loading vehicle drive aisle:
 - a) the minimum width for the vehicle loading aisle is 7.2m, the plans shall indicate the same; and
 - b) Ensure that the grade as reported is correct;
33. All internal roads of less than 8.5m wide must contain signage indicating "Fire Lane. No Parking Anytime." The plans shall indicate the same; and

34. Dimension parkade column encroachment clearly on the plans. Column encroachment (a maximum of 0.15m) shall be set back at least 0.3m from the drive aisle but shall not encroach beyond 1.2m from either end of the stall. Note: all stalls adjacent to columns that exceed our maximum dimensions for encroachment shall be a minimum 3.1m wide. 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 268-5491 to request that a Field Inspector conduct a site inspection and sign the Development Completion Permit;
4. All perimeter landscaping shall be completed with the phase to be executed first as indicated on the approved plans;
5. All vehicular access to and from Macleod Trail S and Horton Road SW shall be limited as per conditions of LOC2006-0008;
6. All areas of soft landscaping shall be provided with an underground sprinkler irrigation system;
7. Parking and landscaping areas shall be separated by a 150 mm (6 inch) continuous concrete curb;
8. Each parking stall shall have a properly anchored concrete wheel stop;
9. A lighting system shall be provided to meet the average minimum lighting illumination value of 10 LUX;
10. This approval recognizes phases on the approved plans. A Development Completion Permit may be issued for each phase. All the road works, landscaping and provisions for garbage collection shown within each phase shall be completed prior to the issuance of a Development Completion Permit for that phase;
11. All roof top equipment shall be painted and/or screened to the satisfaction of the Development Authority;
12. Fascia signage shall be placed only in the designated sign area as indicated on the approved plans and shall not require a development permit;
13. The Permanent Conditions will be finalized at the time of decision;

Urban Development:

14. 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);

15. 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;

16. 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;
17. All existing foundations structures located adjacent to the site within The City rights-of-way or setback areas must be removed at the developer's expense;

18. 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;
19. Caveat to be registered on Title to state that the property owner will be responsible for all costs associated for retrofitting the development to tie to ultimate road grades of adjacent roadways in the future. This will include removal and reconstruction all access driveways, removal of all temporary structural elements (retaining walls, wheelchair ramps, etc.) that will not be compatible with the raised roads;
20. The developer, and those under their control, shall ensure good erosion and sediment control (ESC) housekeeping practices and the timely implementation, inspection and maintenance of all controls and practices specified in the ESC report and/or drawing(s). 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. Controls and practices shall be adjusted to meet changing site and winter conditions. Water Resources shall be immediately notified of changes to the controls and practices specified in the report and/or drawing(s);
21. 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;
22. 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:

23. Access to/from the Site shall be designed and located to the satisfaction of the Director of Transportation Planning;
24. No direct vehicular access will be permitted to/from Heritage Drive SW;
25. Access to/from Macleod Trail SW will be limited to one right-in/right-out access only;
26. The southerly access to the site from Horton Road will be restricted to "Right-in/Right-out" only, to be accomplished through solid lane-striping initially, and later through a physical median on Horton Road SW; and

Parks:

27. All landscape construction on the City boulevard shall be performed and inspected in accordance with Park Development and Operations' current "Development Guidelines and Standard Specifications, Landscape Construction." Applicant is to contact the Parks Development Inspector (268-4760).

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 the Manager, Subdivision and Development Appeal board (Plaza Level, Municipal building, #8110) within fourteen days of receipt of this letter;
3. Any trees and shrubs indicated on the site plan which dies after completion of the project must be replaced on a continuing basis with trees or shrubs of a comparable species and size;
4. 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;

Urban Development:

5. The developer is advised that the property line is 12.4 m from lip of gutter, 9.7 m from back of sidewalk on Macleod Trail S;
6. The developer is advised that the property line is 5.5 m from lip of gutter on Horton Road SW (no existing sidewalk);
7. The developer is advised that the property line varies from lip of gutter, and varies from back of sidewalk on Heritage Drive SW;
8. The developer may contact Transportation Planning concerning future land requirements for road widening;
9. The developer is advised that right turns will only be permitted to Macleod Trail South and from Macleod Trail South. Turning movements for access on Horton Road SW will be restricted.
10. The developer is advised that no vehicular access is permitted to Heritage Drive SW. Berming or fencing may be required to prevent access to or from the above mentioned roads;
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 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;
13. 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;
14. The developer is advised that back of property lines, the maximum allowable slope shall be 3H:1V. Slopes that exceed 3H:1V require retaining walls on private property at the developer's expense. Slopes created on or adjacent to a development site, as a result of grade differences between buildings and property lines, leveling of parking areas, redistribution of excess fill, landscaping berms, etc., must be walled or landscaped to ensure erosion control and a minimum slope stability factor of safety of 1.5. Sloping, excavation or filling that will affect adjacent property, including City-owned lands and rights-of-way requires permission of the adjacent owner;
15. The developer is advised that boulevard grade differences between existing or ultimate curbs and existing or ultimate property lines are not to exceed 2%;
16. A separate sidewalk is requested along Horton Road SW;
17. Proposed development is to be compatible with road grades of future interchange of Heritage and Macleod Trail. The developer will be responsible for all costs associated with reconstruction of access driveways to tie to ultimate road grades and removal of all temporary encroachments within The City boulevard;
18. Water connection is available from Horton Road SW (200mm PVC, 1990);
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. 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;
21. A dual service is required to service the site;
22. The existing 150mm water service on Macleod Trail South is to be killed by City Waterworks. It may be used as a hydrant lead if fire trucks are allowed over top of the parkade and is within 45m driving distance of the Siamese connection. Confirm with Fire Department;
23. No construction permitted over water lines 100mm and larger;
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. Sanitary sewer connection is available from Horton Road SW and Heritage Drive SW;
27. Storm sewer connection exists to site;
28. Show all existing and proposed sewers on development site servicing plans prior to release of Development Permit;
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. Each building shall be separately serviced from an on-site main;
35. Slab of building elevation to be a minimum of 0.3 meters above top of pond;
36. All building openings, ramps, etc., adjacent to trap lows are to be min, 0.3 meters higher than the maximum water elevation at the 1:100 year depth or depth of spill, whichever is greater;
37. Contain storm run-off on site;
38. All on-site sewers are to be designed to City of Calgary specifications;
39. 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;
40. For parking lots outside the downtown core, defined as the area covering from the Bow River to 9 Avenue South and from the Elbow River to 14 Street West, the developer must have a storm connection regardless of whether or not the parking lot is paved or graveled;
41. Construct garbage collection facilities in accordance with the current Waste & Recycling Design Guidelines;

Transportation:

42. The applicant is advised that to mitigate the need for offsite transportation improvements, Transportation Demand Management (TDM) program infrastructure (bicycle parking, shower/locker facilities, carpool parking and pathway/sidewalk connections) should be integrated into the development plans;

43. The applicant is advised that a future pedestrian bridge is planned across Macleod Trail South, south of Heritage Drive SW. The landing for this pedestrian bridge will be adjacent to the subject property;
44. As this site is located within 600m of the Heritage LRT station, the development shall follow the guidelines set out in the Transit Oriented Development (TOD) Guidelines. As such, Transportation Planning will not support an oversupply of parking relative to the requirements of The Calgary Land Use Bylaw 2P80; and
45. Transportation Planning is concerned with the driveway spacing between the existing car wash driveway and the proposed right in / right out on Horton Road. The applicant is advised to contact the car wash to investigate whether a mutual access scenario can be negotiated to combine access requirements for the neighbouring parcels.

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2007 May



OPUS CAMPUS HERITAGE STATION

8306 HORTON ROAD S.W.
CALGARY, ALBERTA



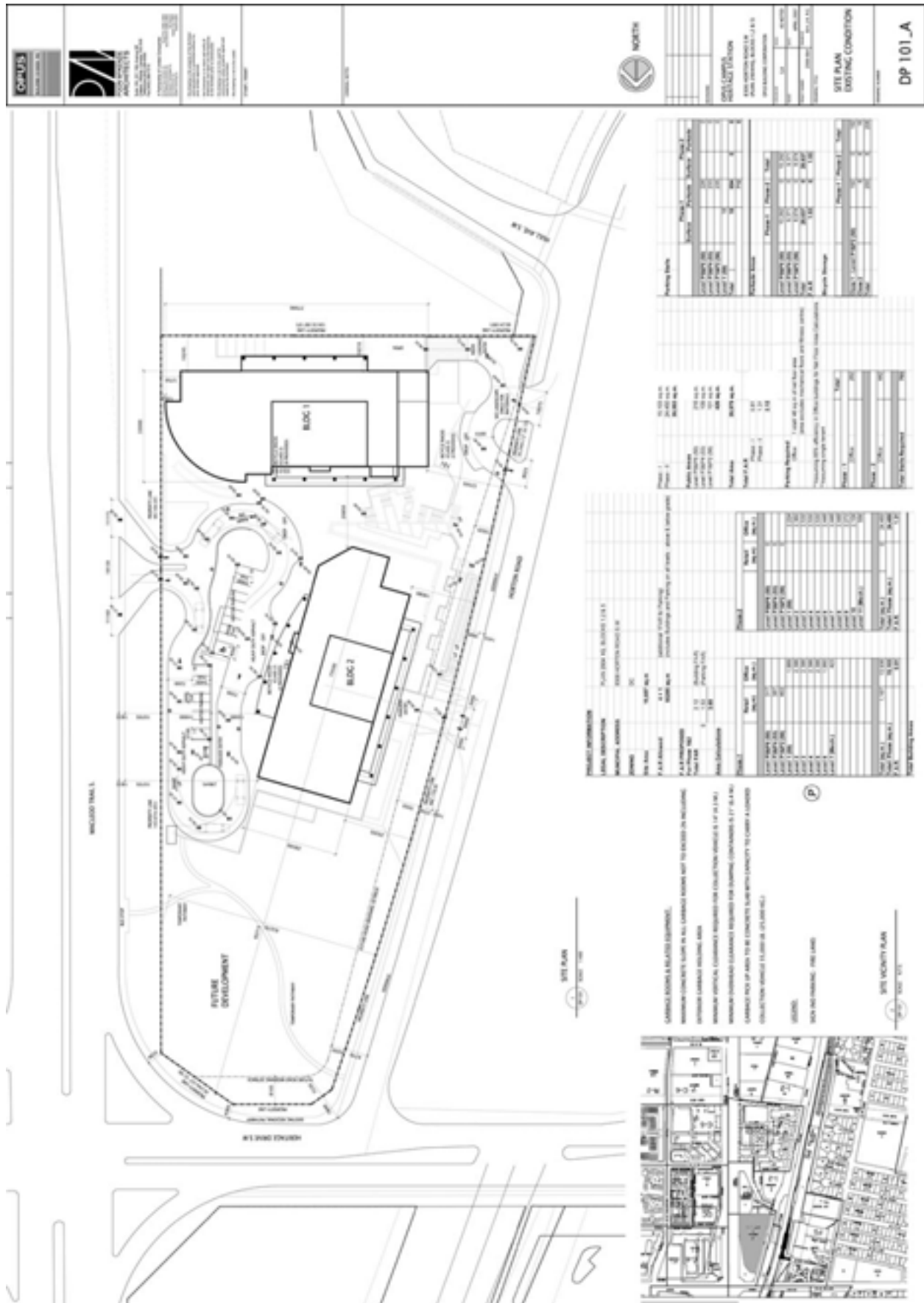
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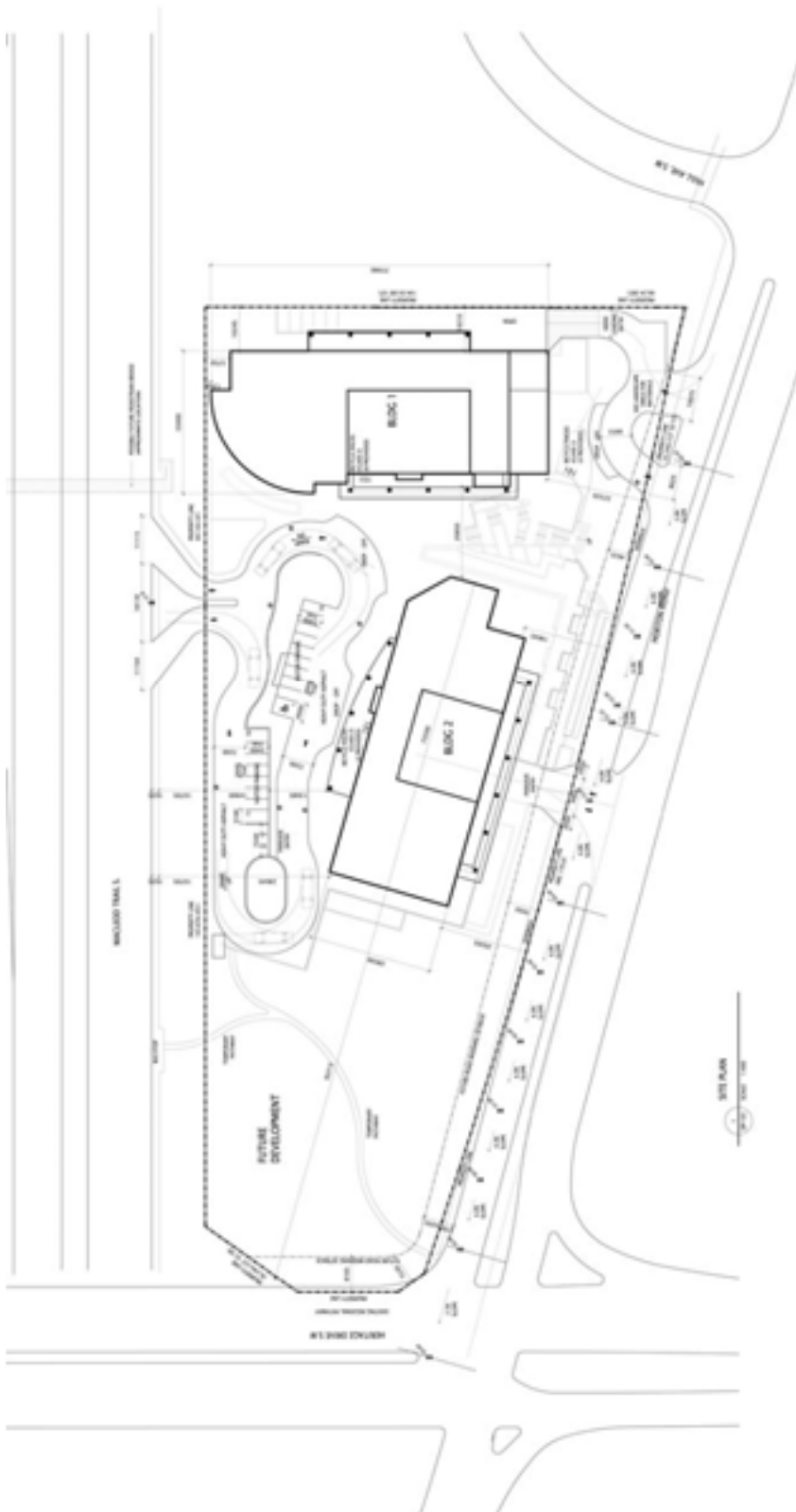
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DP 101_A	SITE PLAN - EXISTING CONDITION	SP 1	SITE SERVICING PLAN	DP 212	LEVEL 9 FLOOR PLAN
DP 101_B	SITE PLAN - FUTURE CONDITION	SP 2	SITE GRADING PLAN	DP 213	LEVEL 10 FLOOR PLAN
SS	SITE SURVEY 1	DP 201	LEVEL P5 & P6 FLOOR PLAN	DP 214	LEVEL 11 FLOOR PLAN
SS	SITE SURVEY 2	DP 202	LEVEL P1 & P4 FLOOR PLAN	DP 215	ROOF PLAN
DP 102	PHASING PLAN	DP 203	LEVEL P1 & P2 FLOOR PLAN	DP 301	BUILDING -1 ELEVATIONS
DP 103	PEDESTRIAN EASEMENT PLAN	DP 204	LEVEL 1 FLOOR PLAN	DP 302	BUILDING -2 ELEVATIONS
L 101	OVERALL LANDSCAPE PLAN	DP 205	LEVEL 2 FLOOR PLAN	DP 302	BUILDING -3 ELEVATIONS
L 102	LANDSCAPE STATISTICS	DP 206	LEVEL 3 FLOOR PLAN	DP 401_A	BUILDING SECTIONS 1 - EXISTING CONDITION
L 201	PRELIM. SOUTH LANDS. GRADING	DP 207	LEVEL 4 FLOOR PLAN	DP 401_B	BUILDING SECTIONS 1 - FUTURE CONDITION
L 202	PRELIM. NORTH LANDS. GRADING	DP 208	LEVEL 5 FLOOR PLAN	DP 402_A	BUILDING SECTIONS 2 - EXISTING & FUTURE CONDITIONS
L 301	SOUTH PLANTING PLAN	DP 209	LEVEL 6 FLOOR PLAN		
L 302	NORTH PLANTING PLAN	DP 210	LEVEL 7 FLOOR PLAN		

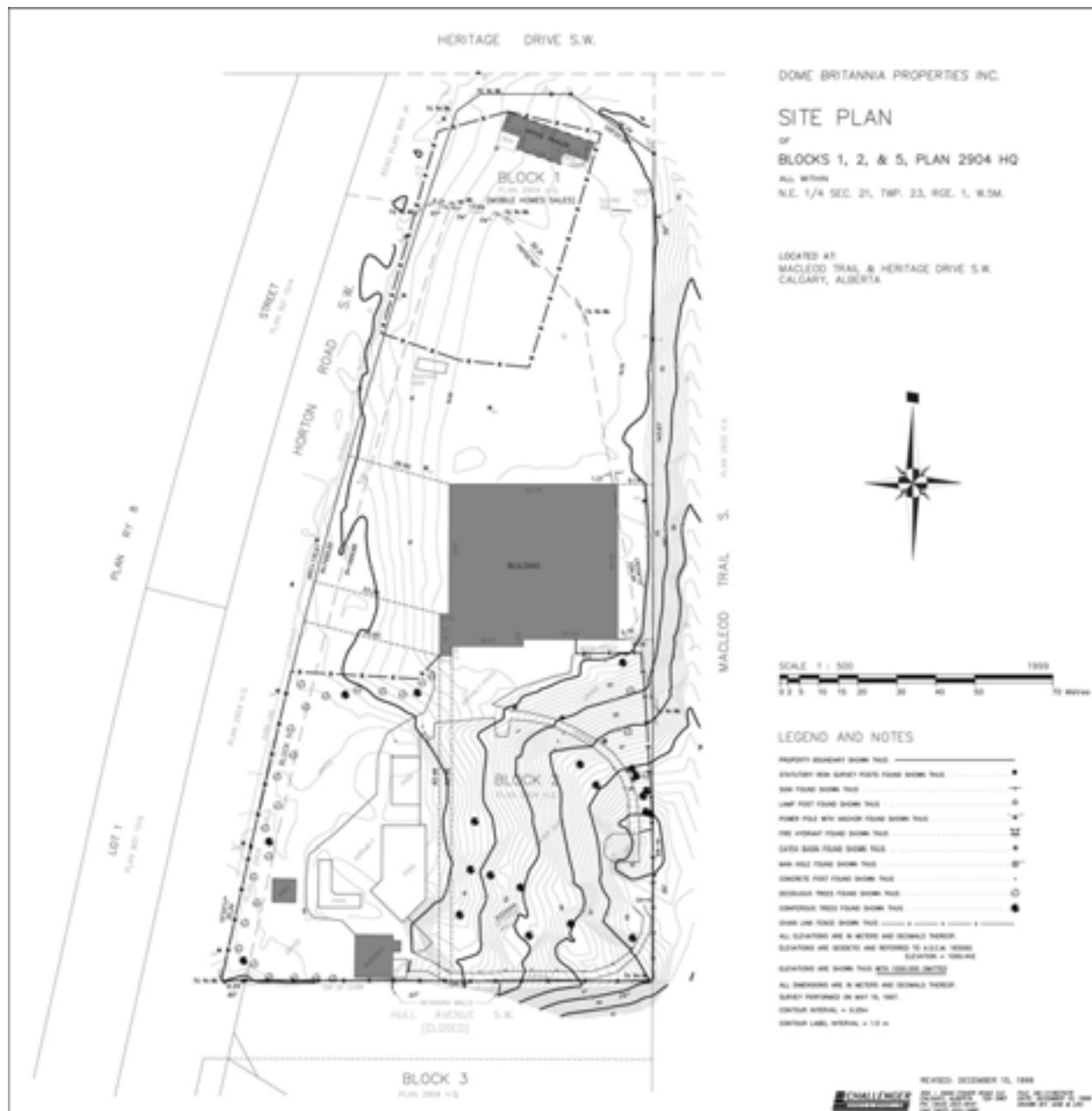
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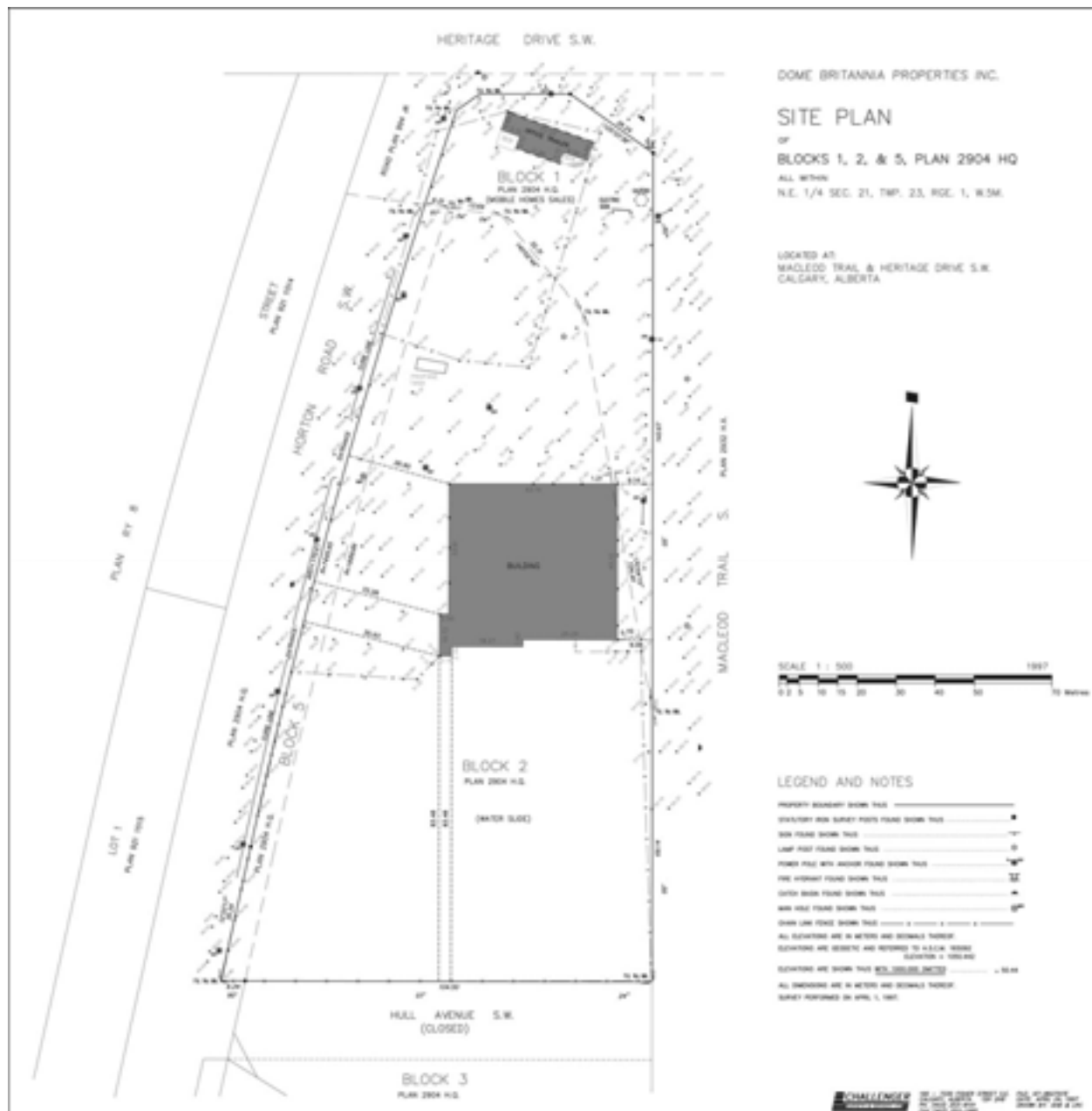
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JOB NO. 2006-064

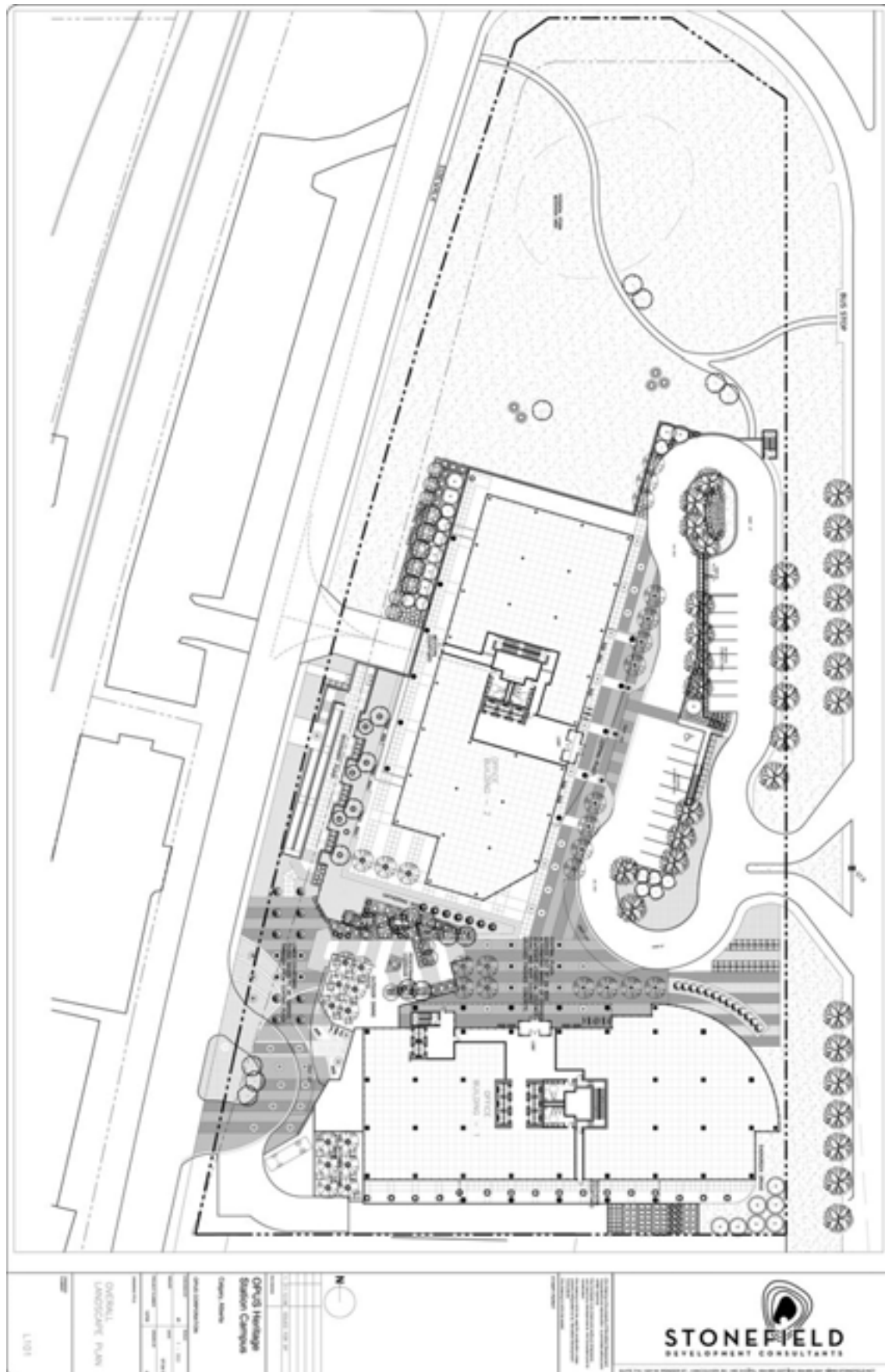


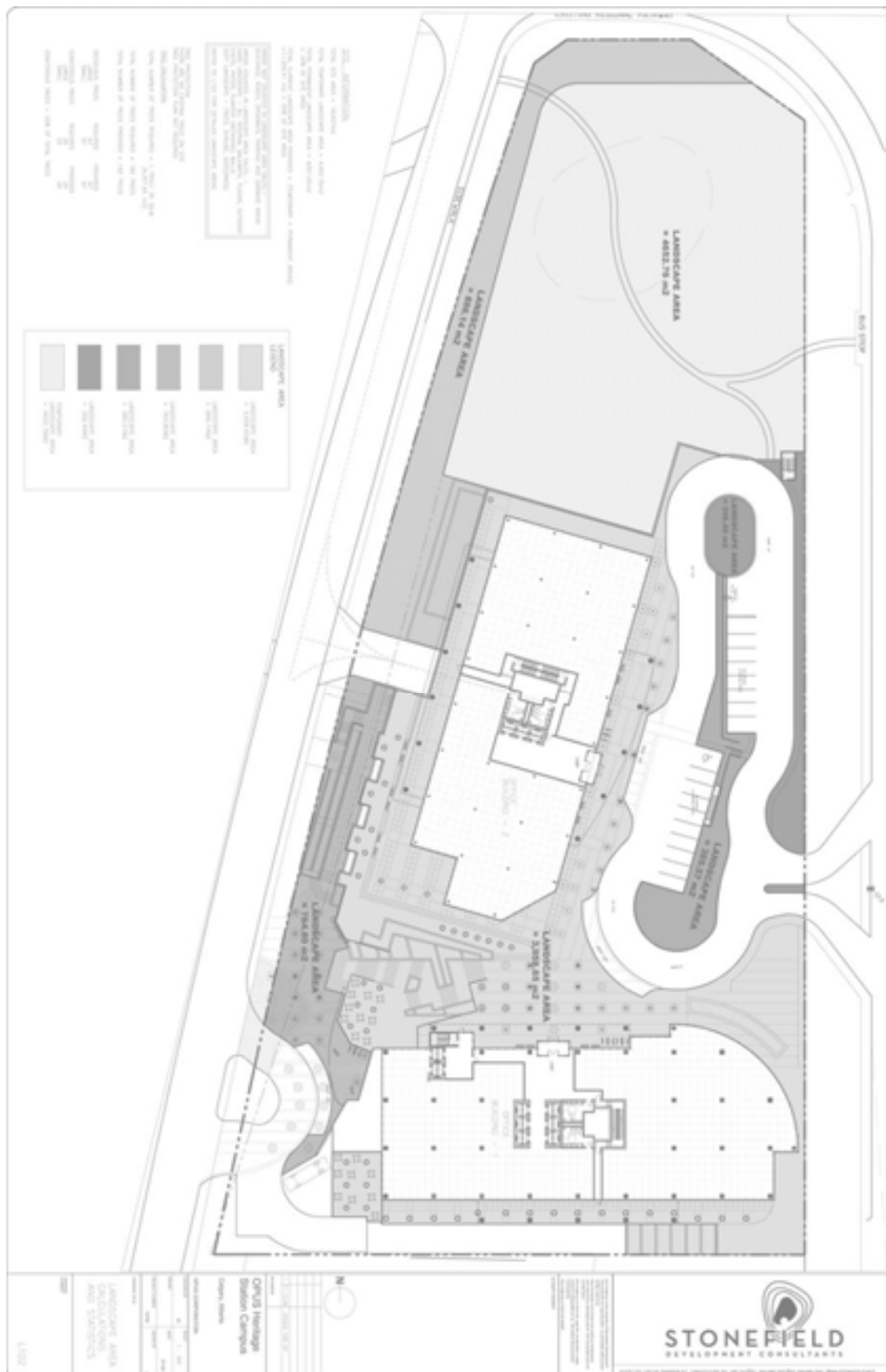


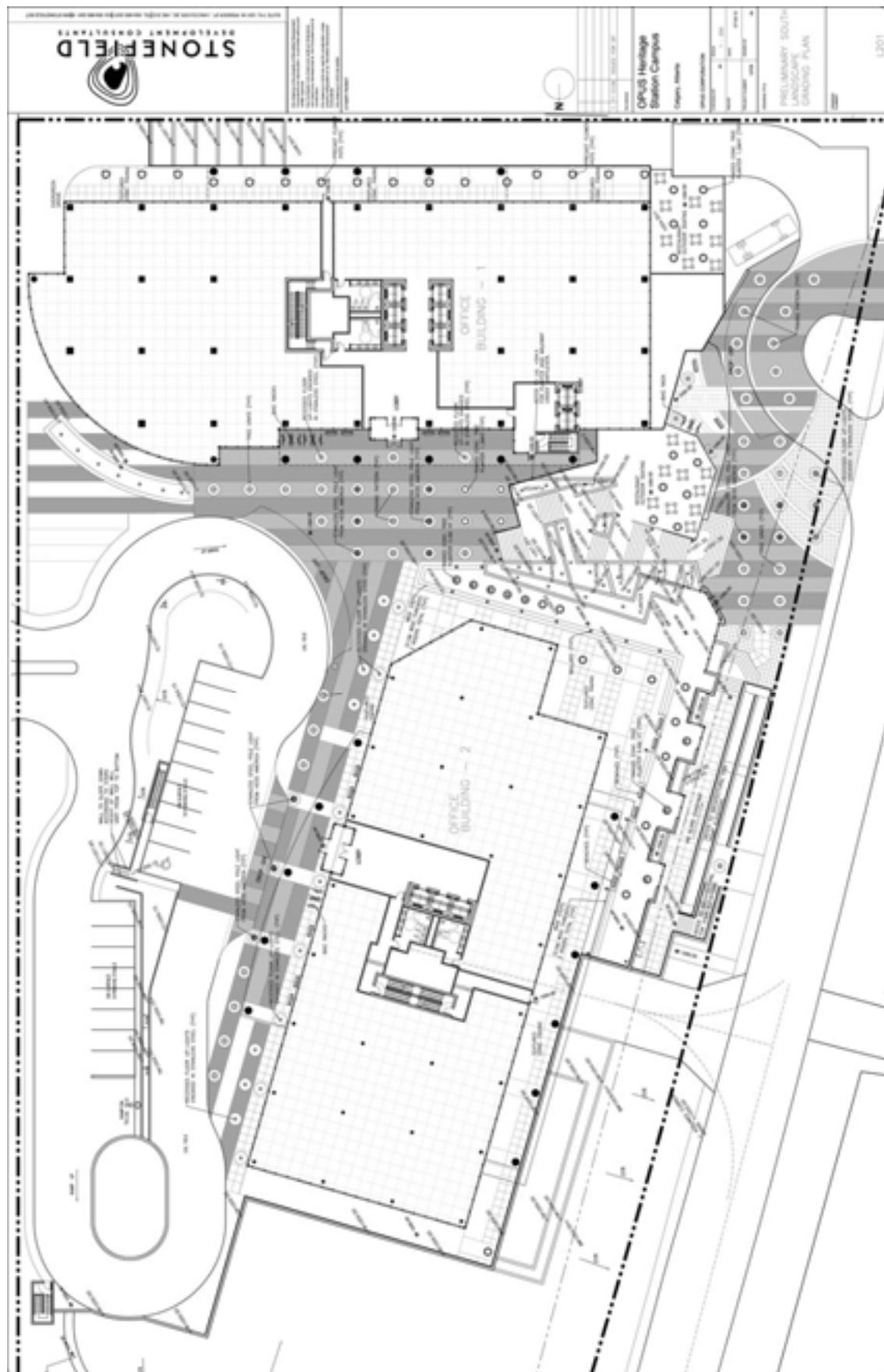


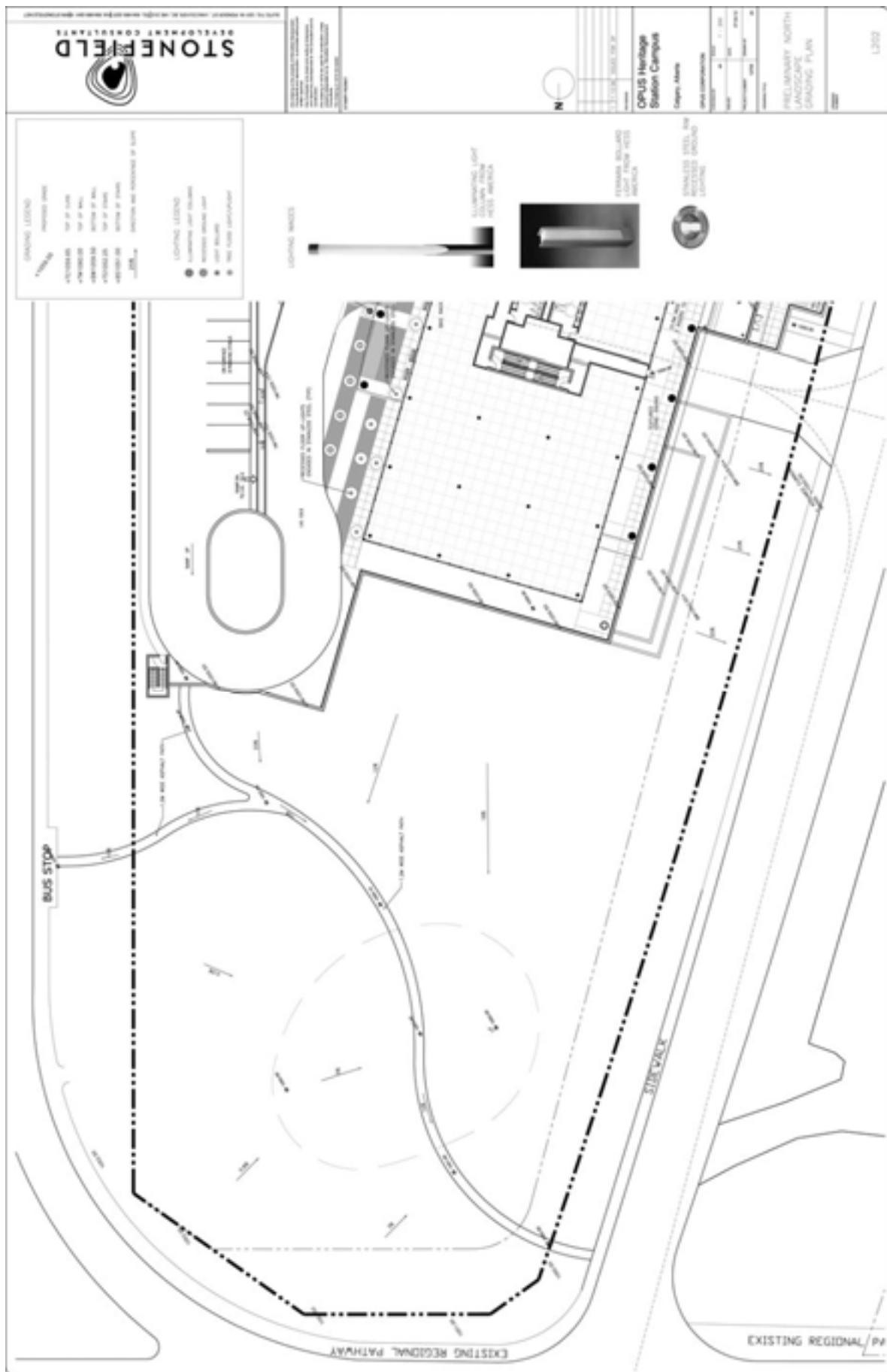


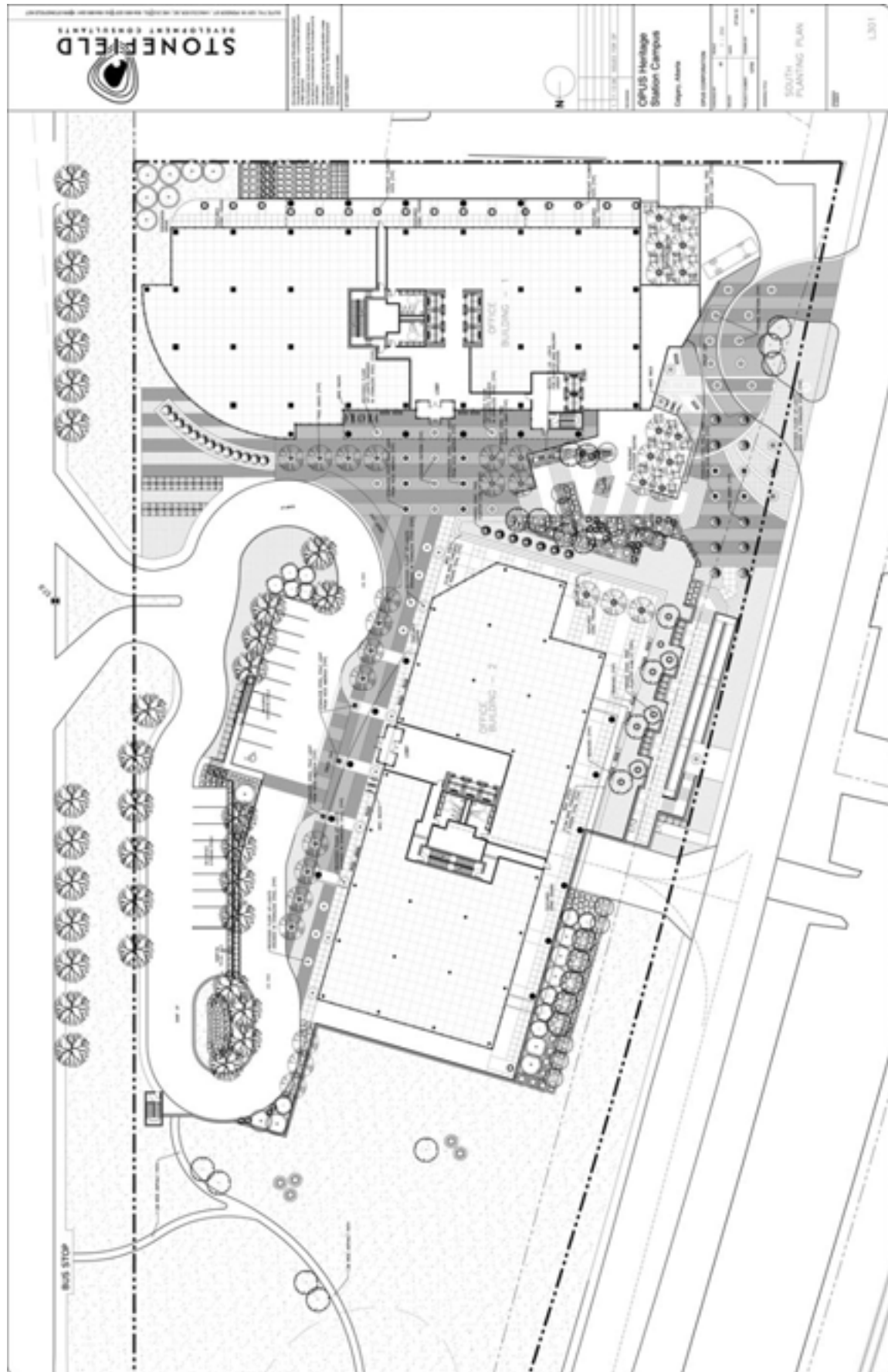


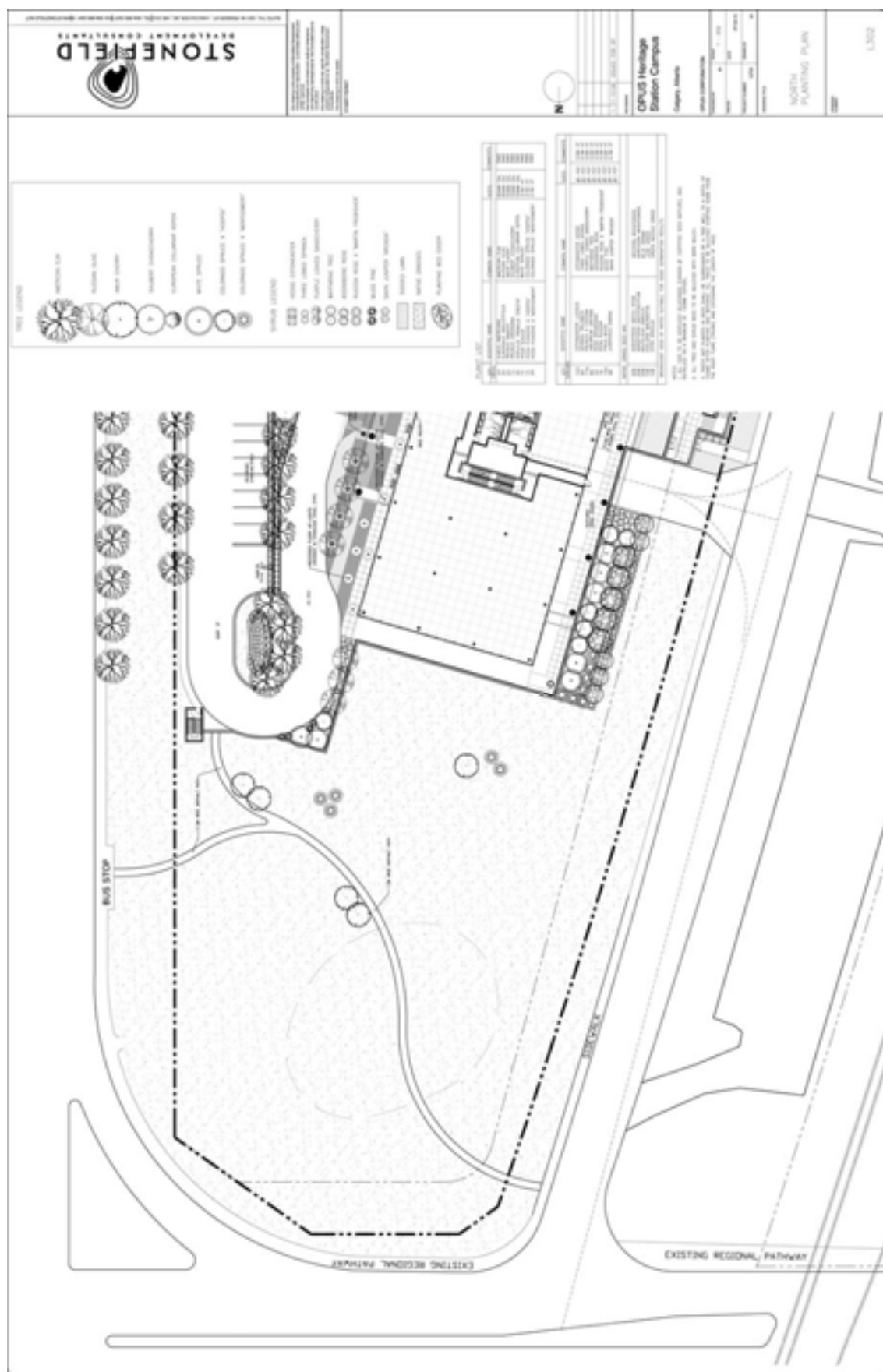


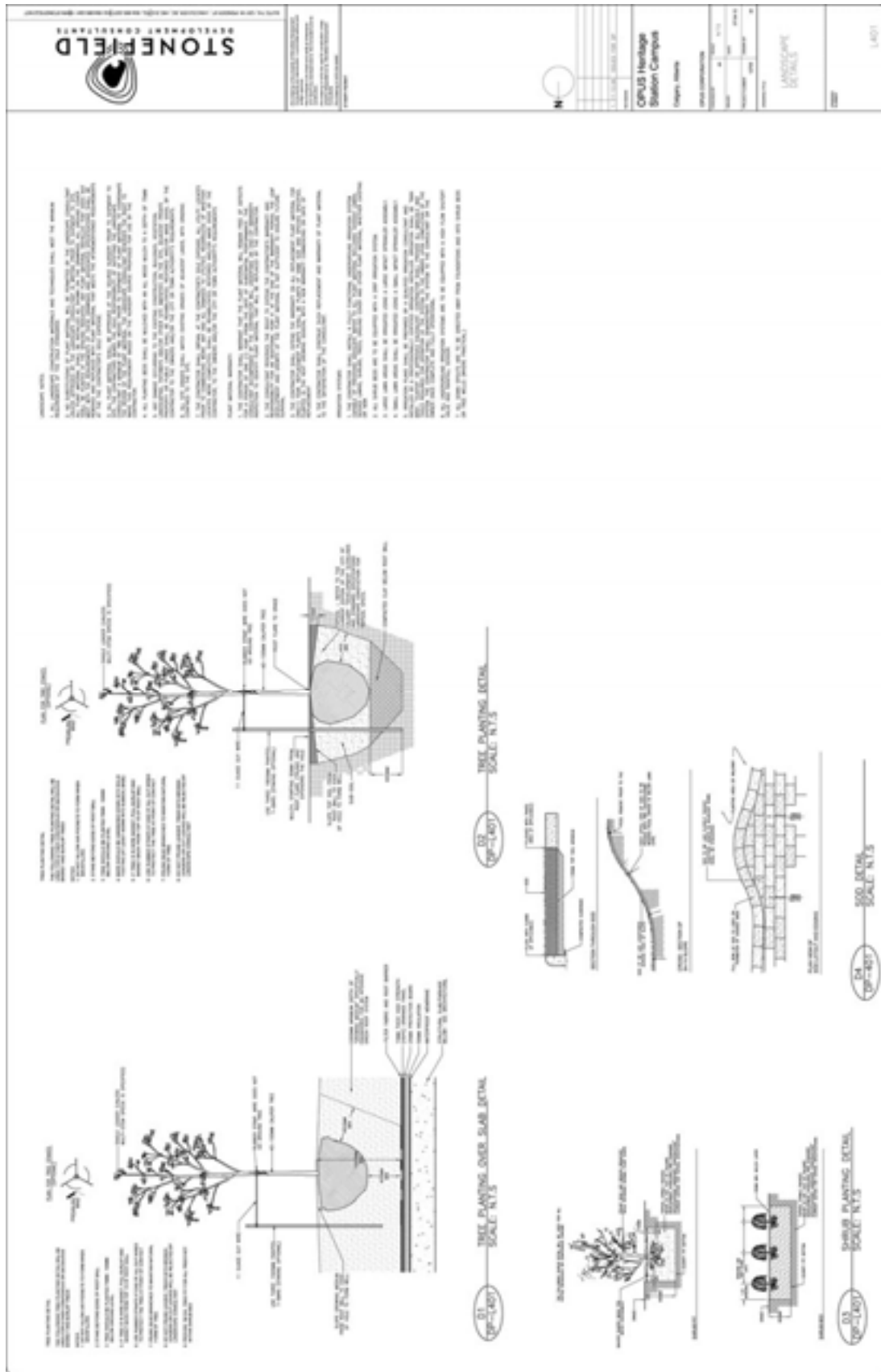


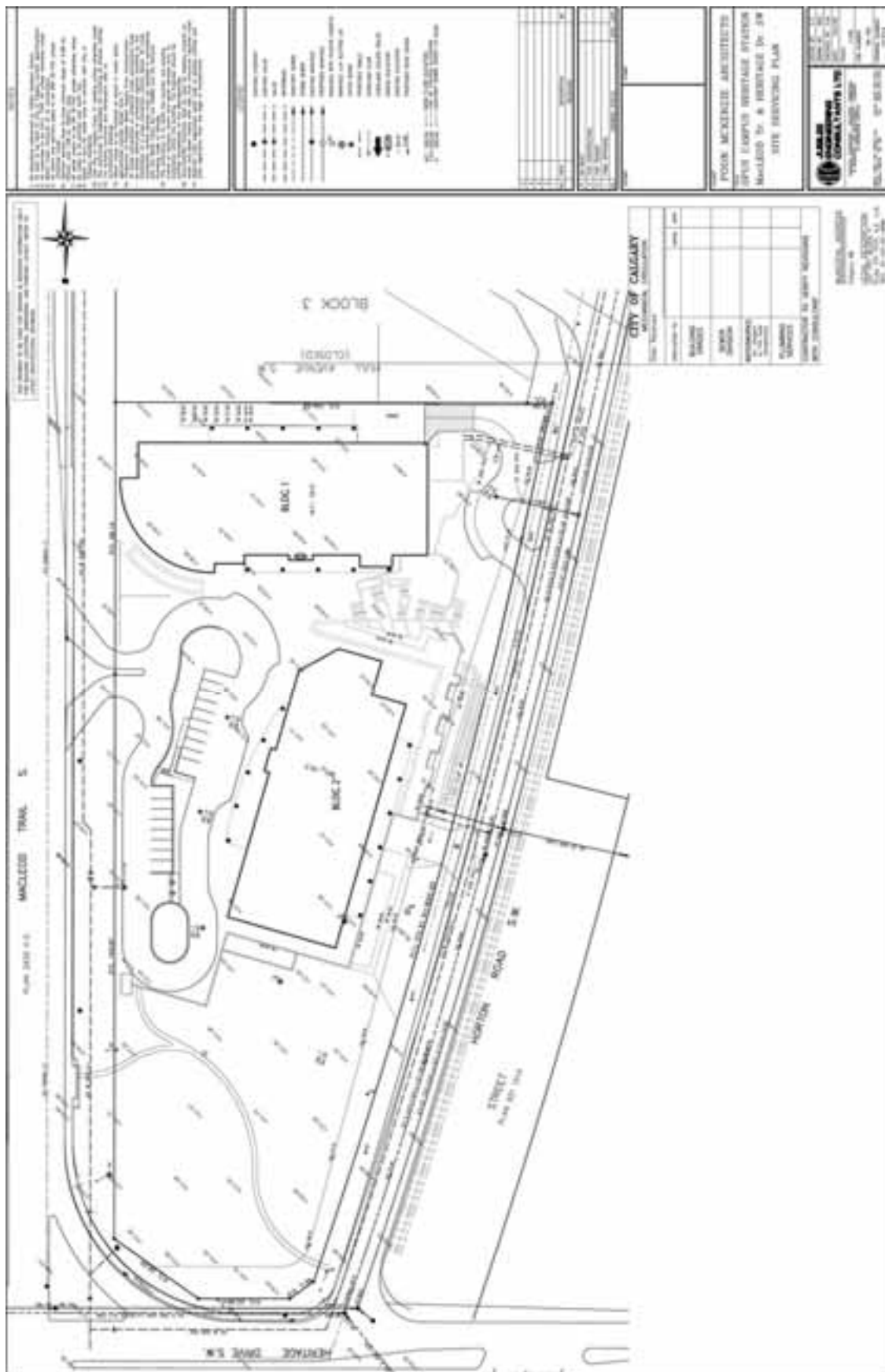




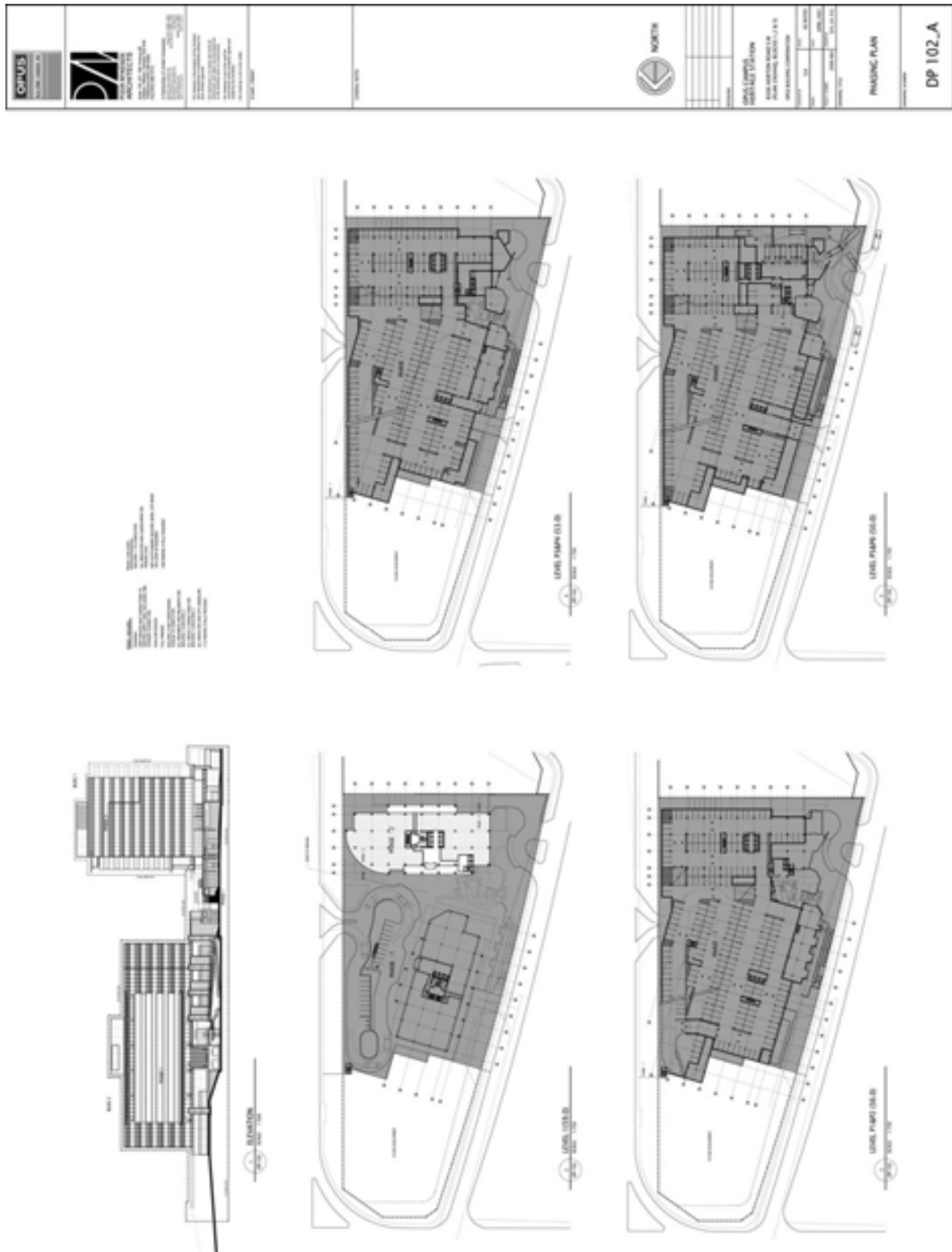




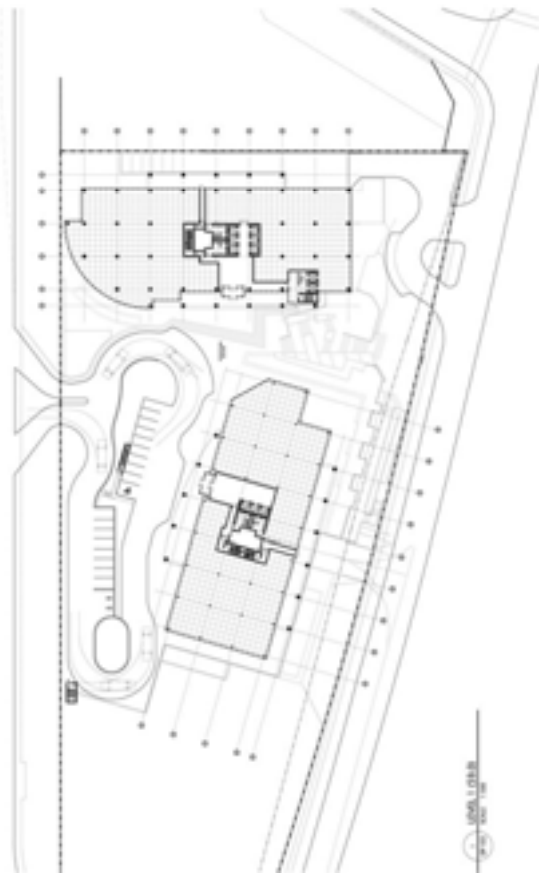








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