

REPORT TO THE CALGARY PLANNING COMMISSION

DEVELOPMENT PERMIT	ITEM NO: 01	
	CPC DATE:	2012 April 12
	DP NO:	DP2010-4008

MOUNT PLEASANT (Ward 7 - Alderman Farrell)



PROPOSAL:
New: Retail and Consumer Service, Dwelling Unit (2 Buildings and 120 Units), Office

APPLICANT: S2 Architecture	OWNER: La Caille 16 Avenue Incorporated
MUNICIPAL ADDRESS: 832, 840, 904, and 912 - 16 Avenue NW	LEGAL DESCRIPTION: Plan 2934O; Block 4, Lots 15 to 20; Plan 2934O; Block 5, Lots 1 to 7 (Map 28C)
EXISTING LAND USE DISTRICT(S): Commercial – Corridor 1 (C-COR1 f4.5h32) District	
AREA OF SITE: 0.295 ha \pm (0.729 ac \pm)	
CURRENT DEVELOPMENT: Vacant land to the east; auto repairs to the west	

ADJACENT DEVELOPMENT:

NORTH: Lane and rear of residential development (south side of 17 avenue NW)

SOUTH: 16 Avenue NW, residential development to the south of 16 Avenue NW

EAST: Aquila bookstore

WEST: Commercial offices

DEVELOPMENT SUMMARY			
RULE	BYLAW STANDARD	PROPOSED	RELAXATION
DENSITY	FAR 4.5	4.37 (phase 1); 4.40 (phase 2)	0
HEIGHT	32m	32m	0
YARDS (BUILDING SETBACK)	Side setback – 3m Setback to lane – 3m	3m 0.9m (to provide blast wall for transformer) 1.2m (in every other respect)	0 ARP requires 1.2 m to lane (blast wall encroaches by 0.3m)
PARKING	45 residential and 6 commercial stalls per building.	108 residential (total); 8 commercial total	+18 residential; -4 commercial (although angled parking on street removes the relaxation).
LANDSCAPING	Hard surface shared with a street No specific soft landscape provision	Hard landscape to 8 Street NW and 16 Avenue, tying into public sidewalk 12 new trees promoted, together with 6 existing trees to provide continuity	None
EXTERIOR FINISH MATERIALS Walls: Brick (red/brown), Acrylic Stucco and Plasticrete moulding (beige), Tyndall Stone (buff, split face), metal guardrails (anthracite). Roof: Flat roof, with moulding details as above. Windows: Blue/Gray glazing in dark bronze anodized frames, clear glazing in bronze anodized frames.			

SUMMARY OF CIRCULATION REFEREES	
CPTED ASSESSMENT Crime Prevention Through Environmental Design	Circulation response received 30 November 2010 (see Appendix)
ENVIRONMENTAL MANAGEMENT	A previous Phase 1 Environmental Site Assessment was reviewed by the Environmental Development Review Department, and no further reports or assessments were required.
URBAN DESIGN REVIEW COMMITTEE	2012 February 29 (see report)
SPECIAL REFEREE(S) Enmax, Established Communities (LUPP), Urban Design	Enmax has confirmed by letter, dated 18 March 2011, that all conflicts have been resolved. Established Communities comments were received on 15 December 2010 and are included in the Legislation and Policy section. Urban Design Panel comments are provided in site layout and building design section.
COMMUNITY ASSOCIATION Mount Pleasant	2010 December 31, no comments received

PLANNING EVALUATION

Introduction

This Development Permit application is for the construction of two buildings at 904, 912, 840 and 832 - 16 Avenue NW, on either side of the entrance to 8 Street NW (a cul-de-sac), fronting onto 16 Avenue NW in the community of Mount Pleasant.

The development consists of retail uses on the main floor with residential development above in two 10 storey buildings (32 metres in height).

The site, divided by 8 Street NW, has been considered as a single application, with development to be undertaken in two phases (phase one, the eastern tower; and phase two, the western). This provides a holistic approach to the redevelopment of the intersection of 16 Avenue NW and 8 Street NW, providing a “bookend” development that substantially improves the visual appearance of the Avenue at this location.

A Prior to Release Condition is provided that requires payment for Development Completion Permits for each phase of the development.

The site is considered under the provisions of Land Use Bylaw 1P2007 (“the Bylaw”) and the 16 Avenue North Urban Corridor Area Redevelopment Plan (“the ARP”). Regard has also been given to all other relevant City of Calgary policies and bylaws.

Site Context

16 Avenue NW is a major transportation corridor with accessibility to the site by a variety of transportation modes, including frequent bus services.

To place the site in context, the north eastern corner of the SAIT campus is approximately 270 metres to the west; with the SAIT C-Train stop approximately 500 metres south west of that corner.

The only Development Permit applications that relate to this site (both sides of 8 Street NW) since 1989 are, on the eastern parcel, for freestanding signs, three of which had been released, one has lapsed.

On the western parcel two previous Development Permit applications exist on the City's records. One is for a freestanding sign, the other for the change of use from restaurant to automotive rentals.

Land Use District

The site is identified in Land Use Bylaw 1P2007 as, Commercial - Corridor (C-COR1) District, with an F.A.R. modifier of 4.5 and height modifier of 32.

This establishes the maximum amount of gross floor space and building height for the proposed development.

The proposed uses of the development are acceptable in the District. The uses on the main floor are Permitted; whilst the Residential Units are Discretionary.

There is a small area of the site that is currently in City of Calgary ownership (corresponding to the south west corner of the eastern most parcel (close to the intersection with 8 Street NW). It is a Prior to Release requirement (Condition 2) that the developer has full control over all of the land necessary for the development, including purchasing that area of land. Processes are ongoing with the City in this regard.

Site Characteristics

Both parcels, forming the whole of the application site, are previously developed land with no vegetation. The eastern parcel is derelict and vacant, whilst the western parcel has existing buildings and hard landscaping, corresponding to the automotive business on that parcel.

The eastern parcel (to the east of 8 Street NW) is relatively flat, falling approximately 0.5 metres from 16 Avenue NW to the lane on the western side and rising approximately 0.4 metres from 16 Avenue NW on the eastern side. Across the site the grade is relatively level (with a change of approximately 0.08 metres).

The western parcel (on the west of 8 Street NW) has significantly greater changes in grade, corresponding to a rise of approximately 1.25 metres from 16 Avenue NW to the rear lane throughout and 0.35 metres from west to east.

Legislation & Policy

Municipal Development Plan

The MDP was adopted by Council in 2009 September. It establishes the broad strategic policies for the development of Calgary, including the redevelopment of land within the City, by looking at long term objectives for development and providing policies that support those objectives.

The development proposals are consistent with the aims, objectives and policies of the MDP.

Land Use Bylaw 1P2007

As indicated above, the site is within the C-COR1 f4.5h32 District. The District requires that at least 20 percent of the gross floor area of a development should include commercial uses. This is at variance with the provisions of the ARP and is further discussed below.

The proposals are generally in accord with the provisions of the Bylaw with the exceptions noted in the following table. Administration considers that these relaxations do not have a negative impact on adjacent development or the amenities of the neighbourhood.

Bylaw Non-compliance and Discrepancies		
Regulation	Standard	Provided
789 Side Setback Area (min.)	(2) Where the parcel shares a side property line with: (b) a lane that separates the parcel from a parcel designated as a residential district, the side setback area must have a min. 3.0 m;	Plans indicate the north setback for Tower 1 as being 1.20m (-1.80m) and the north setback for Tower 2 as being 1.20m (-1.80m). The ARP (Table 4) indicates that the setback for rear lanes is 1.2 metres.
689 Projections Into Setback Areas (max.)	(3) Portions of a building below the surface of the ground may extend into any setback area, only when those portions are used as a parking structure.	Level 1A of the parkade was removed and, in agreement with the Development Authority (Urban and Transportation) there is no construction within 3.5 metres below grade.
786 Location of Uses within Buildings	(2) A min. of 20.0 percent of the gross floor area of buildings in the Commercial – Corridor 1 District must contain “Commercial Uses”.	Plans indicate Tower 1 as being a total of 12.96 percent (-7.04 percent) GFA for commercial uses. Plans indicate Tower 2 as being a total of 12.96 percent (-7.04 percent) GFA for commercial uses.
Parking Stalls (min.)	A total of 45 residential stalls for each tower are required.	Plans indicate Tower 1 as providing 39 (-6) residential stalls. Plans indicate Tower 2 as providing 39 (-6) residential stalls.
	A total of 6 commercial stalls for each tower are required.	Plans indicate Tower 1 as providing 4 (-2) commercial stalls. Plans indicate Tower 2 as providing 4 (-2) commercial stalls. Additional stalls are indicated on 8 Street NW (at grade). The applicant submits that the deficiency of 2 stalls can adequately be made up with this on-street parking.
Bicycle Stalls (min)	A total of 1 Bicycle Stalls – Class 1 for the office use in each tower.	Plans indicate Tower 1 as providing 0 (-1) bicycle stall – class 1 for the office use. Plans indicate Tower 2 as providing 0 (-1) bicycle stall – class 1 for the office use.
	A total of 7 Bicycle Stalls – Class 2 for Tower 2 are required	Plans indicate Tower 2 as providing 6 (-1) bicycle stalls – class 2.

Loading Stalls (min)	A total of 2 loading stalls for each tower are required	Plans indicate Tower 1 as providing 1 (-1) loading stall. Plans indicate Tower 2 as providing 1 (-1) loading stall.
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Administration has considered the relaxations noted above and comments as follows:

Section 789

In relation to the side setback, whilst the Bylaw indicates a relaxation of 1.80 metres, the ARP provides (in table 4) that the required setback to the rear lane is 1.2 metres. This is provided for in the proposals, with the exception of blast walls required by Enmax. Administration considers the proposals to be acceptable in terms of rear setback provision.

Section 689

The provision of the parkade into the bylaw setback area has been the subject of negotiation with Administration and it has been accepted that, by having construction below 3.5 metres from grade, there will be no interference with any services along 16 Avenue NW.

Section 786

As indicated below, there is a discrepancy between the amount of commercial floor space (against gross floor area) required by the Bylaw and the ARP. The Bylaw states (at Section 786(2)) that:

*“a minimum of 20.0 percent of the **gross floor** area of **buildings** in the Commercial – Corridor 1 District must contain “Commercial Uses”.*

Section 3.3.1(5) of the ARP states that:

“in a mixed use building a minimum of 10% of the gross floor area must contain commercial uses and a minimum of 25% of the gross floor area must contain residential units”.

On the advice of the City's Land Use Planning and Policy Department, Administration accepts that the provisions of the ARP are more pertinent in the consideration of the application as it relates to a more site specific assessment. As a consequence, Administration considers that the Bylaw relaxation is acceptable.

Parking

The parking calculation did not account for those spaces that are within the Bylaw setback area. In the consideration of this application, Administration has accepted that the parkade structure can be built to the property line, so long as it is not within the top 3.5 metres from grade, in order to accommodate existing services. Including those stalls that are within the Bylaw Setback area (but are below the 3.5 metre sub-grade requirement) would result in an 18 stall surplus.

While the proposals result in a deficiency of two commercial parking stalls per tower, there is street parking provision in angled parking stalls on 8 Street NW. The presence of these parking stalls can adequately make up the negligible shortfall.

While there is no specifically identified Bicycle – Class 1 parking for the office use, there are 10 bicycle parking spaces on the first level of the parkade. Administration considers that, together

with the Bicycle Class-2 parking outside the building (a total provision of 18 stands), there is sufficient provision for the proposed development.

There are an additional six bicycle parking spaces in the Bylaw setback area for Tower 2 that result in a sufficient amount of bicycle parking for the building.

Given the constraints of the site and its location, together with appropriate management of loading practices, Administration considers that the loss of 1 loading stall per building is acceptable.

16 Avenue North Urban Corridor Area Redevelopment Plan

The ARP forms an important policy document against which, and together with Land Use Bylaw 1P2007, this Development Permit application should be assessed.

Building Form

The bay windows facing 8 Street NW encroach into the step back by a maximum of 0.35m. Administration does not consider that the relaxation of 35 cm incursion into the step back area has a significant impact. The cornice of the building at the 12m height encroaches into the step back area by a maximum of 150mm (0.15m). Again, Administration does not consider there to be any adverse impact in this regard.

Map 2-A indicates that the maximum height for buildings on this site is 28 metres. However, section 3.3.3.2(4) states that:

“At the discretion of the Approving Authority, the maximum height of 28 metres may be exceeded for buildings at the northeast and northwest corners of 16 Avenue and 8 Street NW, south of the lane and approximately 150 feet east and west of 8 Street NW, by up to 4 metres (approximately one additional storey) provided that the highest point of the building does not exceed the height of the sun angle line for a 28 metre building between noon March 21 and noon September 21.”

Both buildings respect the maximum height plane of 32 metres indicated in the ARP.

This Development proposal presents a significant improvement to the visual appearance of this part of 16 Avenue NW. The buildings are well articulated, particularly to 8 Street NW and 16 Avenue NW, with massing broken up by the presence of cornices, balconies and railings, external materials and the step backs required by the ARP.

By producing a “bookend” development to the intersection with 8 Street NW and 16 Avenue NW, the design is comprehensive and entirely appropriate to the location.

The two storey height of the lower part of the buildings gives them presence to the streetscape, without eroding the pedestrian environment. Administration considers that the building form is consistent with the intent of the 16 Avenue ARP.

Commercial Mixed Use

Section 3 of the 16 Avenue ARP deals specifically with Commercial Mixed Uses, such as proposed in this application.

The 16 Avenue ARP states, at section 3.3.1(5) that:

“In a mixed use building, a minimum of 10 percent of the gross floor area must contain commercial uses and a minimum of 25 percent of the gross floor area must contain residential uses.”

Section 786(2), identified in the Bylaw Non-compliances and Discrepancies table above, states that the minimum commercial floor space must account for 20 percent of the gross floor area. Following advice provided by Established Communities, given the provisions of Area Redevelopment Plans are more specific in their requirements for development in the local area, it is considered that the 10 percent minimum commercial floor space is the appropriate figure to apply in this instance.

The proposed development provides commercial development floor space as 12.96 percent of the Gross Floor Area for each building, complying with the provisions of the ARP.

LUPP comments

Established Communities (LUPP) were circulated with this application. Their response was received on 15 December 2010 and is included at Appendix III. The Applicant has addressed all of the comments made by Established Communities:

Site Layout & Building Design

The development relates to the construction of two new buildings on either side of the entrance to 8 Street NW, housing both commercial uses at grade, with residential development on the upper floors.

The City's Urban Design Department was circulated with the application and provided its comments as follows:

1. Provide architectural emphasis of the two main entrances to ensure a clear visual connection to the street; this can be achieved through more pronounced entry canopy, positioning of the decorative pots and/or through colour, material or lighting. (The applicant is referred to the “Centre City Illumination Guidelines” for recommendations on decorative building illumination).

The applicant responded to this comment by providing emphasis on larger canopies over entrances, colour differentiation decorative pots all indicated in written submission.

2. Provide better illuminated brick walls facing the lane. Soften the high wall impact on lanes and adjacent residential properties by lane landscaping; this can be achieved by green wall climbers or narrow hedges.
Lighting is provided for the rear parking and loading areas, as well as access to the

parkade. There is no scope or requirement for landscape planting in the rear lane, although planting is provided at the corners of the lane and 8 Street NW.

3. Both front entries do not provide guest bicycle parking. Provide bicycle parking without crowding the entries.

Bicycle parking has been provided as close to entrances as possible, without conflicting with the Bylaw setback area.

4. Full transparency of all facades is strongly encouraged to enliven the building's street presence and to avoid a corporate appearance. Provide glass samples.

Clear glazing proposed at street level.

5. The "Bird-friendly Urban Design Guidelines" provide design recommendations to ensure that bird deaths through bird-building strikes are minimized. For example, on south and west facing facades in particular, excessively reflective glass tints or coatings should be avoided, particularly on the lower four (4) floors of a building.

Non-reflective glazing proposed, in accordance with the bird friendly design guidelines.

6. The exterior metal guardrail finish is "black". The guardrails are a dominating façade element and appear on various levels. Consider a more subdued colour coating. This could be, for example, an anthracite powder coating.

Black replaced by "anthracite" powder coating.

7. Avoid the brushed concrete on the tree island/median between the two buildings and provide a decorative soft landscape area with bushes and seasonal flower beds to improve the residential character of the street.

This lies outside the scope of the Development Permit application, lying as it does in City owned land.

The proposals were also presented to the Urban Design Review Panel on 2012 29 February. The comments from the Panel, together with the Applicant's response and comments from CPAG are summarised below

UDRP Comment	Applicant Response	CPAG Response
The Panel commends the Applicant for proposing the addition of this residential redevelopment project on 16 Avenue North, and feels it will make a positive contribution to the urban fabric of this important City corridor.	Noted	Noted

<p>The Panel feels strongly that 8 Street NW, particularly the property within the City right of way, provides a unique place-making opportunity and urges the Applicant and the City to jointly investigate design and landscaping opportunities to improve the portion of 8 Street NW situated between the two proposed buildings to create an inviting public space for community members to gather. The Applicant and the City should work together to facilitate the addition of the following:</p> <p>A planter on the southwest corner of the right-of-way to mirror the one on the southeast corner</p> <p>Continuation of the 16 Avenue NW walk surface across 8 Street NW to unite the Phase 1 and Phase 2 realm. The walk connector could be raised to the adjacent walk grade to increase pedestrian importance</p> <p>The addition of removable street furniture and planters within the right-of-way to enliven and enrich the streetscape</p>	<p>The planter in question is located on City land and it would be the City's decision to add, construct and maintain such planter. The Applicant would encourage and support such an addition.</p> <p>The walk connector is located on City lands and it would be the City's decision to add, construct, and maintain this walk connector. The Applicant would encourage and support this connection as it would increase and emphasize the pedestrian importance.</p> <p>Through the circulation process, comments from Roads were such that there was to be no permanent structures to be located in the right-of-way. As opposed to movable planters the Applicant has proposed movable decorative pots and is in agreement to add additional decorative pots as well as movable street</p>	<p>The angled parking and presence of existing street light on the west side of 8 street NW, together with respecting the required setback negates the possibility of providing a planter in this location.</p> <p>8 Street NW is a cul-de-sac. The provision of additional surfacing is not considered necessary to safeguard a pedestrian route.</p> <p>Additional permanent street furniture is not supported by CPAG as the Bylaw setback area should be free from obstacles. There are no objections to objects that are not permanent, so long as they do not conflict with providing free and clear pedestrian movements.</p>
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<p>Further recommends that in order to optimize the quality and unity of the pedestrian realm, similar measures be done to articulate the pedestrian passages across the lanes to the north</p> <p>It is recommended that these improvements be undertaken when Phase Two of the project proceeds.</p>	<p>furniture should the Roads and Planning Departments be in agreement.</p> <p>Similar to the Applicant's response above, the lands in question are City owned, should the City wish to add, construct, and maintain these areas the Applicant is in support of this being done.</p> <p>The Applicant is in agreement with this.</p>	<p>As above, 8 Street NW is a cul-de-sac. Pedestrian access through to 17 Avenue NW is already in place. There is no requirement to provide additional pedestrian routes across the lane immediately to the north of the site.</p>
<p>The Panel feels that the ramp and stairs on the east side of the west building could be grouped together to provide a better and more pleasant pedestrian experience to the residential and commercial entries. The grouping of stairs and ramps in the same location causes unnecessary narrowing of the main pedestrian passage leading to the entries. The same should be done to the east building.</p>	<p>For the stairs and ramp located on the east side of the west building, the Applicant is willing to eliminate the stairs and utilize a ramp only which will enhance the access to the residential entry. In order to do so the City needs to remove the requirement for a second pedestrian access point to the retail space located along 8 Street. A corner pedestrian entry into that retail space already exists, which should be sufficient. Regarding the same situation along the west side of the east building, the Applicant is also willing to remove the stair component and utilize just a ramp. There is no impact on pedestrian access to the retail space in this location.</p>	<p>CPAG considers that the existing arrangement is satisfactory.</p>
<p>The Panel recommends that the Applicant review the treatment of the building entrances to give them more prominence and better articulate them to the street.</p>	<p>The Applicant proposes to introduce more Tyndal stone around the entries, including the recessed area into the doorways. Presently, there is no Tyndal stone around the entries, by adding this</p>	<p>Noted. The buildings are proposed to maximise the best use of this previously developed land. By making material changes to the entranceways, CPAG considers that this will have</p>

	material change, combined with the different shape and colour of awning, which will accentuate the entries to the residential more clearly and achieve the desired result.	the desired effect.
The Panel recommends the Applicant review the opportunity allow for green roofs and to make planters a component of the balcony railing design to facilitate the possibility of urban agriculture.	The Applicant has reviewed the opportunity for green roofs and feels that these are private terrace areas which are to be left up to the respective tenants to introduce decorative pots at their discretion. In Calgary, green roofs are not successful however, if the opportunity is given to the individual residents to add landscaping the Applicant will support this. Regarding the introduction of built in planters on the balconies, there is not sufficient depth on the balconies, as the balconies are presently set at the minimum 1800mm depth. However, should the residents wish to hang planter boxes off of the railings, the Applicant would not disagree; they would have to be securely fastened.	CPAG accepts the desire to introduce sustainable construction practices into building design. Notwithstanding this, the addition of a green roof would not have a significant impact on the LEED score for these buildings. It would support individual planting on balconies, such that there would be no potential dangers posed to any interest of acknowledged importance.
The Panel feels that the prescribed number of visitor stalls may be too little during the off-peak hours (weekends and evenings) and suggest that the City establishes a better protocol for parking along 16 Avenue NW during the off-peak hours.	The Applicant is in agreement with this recommendation and would support a better protocol as it would be beneficial to the retail spaces within the buildings.	Off-site parking is not a matter for consideration in this application. The Bylaw check, undertaken for this application does not identify a parking deficiency.
The Panel recommends the lane exit on the north side of the west building be provided to the standards of the City of Calgary Transportation Department.	This was a graphic error on the Landscape Plan presented to the UDRP Panel. The lane exit on the north side of the west building is to be built in conformance with the City of Calgary Transportation Department.	Transportation confirms that the access/egress from the lane is to City of Calgary standards

The Panel recommends that all shrub beds have a minimum 600 mm depth of growing medium.	Detail 6 on DP L2.0 indicates a 450 mm depth of growing medium; the Applicant agrees to increase this depth to 600 mm as requested.	Noted
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CPTED - Crime Prevention Through Environmental Design

The Application was circulated to Calgary Police Services for a C.P.T.E.D. audit of the proposals. The comments received are provided in Appendix IV. The applicant has accepted all of the C.P.T.E.D. comments and the detailed construction will include the recommended provision.

Environmental Site Assessment

A previous Phase 1 Environmental Site Assessment was reviewed by the Environmental Development Review Department, and no further reports or assessments were required.

Landscaping

The Bylaw requires that all interfaces with the street are hard landscaped. The development proposes the appropriate provision to create a pleasing pedestrian environment. It includes the provision of landscape planters and trees that further improve the pedestrian environment around the buildings.

Trees are promoted along both 16 Avenue NW and 8 Street NW that creates visual continuity around the buildings at a pedestrian level.

Site Access & Traffic

A Traffic Impact Assessment was not required as part of this application. All access to the buildings will be via the rear lane, which is to City of Calgary standards.

Parking

A Parking study was not required to support this application. The parking for each building is in underground parkades. The parking provision for the residential elements exceeds the City of Calgary parking requirements by a total of 18 stalls, when taking the area of parking that is under the Bylaw setback area into account.

Parking stalls for the commercial element is deficient by a total of 2 stalls. This minor relaxation is considered acceptable and is mitigated by the existing surface parking on 8 Street NW.

Site Servicing for Utilities

Sanitary sewer and storm sewer main extensions are required for this project at the developer's expense. Water main connections are available from 16 Avenue NW.

Environmental Sustainability

The Council approved terms of reference for the “Integrated Land Use and Mobility Plan” (LPT2006-121) adopts eleven sustainability principles that, used collectively, provide an integrated guiding set of criteria for the consideration of individual projects. Whilst it is important that these principles are used in an integrated way, there are some that are not pertinent to the consideration of this specific application. Notwithstanding this, the Development Permit application at hand does not conflict with those principles that are not directly relevant to it.

Below is an assessment of those principles that are directly related to this application:

Principle 1: Create a Range of Housing Opportunities and Choices

The proposals provide a significant amount of residential apartments that add to the diversity of housing stock in the more established residential, single detached, neighbourhood to the north.

Principle 2: Create Walkable Environments

The proposed development has direct, at grade, access to 16 Avenue NW and promotes a substantial improvement to the pedestrian environment, linking the development into the existing infrastructure through the bylaw setback area. This creates significant improvements to the pedestrian environment in this location.

Principle 3: Foster Distinctive, Attractive Communities with a Strong Sense of Place

The development is a highly visible, well designed addition to the 16 Avenue NW corridor. It is well located in relation to local services and to the primary transit network (including buses and relative proximity to LRT).

Principle 4: Provide a Variety of Transportation Options

The development includes an appropriate amount of secure bicycle parking for residents and visitors. It lies on the primary transportation corridor of 16 Avenue NW, with a variety of accessible bus routes. The main campus of SAIT is approximately 500 metres to the west, with the SAIT C-Train stop relatively accessible.

Principle 6: Mix Land Uses

The development incorporates commercial and residential development at a scale envisaged by the approved ARP, generating an appropriate mix of uses.

Principle 7: Strategically Direct and Manage Redevelopment Opportunities within Existing Areas

The site is previously developed land in the established inner city. The beneficial reuse of the land fully adopts the principle.

Principle 8: Support Compact Development

The proposals make the maximum permissible use of the land available, including maximizing the possible height and F.A.R.

Principle 9: Connect People, Goods and Services Locally, Regionally and Globally

The location of the site, on 16 Avenue NW (the Trans Canada Highway) promotes the use of local services and provides the option of wider accessibility along major transportation corridors both within the City and to the wider regional and national context.

Principle 10: Provide Transportation Services in a Safe, Effective, Affordable and Efficient Manner that Ensures Reasonable Accessibility to All Areas of the City for all Citizens

The location of the development complies with the principle, given the importance of 16 Avenue NW as a transit corridor and the relative proximity of the C-Train.

Principle 11: Utilize Green Infrastructure and Buildings

The Applicant has submitted a LEED checklist for the development (reproduced at APPENDIX III), indicating that the proposed development will achieve LEED accreditation.

Community Association Comments

Mount Pleasant Community Association was circulated with the application on 31 December 2010. No comments have been received.

Adjacent Neighbour Comments

No comments received

CONCLUSION:

The proposal is supported for the following reasons:

1. The proposals are considered favourably with regard to conformity with policy documents.
2. The proposed development is compatible with its.
3. The proposals represent an opportunity to bring under-used and derelict previously developed land into beneficial social and economic re-use; together with appropriate environmental benefits, evidenced through the LEED certification process. The location lends itself to accessibility by a variety of transportation modes and the significant planning merits of this application make a positive contribution to the 16 Avenue NW corridor.

CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION: **APPROVAL**

Recommend that Calgary Planning Commission **APPROVE** the application for New: Retail and Consumer Service, Dwelling Units (2 Buildings and 120 Units), Office with the following conditions:

Prior to Release Conditions:

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 insert five (5) complete sets of Amended Plans (file folded and collated) to the Planning Generalist that comprehensively address the Prior To Release conditions of all Departments as specified below.

In order to expedite the review of the Amended Plans, please include the following in your submission:

- a. Two (2) of the plan set(s) shall highlight all of the amendments.
- b. Two (2) detailed written response(s) to the Conditions of Approval document that provides a point by point explanation as to how each of the Prior to Release conditions were addressed and/or resolved.
- c. In addition to the full sized plans requested above, please submit one (1) 11 x 17 complete set of plans for the purpose of the Development Completion Permit (DCP) process.

Please ensure that all plans affected by the revisions are amended accordingly.

2. Ensure that all land subject to this Development Permit application is wholly within the control of the applicant. Proper assurances must be supplied for any land that is not within the applicant's control.
3. Separate payments for the Development Completion Permit for each phase of the development must be made prior to occupation of the relevant phase.

Urban Development:

4. Amend the plans to:

Utility Line Assignments

- a. Address all conflicts with proposed tree placements, as some will be in conflict with underground utilities.

1.a.1.1.1 NOTE: Client is to coordinate with Roads to ensure that the tree grates match Roads new standards and that adequate room in the Blvd exists for placement. New street lighting facilities may also be required, and may further effect possible tree placement as the minimum separation between trees and street light poles is 4m which is why Utility Line Assignments would like to have the trees placed within the private property if it is possible. There is concerned with what will happen to the North most existing tree on the East side of 8 Street, as the new Sanitary Line is proposed right under it. If this is so then the tree will have to be removed or relocated, or the location of the Sanitary Service revised to provide 2m of separation. Transformers for electrical service will have to be on site

5. Enter into an Indemnification Agreement for the construction of (storm and sanitary sewers on 8 Street NW) public infrastructure.

Provide the following documentation to initiate work on the agreement:

- a. One (1) copy of the current Certificate of Title, and
- b. One (1) copy of a current corporate registry search.
- c. Approved Construction Drawings

The following documentation is required to execute the agreement:

- a. A contract is signed and executed by both parties,
- b. A security deposit is received by the City, and
- c. An insurance policy is received that protects the City against any unforeseen accidents.

6. Remit a performance security deposit (certified cheque, bank draft, letter of credit) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Unit. The amount of the deposit is calculated by Roads and is based on 100 percent of the estimated cost of construction.

The developer is responsible arrange for the construction of the infrastructure either with their own forces or may elect to have the City construct the infrastructure on their behalf.

If the developer elects to construct the infrastructure with their own forces, the developer will need to enter into an Indemnification Agreement at the time of construction and the deposit will be used to secure the work.

Roads

- a. Closure and removal of existing driveway crossing on 16 Avenue NW,
 - b. Construction of new sidewalks adjacent to 16 Avenue NW, and 8 Street NW,
 - c. Construction of new asphalt lane paving,
 - d. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Roads personnel,
 - e. Construction of proposed angled parking along 8 Street NW,
 - f. Payment for upgrading of 8 Street NW, including east sidewalk,
 - g. Payment for upgrading of 16 Avenue NW
7. Remit payment (certified cheque, bank draft) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Units. The amount is calculated by the respective Business Unit and is based on 100 percent of the estimated cost of construction.

The developer is responsible to coordinate the timing of the construction by City forces. The payment is non-refundable.

Roads

- a. Street lighting upgrading adjacent to 16 Avenue NW, and 8 Street NW.
8. Submit two (2) copies of an Erosion and Sediment Control (ESC) **report and drawings** to Urban Development, for review and acceptance by Water Resources. If the overall site size is less than 2 hectares (5 acres), **only a set of drawings** may be required for review. Ensure, in advance, you contact the Erosion Control Coordinator, Water Resources (403-268-2655) to discuss report and drawing requirements for sites less than 2 hectares in overall size.

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, signed and stamped by a qualified consultant specializing in erosion and sediment control, and holding current professional accreditation as a Professional Engineer (P. Eng.), Professional Agrologist (P. Ag.) or Certified Professional in Erosion and Sediment Control (CPESC). For each stage of work where soil is disturbed or exposed, documents must clearly specify the location, installation, inspection and maintenance details and requirements for all temporary and permanent controls and practices.

Transportation:

No comments

Parks:

No comments

Permanent Conditions

Planning:

9. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
10. No changes to the approved plans shall take place unless authorized by the Development Authority.
11. A Development Completion Permit shall be issued for each phase of the development; **before the use is commenced or the development occupied.** A Development Completion Permit is independent from the requirements of Building Permit occupancy. Call Development Inspection Services at 403-268-5491 to request a site inspection for the Development Completion Permit.
12. A Development Completion Permit shall be applied for and approval obtained for each phase prior to occupation. The Development Completion Permit shall be applied for as agreed in writing with the Development Authority. Call Development Inspection Services at 403-268-5491 to request site inspections for the Development Completion Permits.
13. All roof top mechanical equipment shall be screened as shown on the approved plans.
14. Upon completion of the main floor (storey) subfloor of each building proof of the geodetic elevation of the constructed main floor (storey) subfloor must be submitted to and approved by the Development Authority prior to any further construction proceeding. Fax confirmation to 403-268-8178 to the attention of 'Bylaw Checker - Geodetics'.
15. The grades indicated on the Development Permit approved plans must match the grades on the development site servicing plan ("DSSP") for the development site. Prior to the issuance of the Development Completion Permit, the Consulting Engineer must confirm, under seal, that the development was constructed in accordance with the grades submitted on the Development Permit.
16. All areas of soft landscaping shall be irrigated as shown on the approved plans.

17. Crushed aggregate or materials including but not limited to brick, pea gravel, shale, river rock and gravel are not permitted within required landscape areas.
18. A lighting system to meet a minimum of 54 LUX for parkades with a uniformity ratio of 4:1 on pavement shall be provided.
19. The walls, pillars and ceiling of the underground parkade shall be painted white or a comparable light colour.
20. The light fixtures in the parkade shall be positioned over the parking stalls (not the drive aisles).
21. All stairwell doors and elevator access areas shall be installed with a transparent panel for visibility.
22. This approval recognizes two (2) phases on the approved plans which shall be completed in sequence. 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. Call Development Inspection Services at 403-268-5491 to request site inspections for the Development Completion Permits.
23. If construction of the subsequent phase(s) has not commenced within one year of the issuance of the most recent Development Completion Permit, the undeveloped portion of the site shall be hydro-seeded. This is to ensure an acceptable visual appearance and to eliminate problems such as dust, weeds and erosion.

Urban Development:

24. Single retaining walls greater than 1.0m in height or a series of terraced retaining walls whose combined height is greater than 3H:1V requires the approval of a Building Permit prior to construction.

Retaining walls that meet this criteria have been noted. The developer may either:

- a. Include the retaining walls with the Building Permit for the building, or
- b. Apply for a separate Building Permit for the retaining walls.

It should be noted that the Building Permit for the building on site will not be released until the separate Building Permit for site retaining walls is approved.

25. Each phase of the subject parcels shall be consolidated onto a single title.
26. If **during construction** of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination, the person discovering such contamination shall immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment, Alberta Health Services and The City of Calgary (311).

If **prior to or during construction** of the development, the developer, the owner of the titled parcel, or any of their agents become aware of contamination on City of Calgary lands or utility corridors, the City's Environmental Assessment & Liabilities division shall be immediately notified (311).

27. The developer shall be responsible for the cost of public work and any damage during construction in City road right-of-ways, as required by the Manager, Urban Development. All work performed on public property shall be done in accordance with City standards.
28. Indemnification Agreements are required for any work to be undertaken adjacent to or within City rights-of-way, bylawed setbacks and corner cut areas for the purposes of **crane operation**, shoring, tie-backs, piles, **sidewalks, lane paving**, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in the City rights-of-way, bylawed setbacks and corner cut areas must be removed to the satisfaction of the Manager of Urban Development, at the applicant's expense, upon completion of the foundation. Prior to permission to construct, contact the Indemnification Agreement Coordinator, Roads at 403-268-3505.
28. The owner, and those under their control, shall develop an erosion and sediment control drawing and implement good housekeeping practices to protect onsite and offsite storm drains, and to prevent or mitigate the offsite transport of sediment by the forces of water, wind and construction traffic (mud-tracking) in accordance with the current edition of the *Guidelines for Erosion and Sediment Control*. Some examples of good housekeeping include stabilization of stockpiles, stabilized and designated construction entrances and exits, lot logs and perimeter controls, suitable storm inlet protection and dust control. The developer, or their representative, shall designate a person to inspect all controls and practices every seven days and within 24 hours of precipitation or snowfall events.
30. Contain storm run-off on site.
31. The grades indicated on the approved Development Permit (DP) plans must match the grades on the Development Site Servicing Plan (DSSP) for the subject site. **Prior to the issuance of the development completion permit (DCP)**, the developer's Consulting Engineer must confirm under seal that the development was constructed in accordance with the grades submitted on the development permit (DP).

Transportation:

29. No direct vehicular access will be permitted to 16 Avenue NW.

Parks:

30. In order to ensure the integrity of existing public trees and roots, construction access is only permitted through the rear lane and 16 AV.
34. Public trees located on the boulevard adjacent to the development site shall be retained and protected during all phases of construction by installing a temporary fence around the extent of the branches ("drip line") and ensuring no construction materials are stored inside this fence.

35. Any tree planting in the City boulevard shall be performed and inspected in accordance with Parks Development Guidelines and Standard Specifications – Landscape Construction (current edition). Applicant is to contact the Parks Development Inspector at 403-268-4760.
31. Trees planted in the boulevard shall be American Elm species. A Parks inspector can confirm this. Call 403-268-4760 or call 311 for an Urban Forestry Technician.

Jules Hall
2012/April



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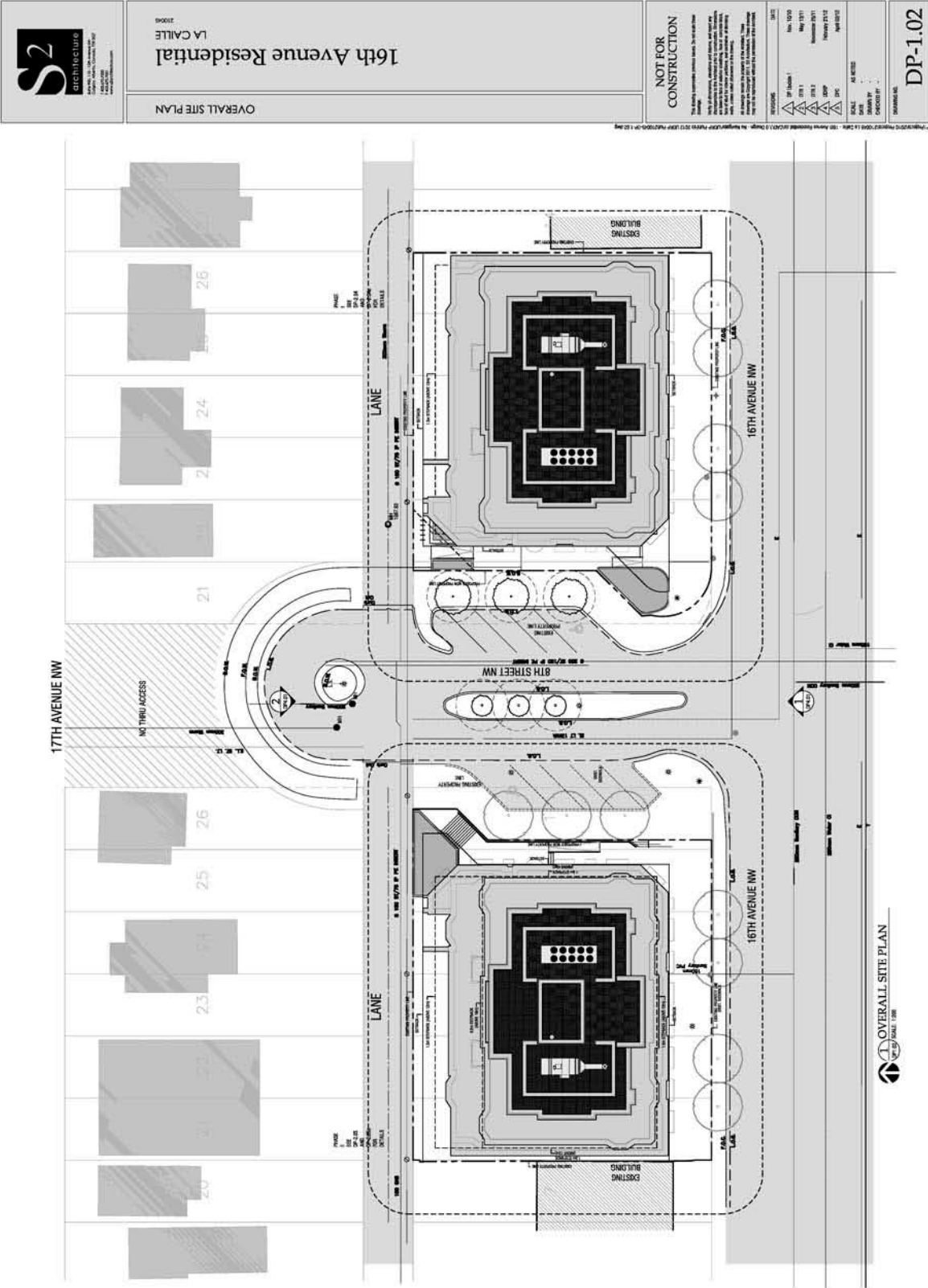
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2 2nd	May 13
3 3rd	November 29
4 4th	February 21
5 5th	April 10

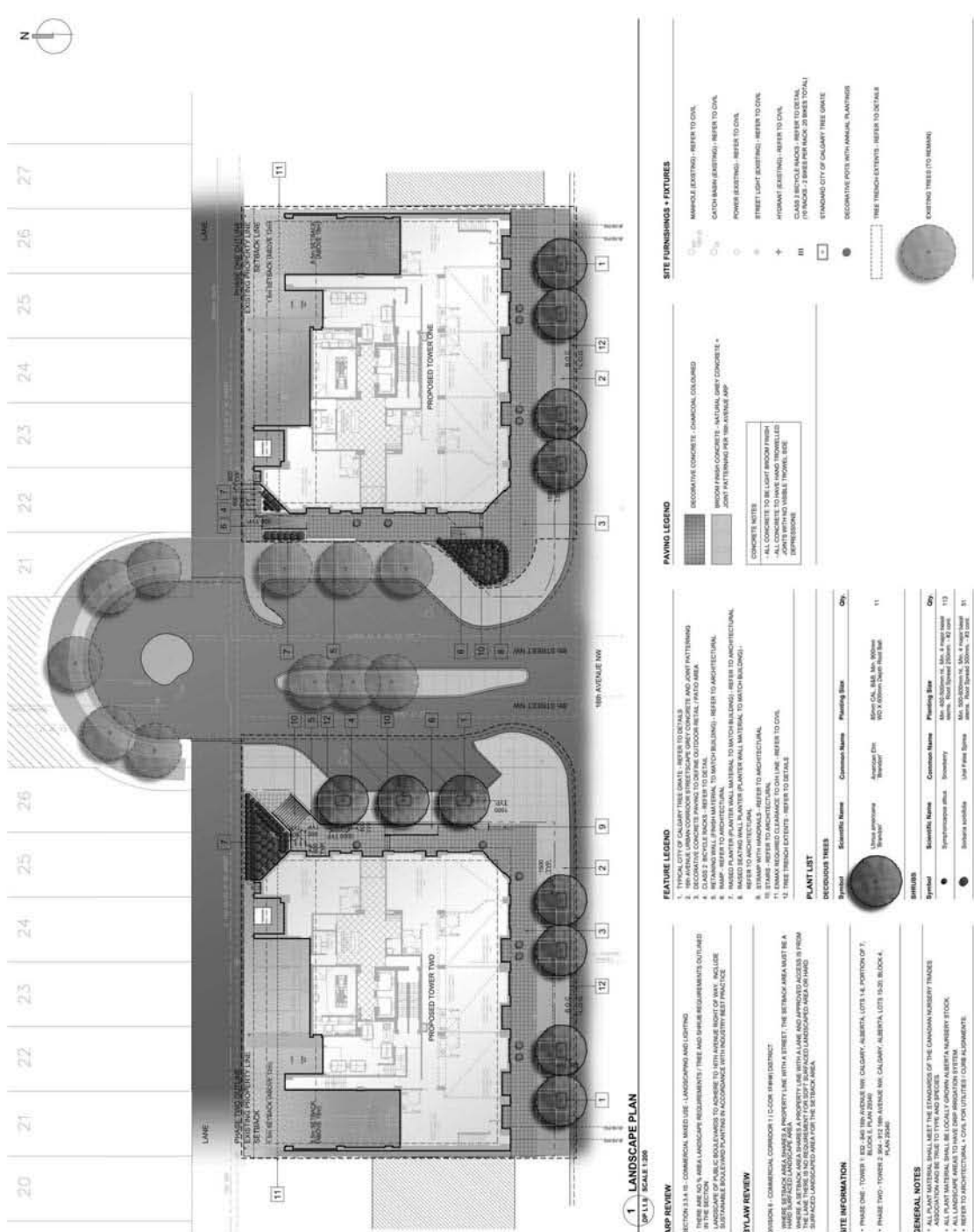
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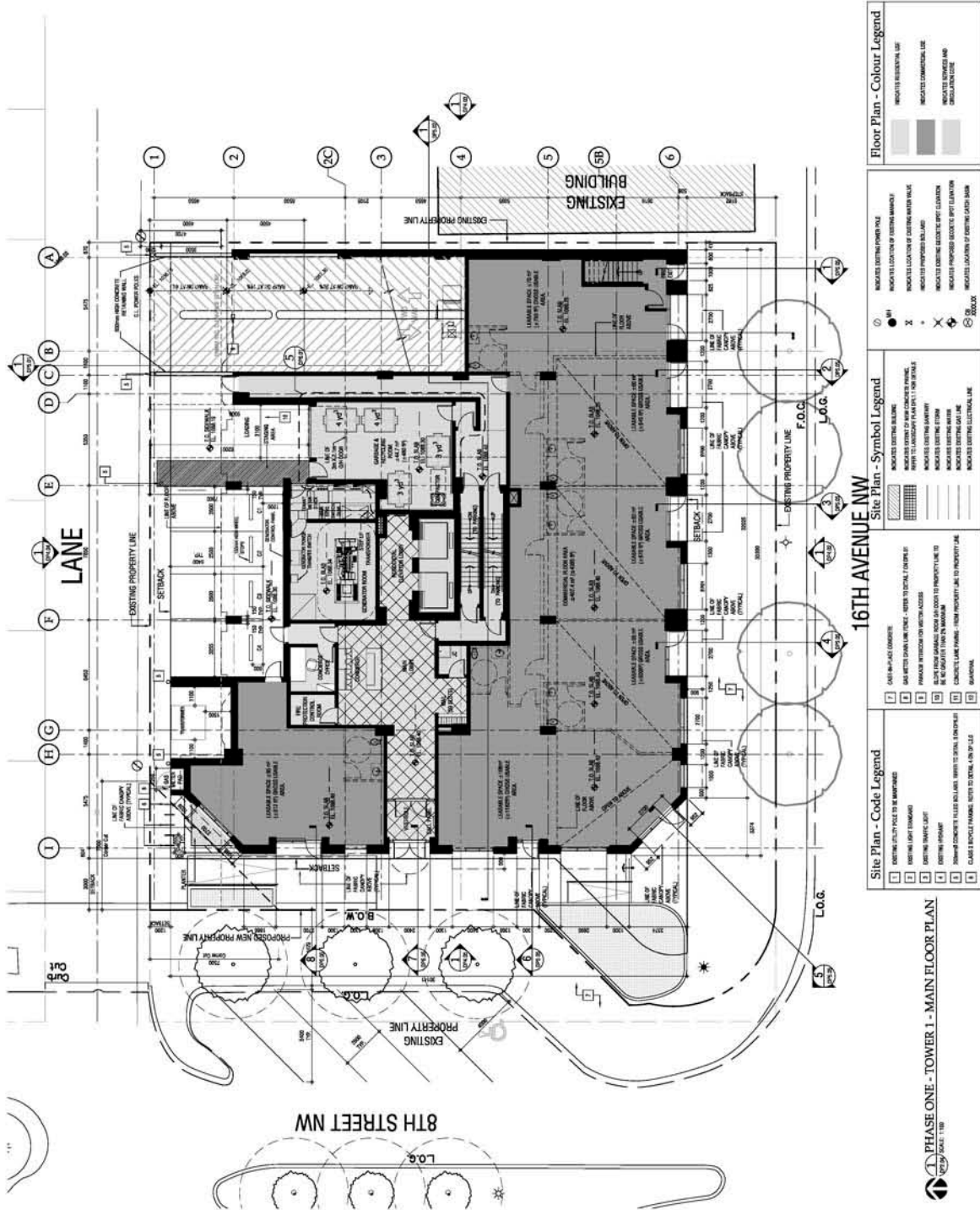


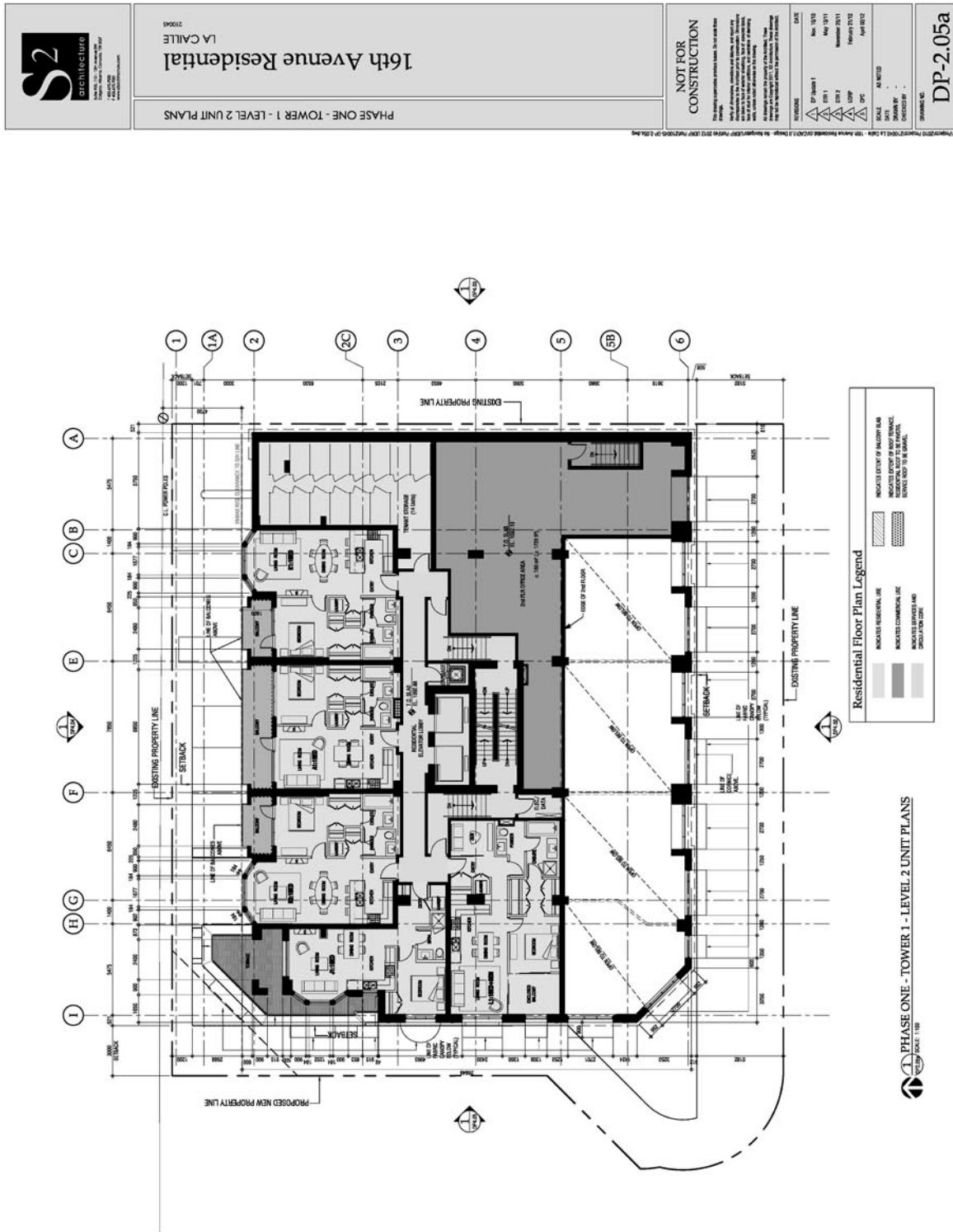
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Tel: 310.274.8888
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PHASE ONE - TOWER 1 - LEVEL 3 UNIT PLANS

16th Avenue Residential
LA CALLE

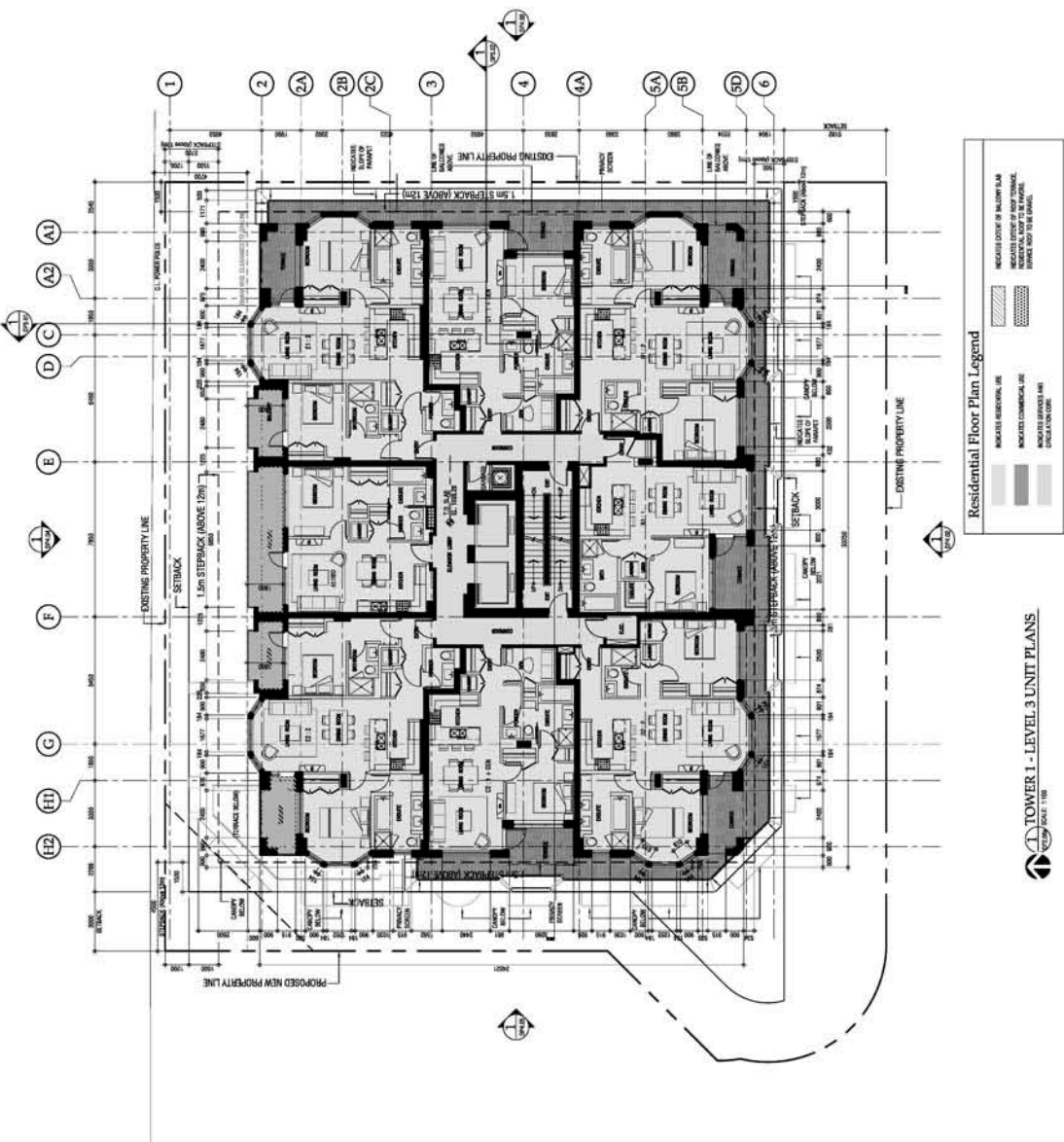
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DATE: 10/12/2010
BY: [Signature]
CHECKED BY: [Signature]
DRAWING NO.: DP-2.06a

REVISIONS:
1. 10/12/2010: Initial drawing.
2. 10/12/2010: Revised drawing to reflect changes in unit layouts and dimensions.
3. 10/12/2010: Revised drawing to reflect changes in unit layouts and dimensions.





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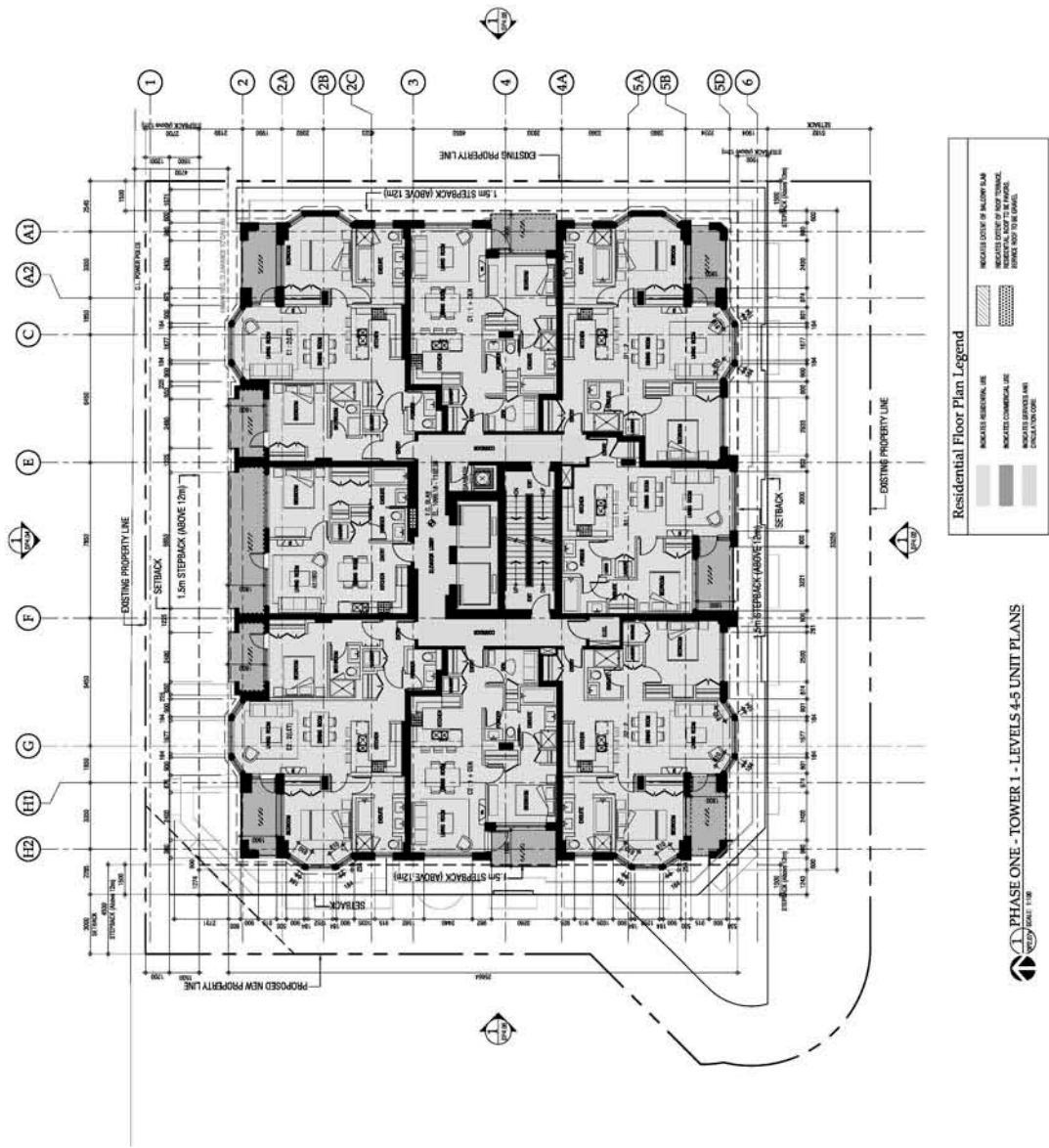
16th Avenue Residential
LA CALLE
210004

PHASE ONE - TOWER 1 - LEVELS 4-5 UNIT PLANS

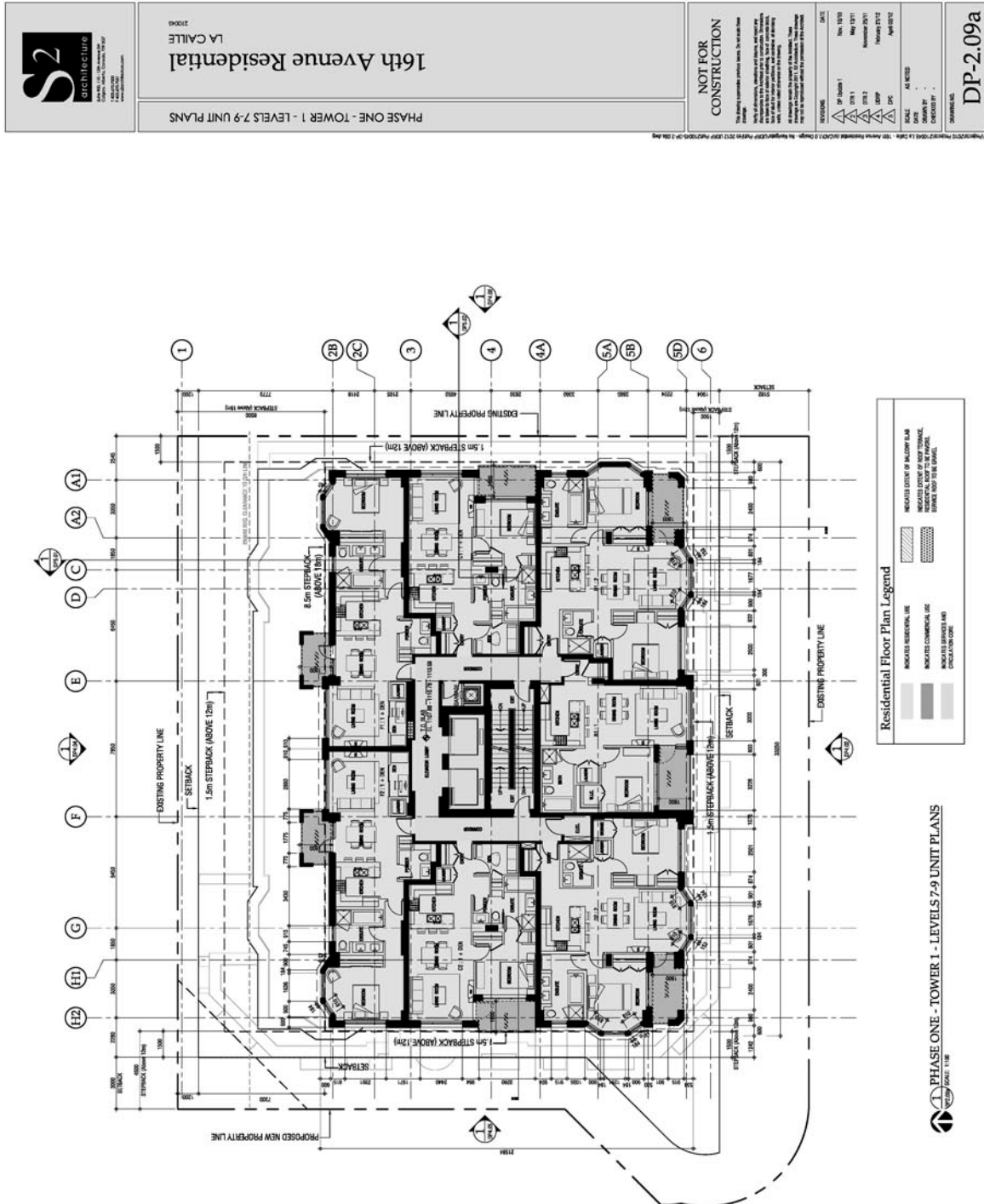
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DP-2.07a











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210040

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PHASE ONE - TOWER 1 - ROOF PLAN

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DESIGNED BY: [Signature]

DRAWN BY: [Signature]

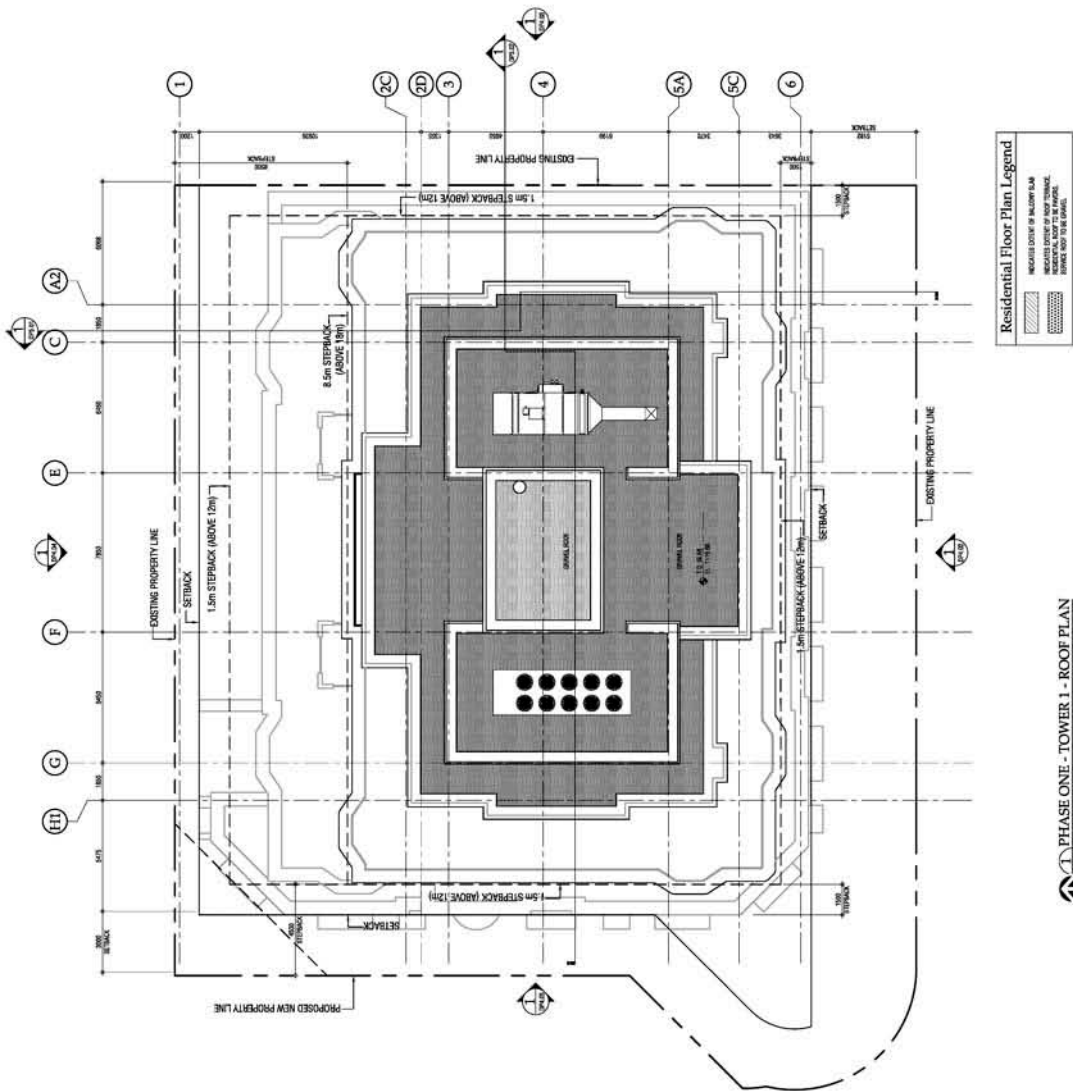
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PROJECT: 16th Avenue Residential

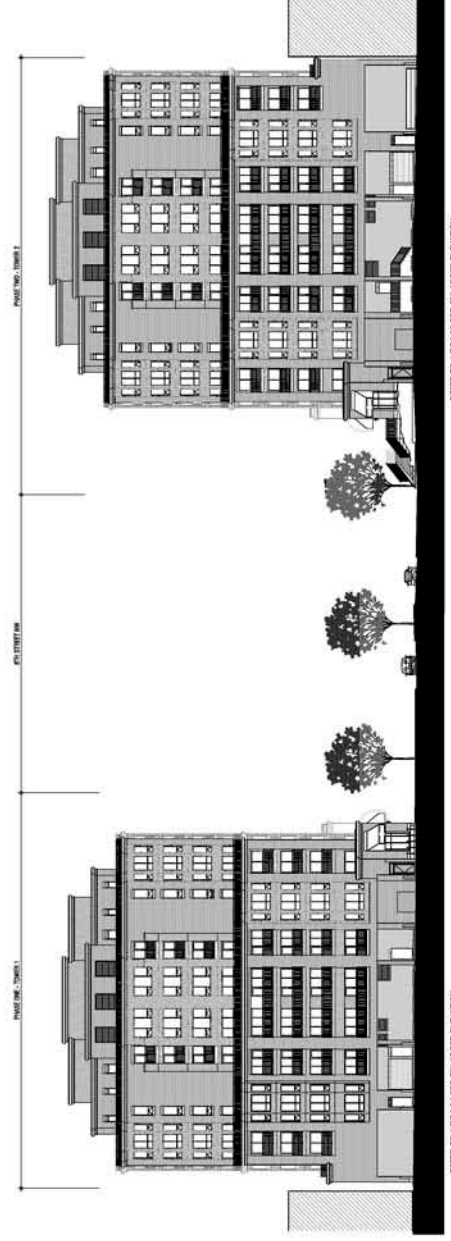
PHASE ONE - TOWER 1 - ROOF PLAN

DP-2.11











16th Avenue Residential

LA CAILLE

210045

OVERALL NORTH + SOUTH ELEVATIONS - COLOUR

NOT FOR CONSTRUCTION

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REVISIONS

NO.	DATE	DESCRIPTION
1	2010.04.01	Initial Design
2	2010.04.01	Initial Design
3	2010.04.01	Initial Design
4	2010.04.01	Initial Design
5	2010.04.01	Initial Design
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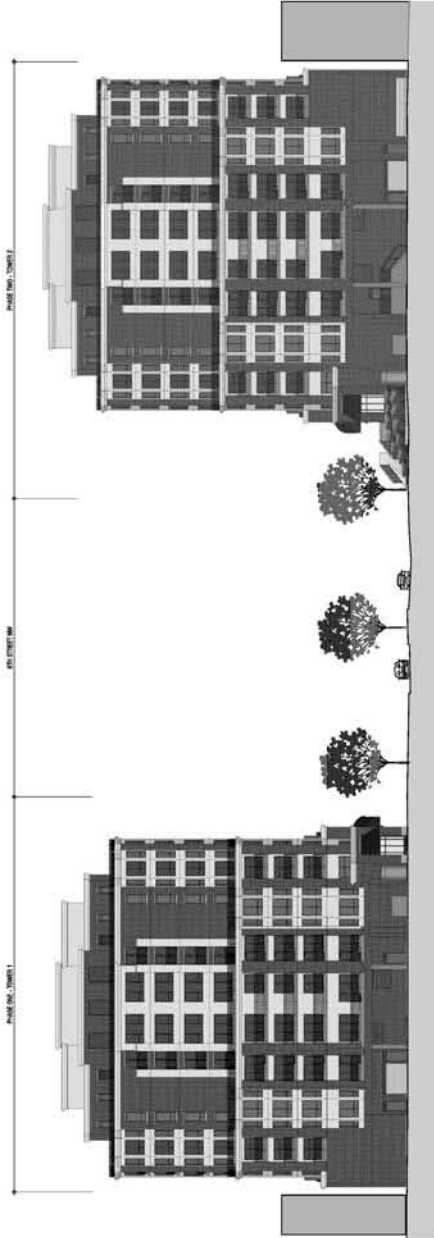
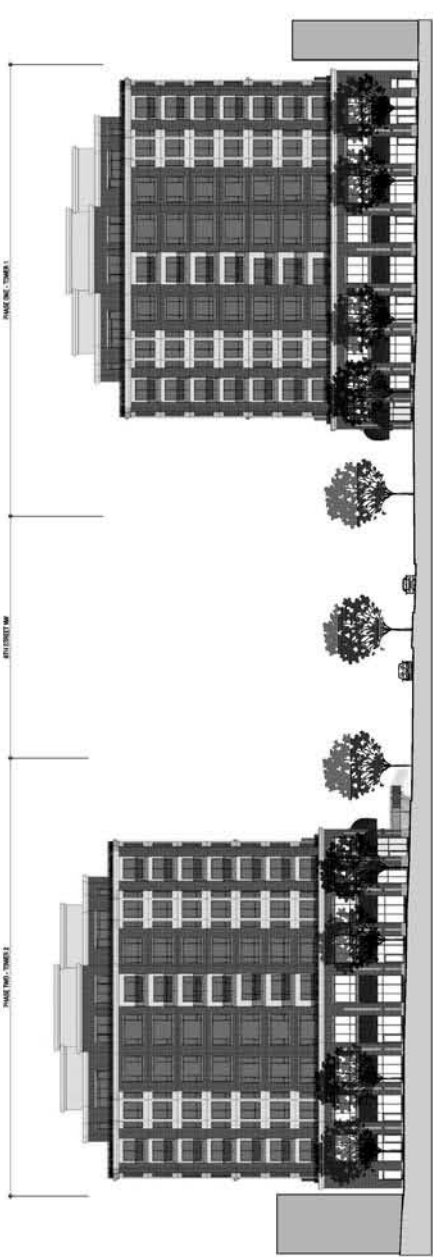
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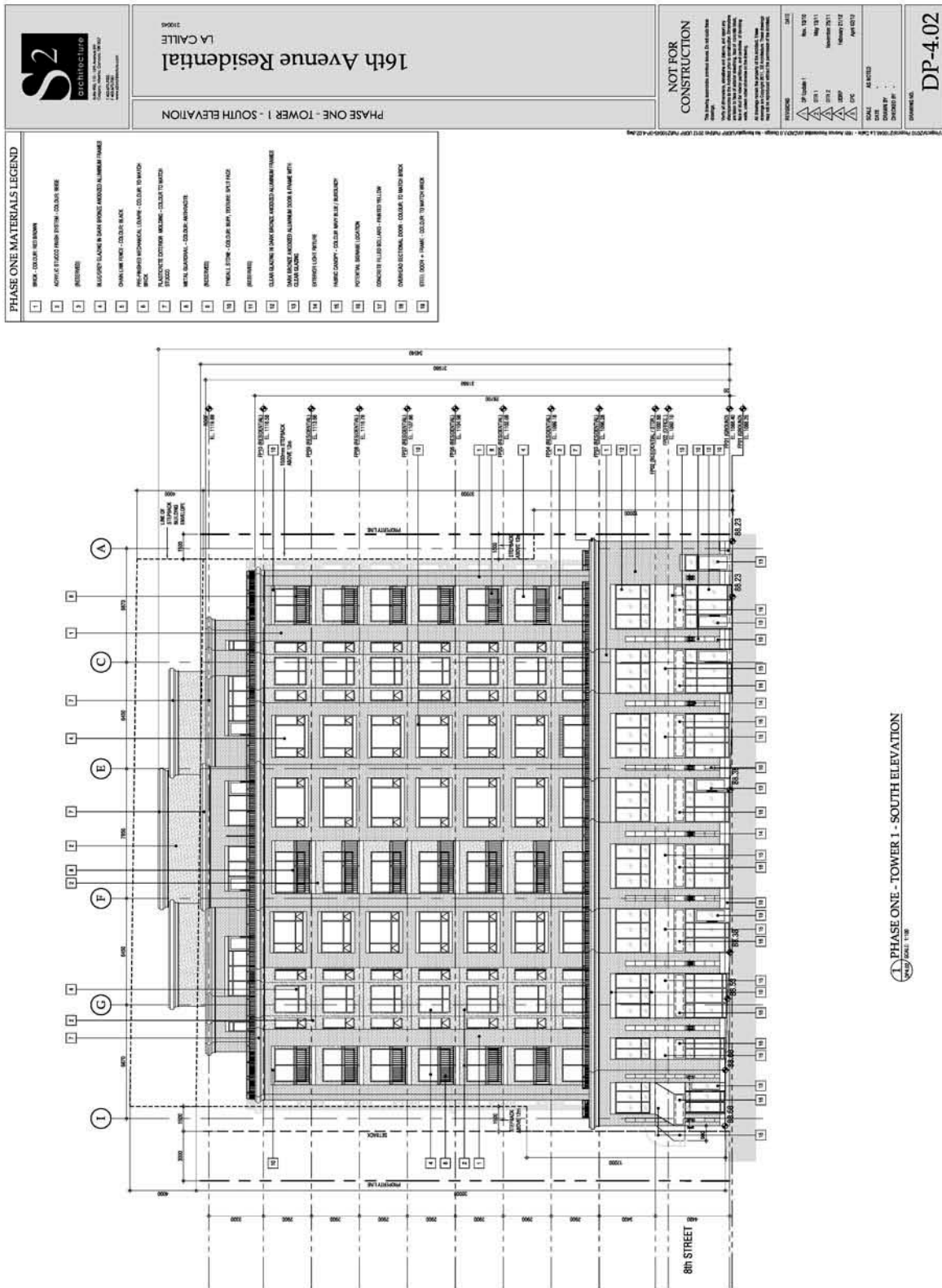
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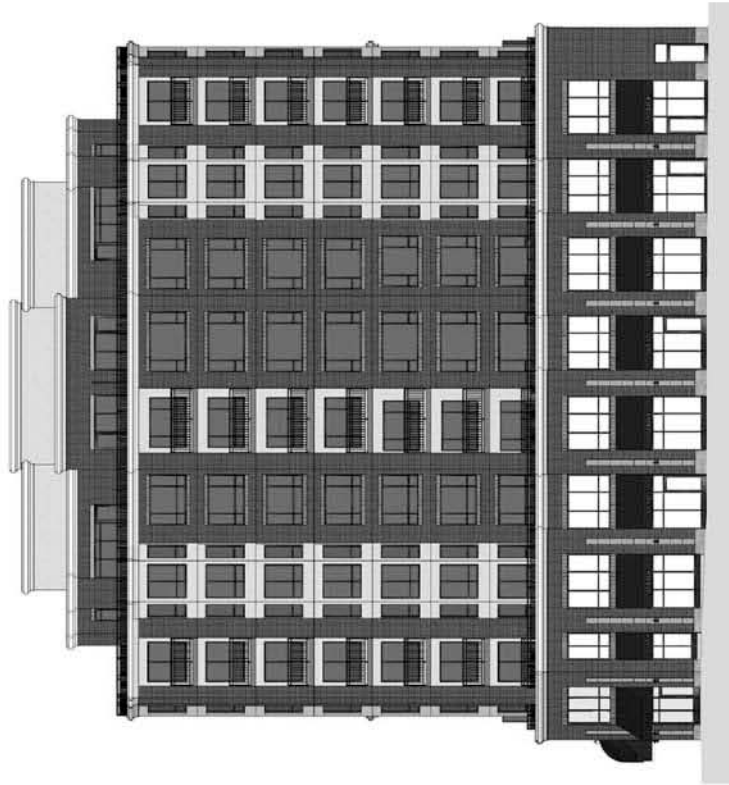
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2010.04.01

DP-4.01c







① PHASE ONE - TOWER 1 - SOUTH ELEVATION
SCALE: 1"=8'

NOT FOR
COURT REPORTING PURPOSES

CONSTRUCTION

These authors also found that the use of a computer-based system for data collection and analysis was more efficient than the use of a paper-based system.

There is a growing body of research on the effects of the environment on human health. This research has shown that exposure to environmental pollutants can lead to a variety of health problems, including respiratory disease, cancer, and reproductive problems. The research also suggests that exposure to environmental pollutants can lead to changes in the immune system, which can increase the risk of infection and disease.

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	January 2	
	November 29	
	February 21	

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BY _____
RECEIVED _____

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DP-4.020

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Fax: 513.451.2100
www.s2a2.com

16th Avenue Residential
LA CAILLE
310046

PHASE ONE - TOWER 1 - SOUTH ELEVATION - COLOUR

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DP-4.02c

PHASE ONE - TOWER 1 - EAST ELEVATION

PHASE ONE MATERIALS LEGEND

1	WALL - COLOR: RED BRICK
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16th Avenue Residential

LA CALLE

PHASE ONE - TOWER 1 - EAST ELEVATION

DP-4.03

PHASE ONE - TOWER 1 - EAST ELEVATION

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



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Denver, CO 80202
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Fax: 303.733.8801
www.s2arch.com

16th Avenue Residential
LA CALLE
210046

PHASE ONE - TOWER 1 - NORTH ELEVATION

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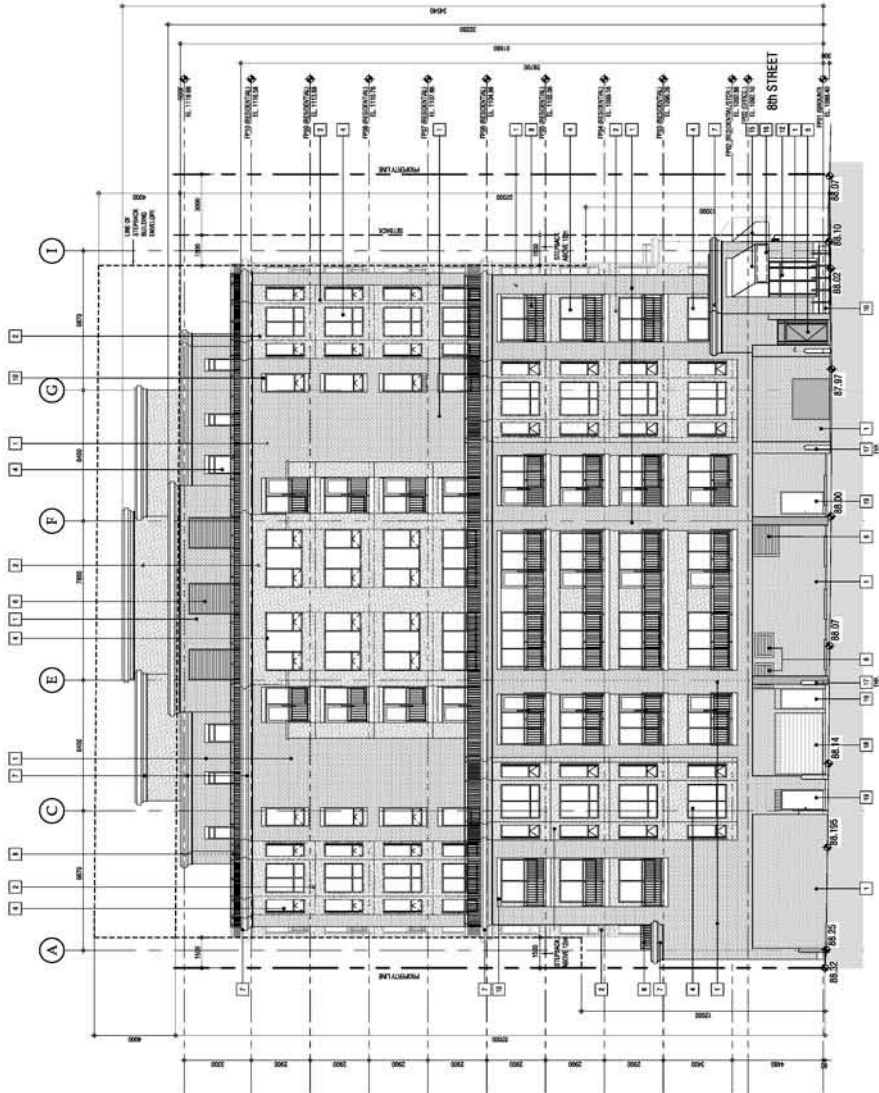
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SCALE: 1/8" = 1'-0"

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

DP-4.04

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99	BRICK - CLAY, RED BROWN
100	BRICK - CLAY, RED BROWN



PHASE ONE - TOWER 1 - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



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LA CALLE
210045

PHASE ONE - TOWER 1 - WEST ELEVATION

NOT FOR CONSTRUCTION

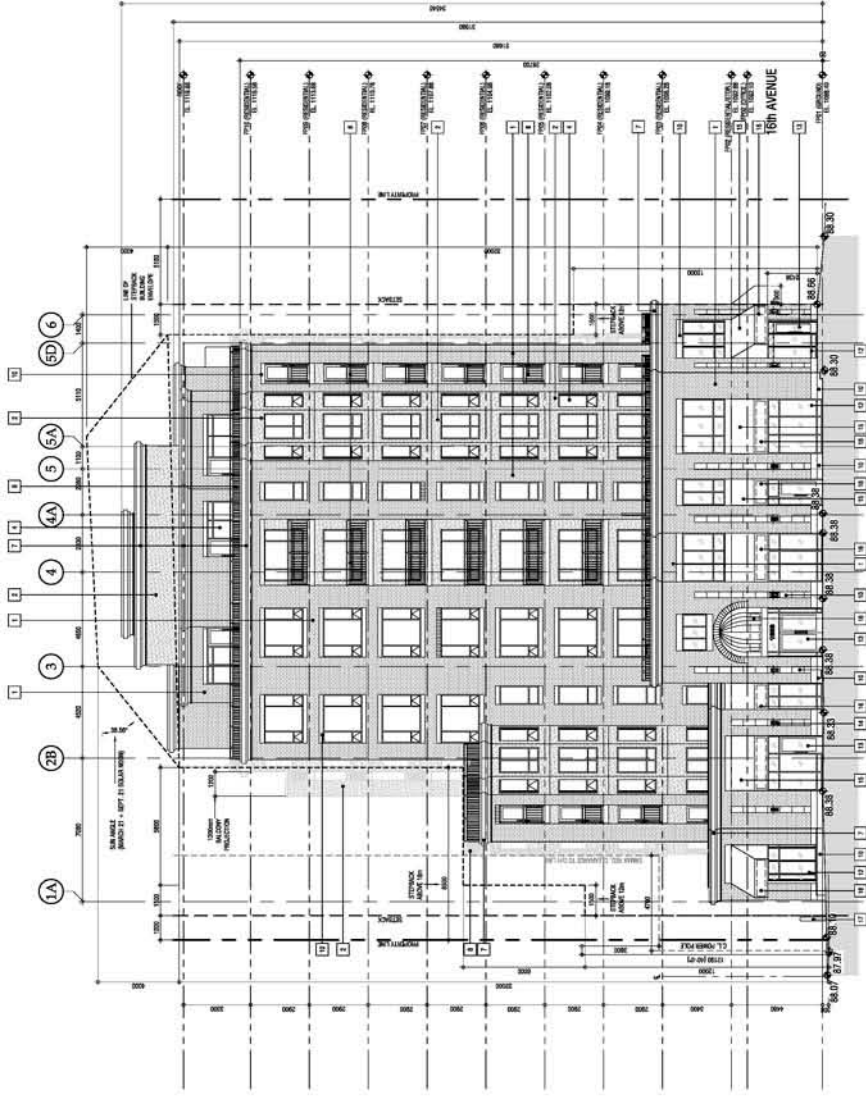
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DATE: 10/1/10
DRAWN BY: J. L. LEE
CHECKED BY: J. L. LEE
DATE: 10/1/10

DATE: 10/1/10
DRAWN BY: J. L. LEE
CHECKED BY: J. L. LEE
DATE: 10/1/10

DATE: 10/1/10
DRAWN BY: J. L. LEE
CHECKED BY: J. L. LEE
DATE: 10/1/10


PHASE ONE MATERIALS LEGEND	
1	BRICK - CLAYTON RED BRICK
2	CONCRETE - LIGHT GRAY CONCRETE
3	GLASS - CLEAR GLASS
4	ALUMINUM - ANODIZED ALUMINUM
5	STEEL - BLACK STEEL
6	STEEL - POLISHED STEEL
7	STEEL - PAINTED STEEL
8	STEEL - GALVANIZED STEEL
9	STEEL - GALVANNEAL STEEL
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PHASE ONE - TOWER 1 - WEST ELEVATION
SCALE: 1/8" = 1'-0"



DP-4.05c



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210046

PHASE TWO - TOWER 2 - SOUTH ELEVATION

NOT FOR CONSTRUCTION

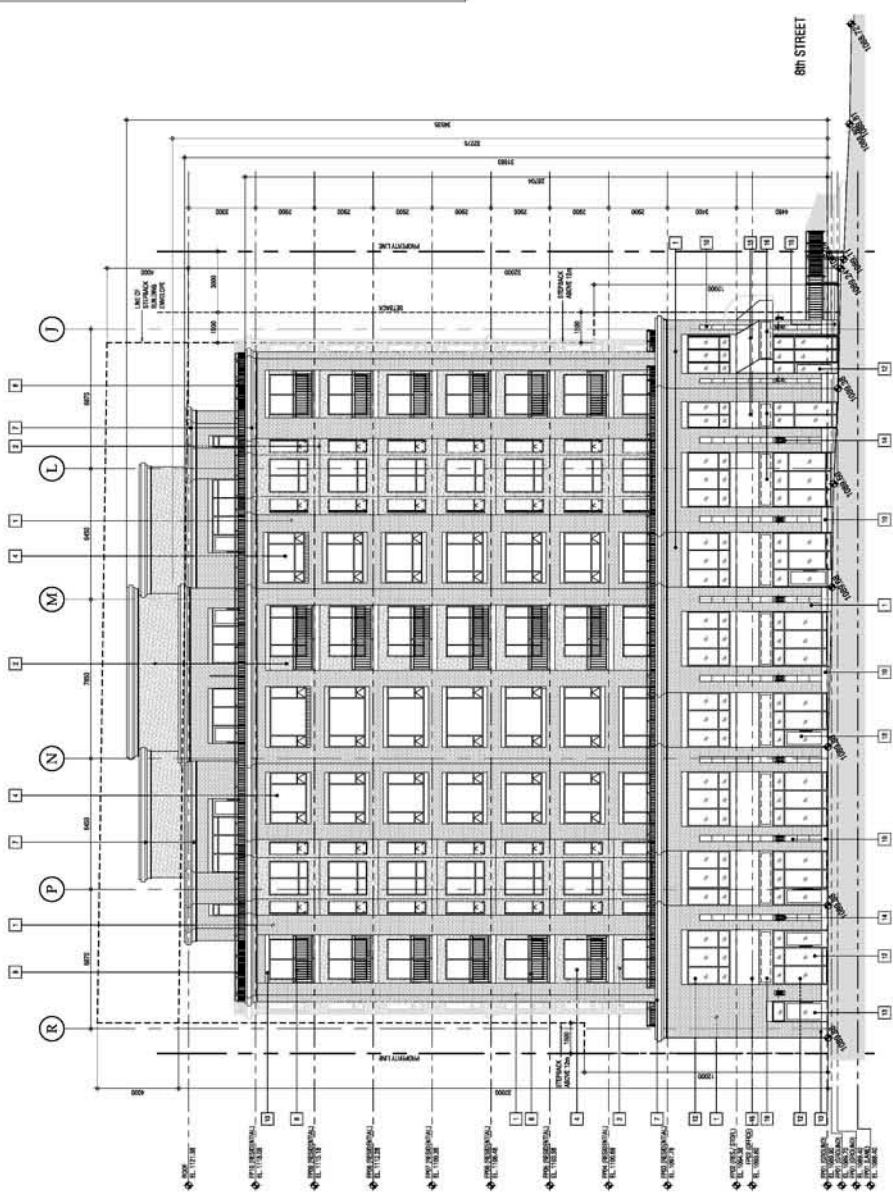
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DATE: 10/11/11
DRAWN BY: J. L. LEE
CHECKED BY: J. L. LEE
DATE: 10/11/11

DATE: 10/11/11
DRAWN BY: J. L. LEE
CHECKED BY: J. L. LEE
DATE: 10/11/11

DP-4.06

PHASE TWO MATERIALS LEGEND	
1	WALL - COLOR: RED BRICK
2	WALL - COLOR: RED BRICK
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100	WALL - COLOR: RED BRICK



PHASE TWO - TOWER 2 - SOUTH ELEVATION
SCALE: 1/8"



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PHASE TWO - TOWER 2 - SOUTH ELEVATION - COLOUR

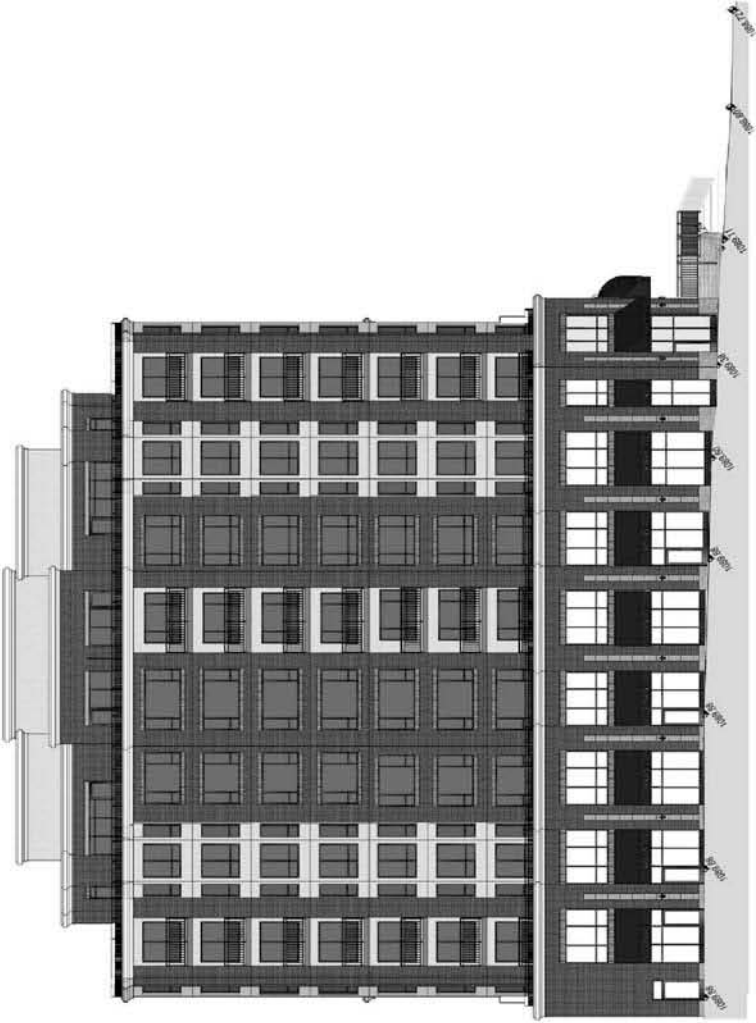
16th Avenue Residential
LA CALLE

NOT FOR CONSTRUCTION

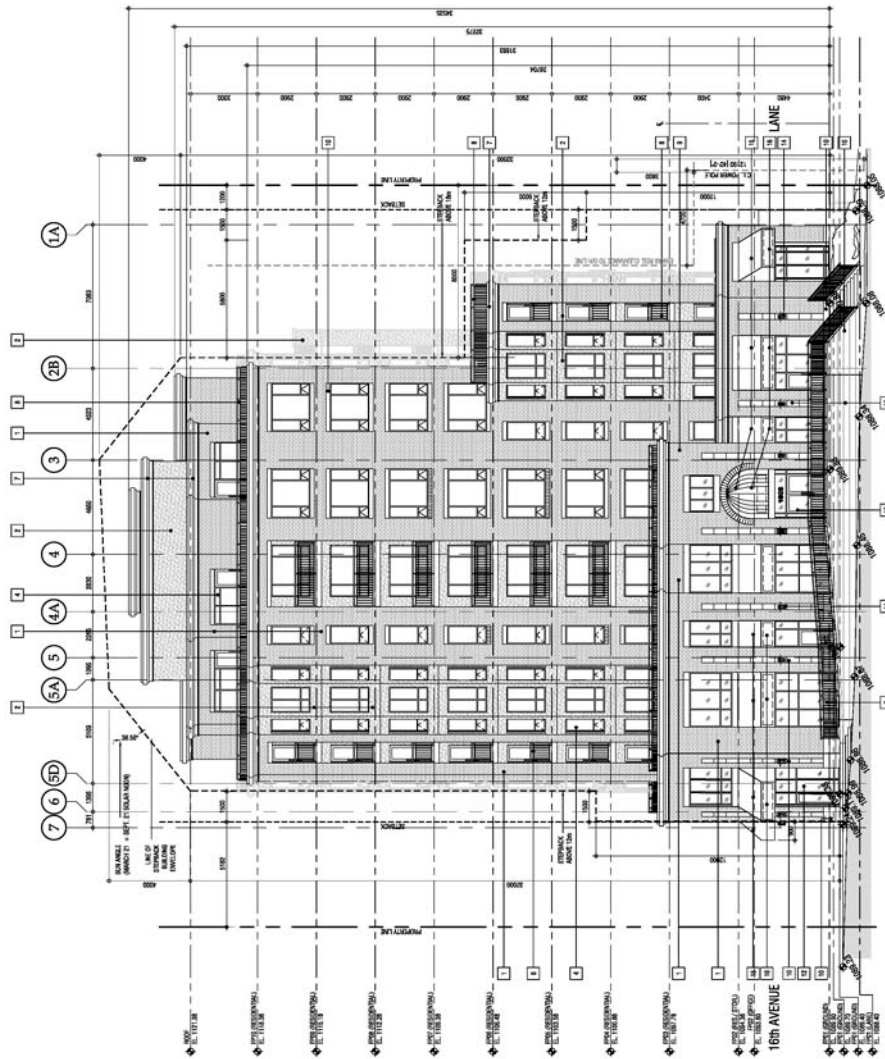
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DATE: 12/12/11
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: 1/8" = 1'-0"


DP-4.06c



PHASE TWO - TOWER 2 - SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

[illegible]

1 PHASE TWO - TOWER 2 - EAST ELEVATION
SHEET SCALE: 1"=30'



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PHASE TWO - TOWER 2 - EAST ELEVATION - COLOUR

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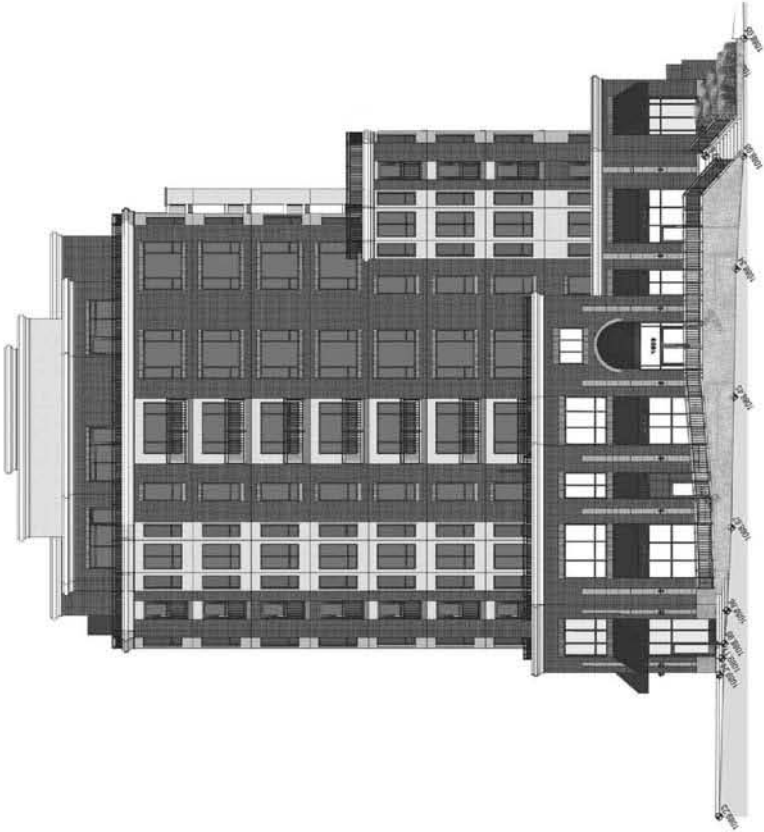
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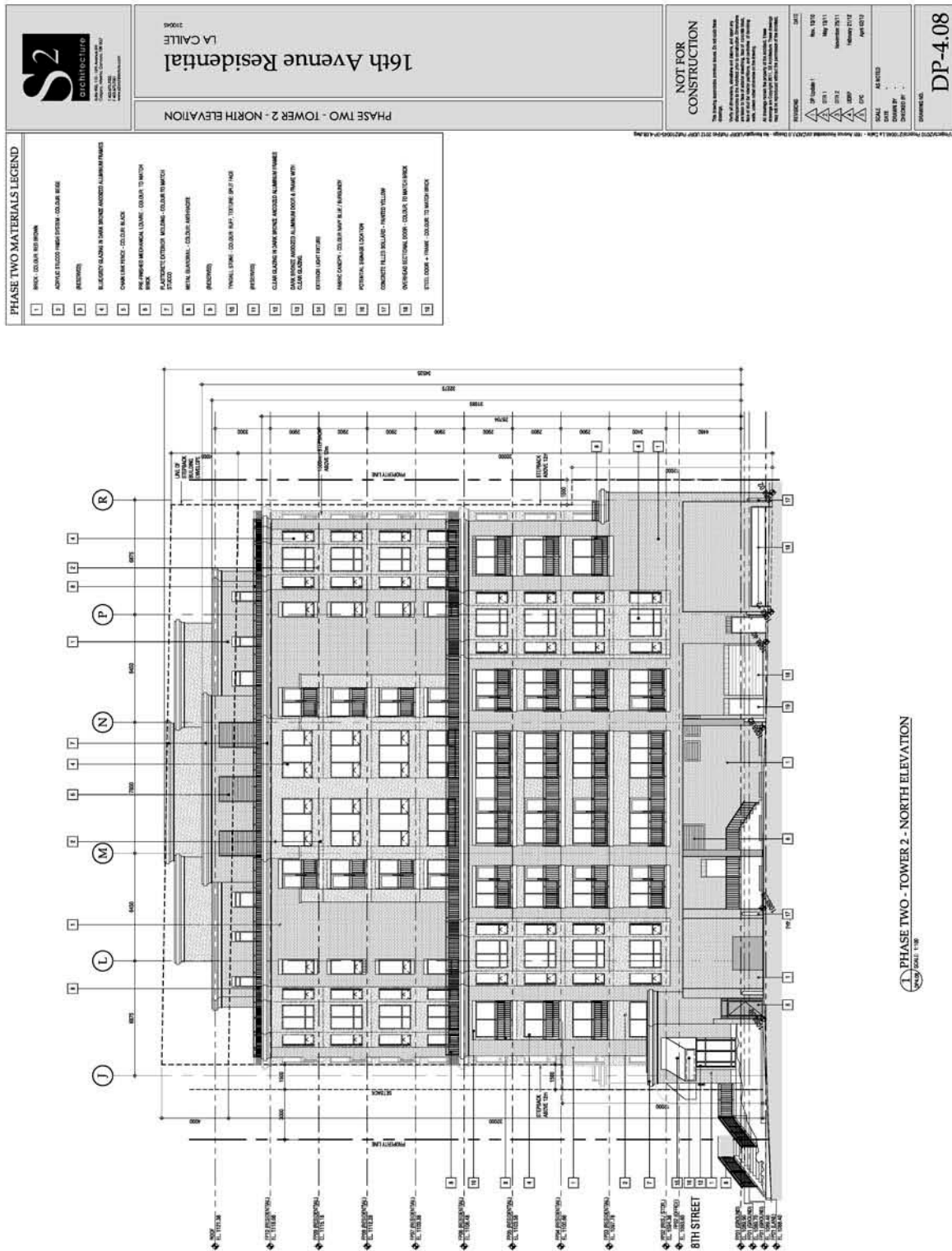
REVISION	DATE
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2	2011.01.11
3	2011.01.11
4	2011.01.11
5	2011.01.11
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7	2011.01.11
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9	2011.01.11
10	2011.01.11

SCALE: AS SHOWN
DRAWN BY: [Signature]
CHECKED BY: [Signature]

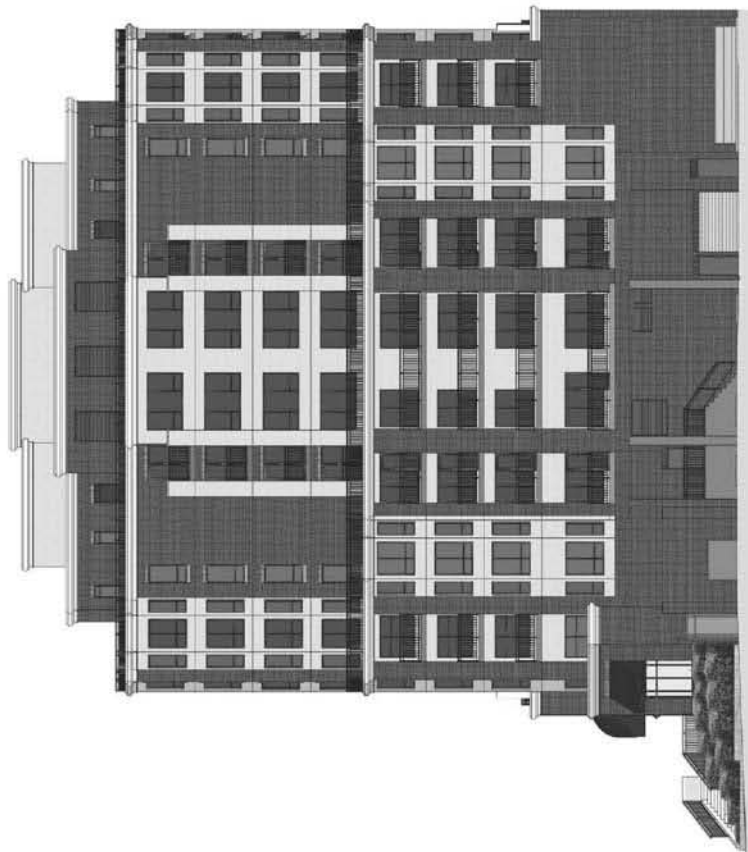
DP-4.07c
DRAWING NO.



PHASE TWO - TOWER 2 - EAST ELEVATION
Scale: 1/8" = 1'-0"



1 PHASE TWO - TOWER 2 - NORTH ELEVATION



1 PHASE TWO - TOWER 2 - NORTH ELEVATION



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210045

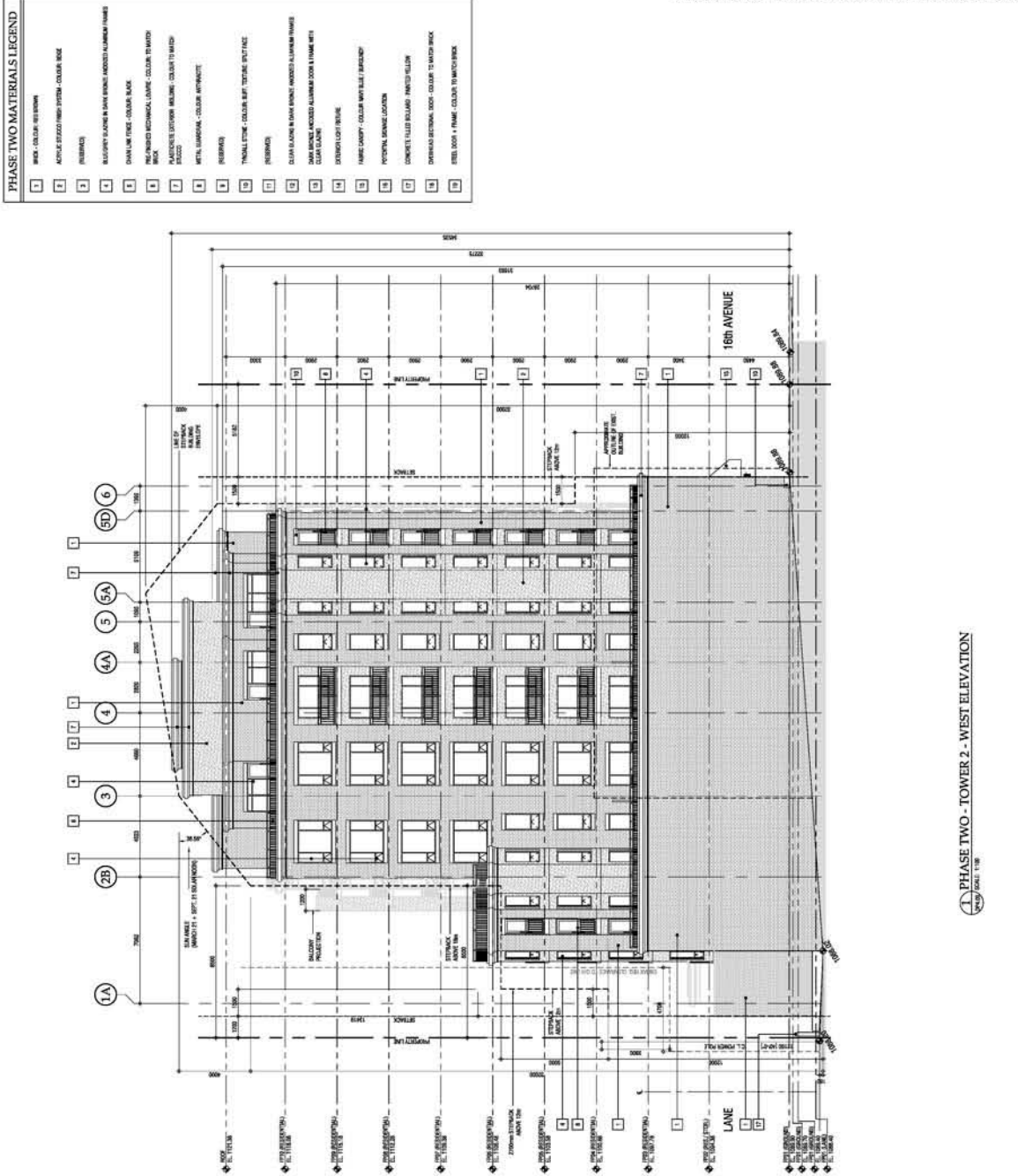
PHASE TWO - TOWER 2 - WEST ELEVATION

NOT FOR CONSTRUCTION

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DATE	10/1/10
BY	10/1/10
REVISION	10/1/10
DATE	10/1/10
BY	10/1/10
REVISION	10/1/10

DP-4.09



PHASE TWO - TOWER 2 - WEST ELEVATION



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PHASE TWO - TOWER 2 - WEST ELEVATION - COLOUR

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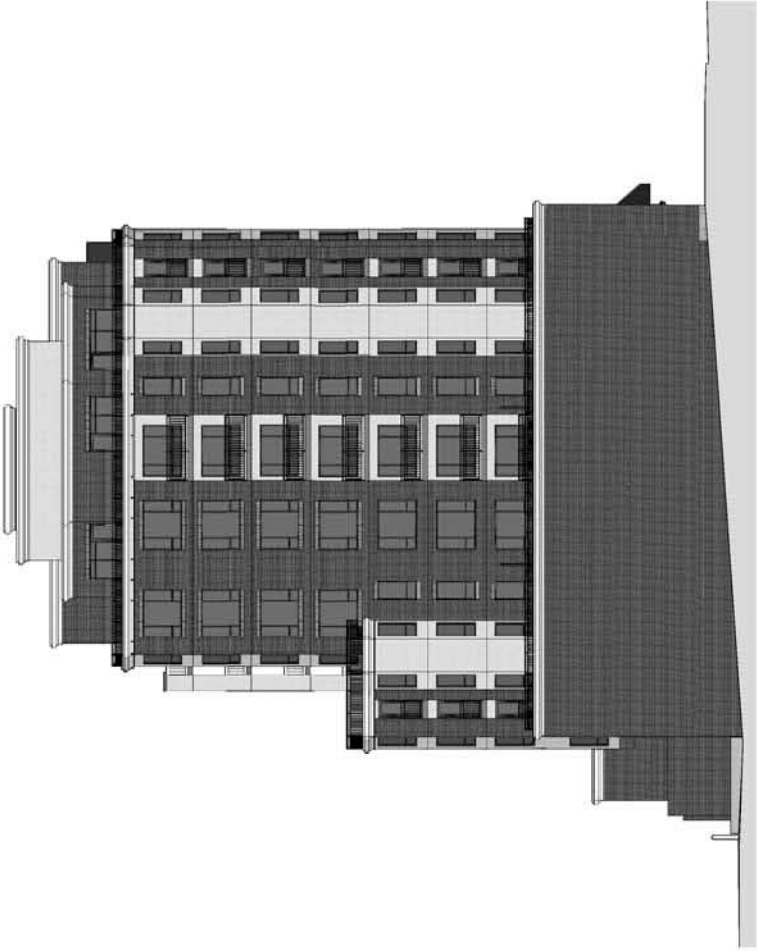
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DATE	REVISION
May 12/10	1
May 12/11	2
November 20/11	3
November 21/12	4
April 02/13	5

SCALE: AS SHOWN
DRAWN BY: [Signature]
CHECKED BY: [Signature]

DP-4.09c
DRAWING NO.



PHASE TWO - TOWER 2 - WEST ELEVATION
Scale: 1/8" = 1'-0"



3D RENDERINGS: VIEW FROM 16th AV. NW & OVERLOOKING 8th ST. NW

200606

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LA CAILLE

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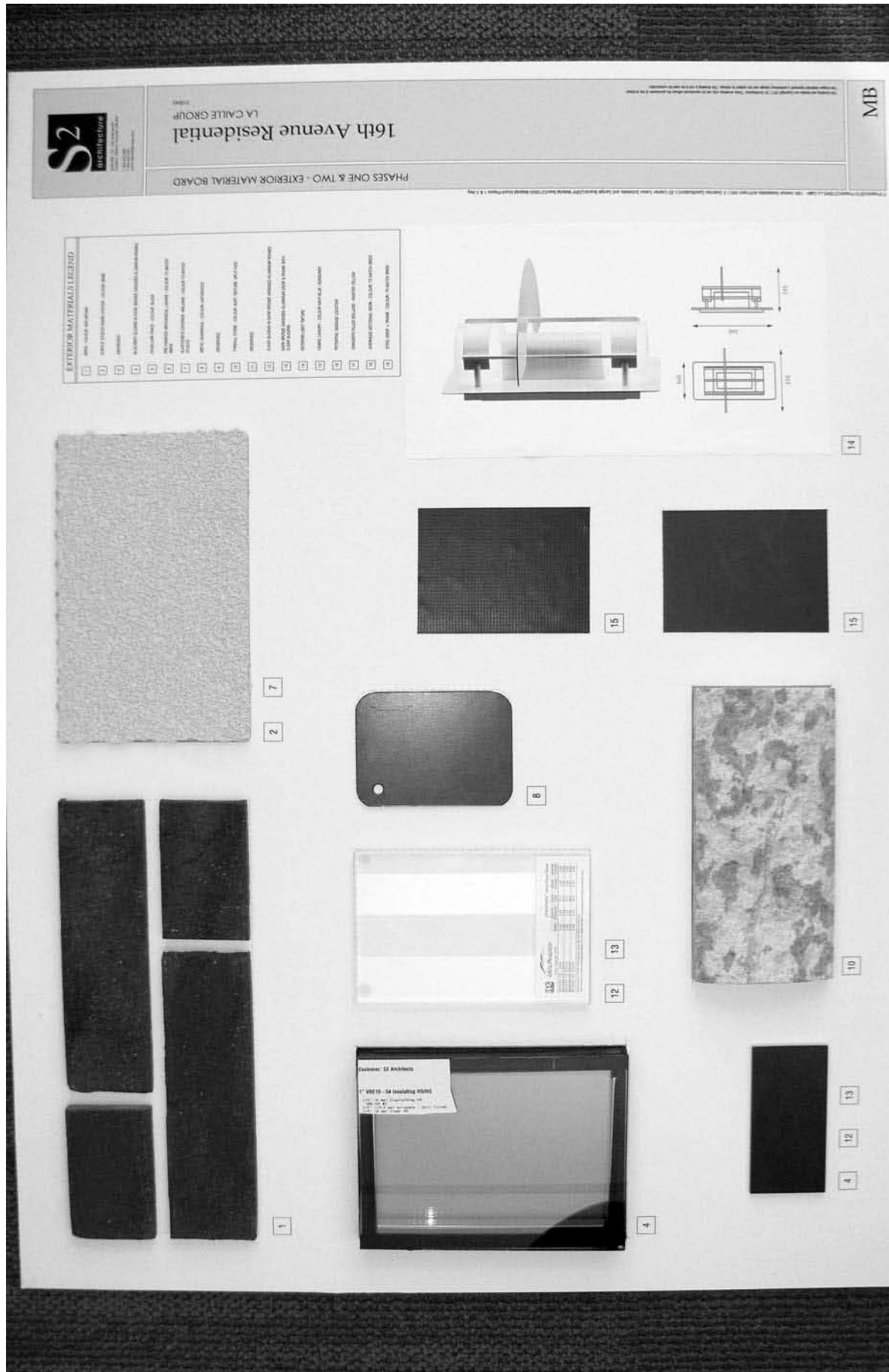
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DATE: 04/12/12
BY: [Signature]
CHECKED BY: [Signature]
APPROVED BY: [Signature]

SCALE: AS SHOWN
SHEET: 01 OF 01
PROJECT: 16th Avenue Residential







LEED Canada-NC 1.0 Project Checklist

904 16 Avenue NW

? No

Calgary, AB

7	7	Sustainable Sites	14 Points
---	---	--------------------------	--------------

		Prereq 1	Erosion & Sedimentation Control	Required
1		Credit 1	Site Selection	1
1		Credit 2	Development Density	1
	1	Credit 3	Redevelopment of Contaminated Site	1
1		Credit 4.1	Alternative Transportation, Public Transportation Access	1
1		Credit 4.2	Alternative Transportation, Bicycle Storage & Changing Rooms	1
	1	Credit 4.3	Alternative Transportation, Alternative Fuel Vehicles	1
	1	Credit 4.4	Alternative Transportation, Parking Capacity	1
	1	Credit 5.1	Reduced Site Disturbance, Protect or Restore Open Space	1
	1	Credit 5.2	Reduced Site Disturbance, Development Footprint	1
1		Credit 6.1	Stormwater Management, Rate and Quantity	1
	1	Credit 6.2	Stormwater Management, Treatment	1
1		Credit 7.1	Heat Island Effect, Non-Roof	1
	1	Credit 7.2	Heat Island Effect, Roof	1
1		Credit 8	Light Pollution Reduction	1

? No

2	3	Water Efficiency	5 Points
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	1	Credit 1.1	Water Efficient Landscaping, Reduce by 50%	1
1		Credit 1.2	Water Efficient Landscaping, No Potable Use or No Irrigation	1
	1	Credit 2	Innovative Wastewater Technologies	1
1		Credit 3.1	Water Use Reduction, 20% Reduction	1
	1	Credit 3.2	Water Use Reduction, 30% Reduction	1

? No

2	15	Energy & Atmosphere	17 Points
---	----	--------------------------------	--------------

YES

Prereq 1 **Fundamental Building Systems Commissioning** Required

YES

Prereq 2 **Minimum Energy Performance** Required

YES

Prereq 3 **CFC Reduction in HVAC&R Equipment** Required

2	8	Credit 1	Optimize Energy Performance	1 to 10
	1	Credit 2.1	Renewable Energy, 5%	1

	1	Credit 2.2	Renewable Energy, 10%	1
	1	Credit 2.3	Renewable Energy, 20%	1
	1	Credit 3	Best Practice Commissioning	1
	1	Credit 4	Ozone Protection	1
	1	Credit 5	Measurement & Verification	1
	1	Credit 6	Green Power	1
?	No			

4	10	Materials & Resources	14 Points
---	----	----------------------------------	-----------

YES		Prereq 1	Storage & Collection of Recyclables	Required
	1	Credit 1.1	Building Reuse: Maintain 75% of Existing Walls, Floors, and Roof	1
	1	Credit 1.2	Building Reuse: Maintain 95% of Existing Walls, Floors, and Roof	1
	1	Credit 1.3	Building Reuse: Maintain 50% of Interior Non-Structural Elements	1
1		Credit 2.1	Construction Waste Management: Divert 50% from Landfill	1
	1	Credit 2.2	Construction Waste Management: Divert 75% from Landfill	1
	1	Credit 3.1	Resource Reuse: 5%	1
	1	Credit 3.2	Resource Reuse: 10%	1
1		Credit 4.1	Recycled Content: 7.5% (post-consumer + ½ post-industrial)	1
	1	Credit 4.2	Recycled Content: 15% (post-consumer + ½ post-industrial)	1
1		Credit 5.1	Regional Materials: 10% Extracted and Manufactured Regionally	1
	1	Credit 5.2	Regional Materials: 20% Extracted and Manufactured Regionally	1
	1	Credit 6	Rapidly Renewable Materials	1
	1	Credit 7	Certified Wood	1
1		Credit 8	Durable Building	1
?	No			

9	6	Indoor Environmental Quality	15 Points
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YES		Prereq 1	Minimum IAQ Performance	Required
YES		Prereq 2	Environmental Tobacco Smoke (ETS) Control	Required
	1	Credit 1	Carbon Dioxide (CO₂) Monitoring	1
1		Credit 2	Ventilation Effectiveness	1
	1	Credit 3.1	Construction IAQ Management Plan: During Construction	1
	1	Credit 3.2	Construction IAQ Management Plan: Testing Before Occupancy	1
1		Credit 4.1	Low-Emitting Materials: Adhesives & Sealants	1
1		Credit 4.2	Low-Emitting Materials: Paints and Coating	1
1		Credit 4.3	Low-Emitting Materials: Carpet	1
1		Credit 4.4	Low-Emitting Materials: Composite Wood and Laminate Adhesives	1
	1	Credit 5	Indoor Chemical & Pollutant Source Control	1

1		Credit 6.1	Controllability of Systems: Perimeter Spaces	1
1		Credit 6.2	Controllability of Systems: Non-Perimeter Spaces	1
1		Credit 7.1	Thermal Comfort: Compliance	1
	1	Credit 7.2	Thermal Comfort: Monitoring	1
1		Credit 8.1	Daylight & Views: Daylight 75% of Spaces	1
	1	Credit 8.2	Daylight & Views: Views 90% of Spaces	1
?	No			

4	1	Innovation & Design Process			5 Points
---	---	--	--	--	----------

1		Credit 1.1	Innovation in Design	1
1		Credit 1.2	Innovation in Design	1
1		Credit 1.3	Innovation in Design	1
	1	Credit 1.4	Innovation in Design	1
1		Credit 2	LEED® Accredited Professional	1
?	No			

28	42	Project Totals (pre-certification estimates)			70 Points
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Certified 26-32 points **Silver** 33-38 points **Gold** 39-51 points **Platinum** 52-70 points

The Application falls within the 16 Avenue North Urban Corridor Area Redevelopment Plan (ARP). The following are the planning considerations relating to the ARP which require further comment by the Applicant:

a) **Section 1.5 Sustainability:**

The ARP encourages new buildings to follow the LEED green building rating system or to follow sustainable building practices compatible with LEED standards.

The Applicant has supplied a LEED checklist for the development, demonstrating that it would be LEED certified.

b) **Section 3.3.1 Land Use**

(5) In a mixed use building, a minimum of 10 percent of the gross floor area must contain commercial uses and a minimum of the gross floor area must contain residential uses.

(6) Commercial and residential uses must not share a common street or internal entrance.

The proposals have been amended, through the course of considering this application, to exceed the minimum requirement for the commercial uses. The accesses for residential and commercial development are appropriately segregated.

c) **3.3.3.2 Building Height**

(1) Map 2A identifies maximum building heights for this site as “up to 32 m”.

The buildings are at or below the maximum building height

d) **3.3.3.3. Building Massing**

(1) Prescribed build-to lines and building setback conditions at grade, and building step backs above grade, combined with building heights using ARP table 4 and Appendix 1, Figures 1.1 to 1.4 and through the redesignation process complete the building envelope. There is a 1.5 m step back above 12 m.

(2) Build-to-lines are 0 m on 16 Avenue NW. At least 75 percent of the at-grade façade facing 16 Avenue NW is required to be constructed at the build-to-line.

(3) There are no build-to lines on rear lanes or alongside adjacent properties. The minimum setback from the rear lane is 12 m or when the rear of the site is used for parking 7.5 m.

(4) Building step backs recess the façade of the building at 12 metres above grade with a minimum depth of the step back 1.5 metres (5 feet ±) measured from the property line on 16 Avenue NW and from adjacent property lines joining with 16 Avenue NW.

With the exception of relatively minor encroachments of cornices into the step backs, the buildings comply with the provisions of the ARP.

e) 3.3.4.4 Transparency

- (1) On the main floor up to 4.5 metres above grade, no less than 50 percent and no more than 70 percent of the façade should comprise of glass. Mirrored surfaces are not acceptable on the main floor.
- (2) For the podium above the main floor and for the building above the podium, windows may comprise less than 50 percent of the façade but blank walls without windows are not acceptable.

The glazing, as indicated on the materials board, complies with the observations. Glazing on the main floor is clear; and tinted for the residential units on the upper floors.

f) 3.3.4.6 Recesses & Projections

- (1) For the podium above the main floor, design balconies, outdoor patios and decks to be recessed from the building façade. Use glass as the predominant material for balcony guard rails.
- (2) For balconies above the podium, design balconies to a minimum depth of 1.8 metres and a maximum projection of 1.2 m from the façade of the building.
- (3) Consider canopies and awnings on the main floor of storefronts to provide weather protection for pedestrians and a unifying element in keeping with the overall design of the building and character of the street.
- (4) Recess doorways from the façade of the building.

g) 3.3.4.7 Rooftops

- (1) Incorporate rooftop equipment into the design of the building to minimize negative visual impact, e.g. by enclosing the equipment, locating it away from critical view lines, or screening it with parapets or other visual barriers using finishing materials in keeping it with the rest of the building.
- (2) The ARP encourages roof gardens or vegetated roof surfaces that capture rainwater and return a portion of it back to the atmosphere via evapotranspiration so the storm water runoff is reduced.

h) 3.3.4.9 Rear Façades

- (1) The ARP requires that the design of the rear façades of commercial mixed use buildings is compatible with the residential use on the opposite side of the lane and uses building materials of a standard similar to the front façade.

i) 3.3.6 Signage

- (2) The illumination of signs in the commercial mixed use areas must be directed so as to avoid intrusion of direct light beyond the site and must be oriented away from residential use areas.
- (3) Signs must not protrude above the roofline of a building.

SUBJECT FACILITY

This proposal is to build two separate apartment/condo buildings with retail allocated for the main level. Each building will contain underground parking which will be accessed from the alley way on the north side of each building. The two buildings will flank a cal-de sac. The cal-de-sac will end with a turning circle for motor vehicles and a pedestrian foot path leading to 8 Street N.W. into the community of Mount Pleasant.

CONCERNS

Access and Egress Controls

Both buildings should have mechanical controls that prevent unauthorized access to the dwelling unit area (at the main entrance, elevators, main level stairwell entrances and any other access points). This is easily and best accomplished by implementing card access mechanical control. This will allow for easy control of lost, stolen or change of ownership access control cards. Key control is often an issue in these types of buildings and can be very costly if locks need to be changed. Access should be controlled to main level stairwell in the same manner. Access should only be permitted by the tenants or owners of the space. This may be accomplished by implementing two way communication augmented by video surveillance to the main entrance and a means of electronically unlocking the entry door, from the tenant or owners suite.

Video Surveillance

Video surveillance should be placed in keys areas of the building where personal safety and access control are a concern, including the main entry, elevator lobby and parking levels. Video Surveillance should be used as a means of identifying visitors or strangers in the building, not as a means of providing personal safety, unless they are monitored by organized and trained security personnel who will respond to a personal safety issue.

Parking Area (underground parkade)

These spaces must have good directional signage for both pedestrian and motor vehicle operators. They should be extremely well lit for pedestrian use, including the wall areas where vehicles are parked. This may be accomplished by placing lighting nearer the walls. When lighting is placed over the centre of the driving lane, drivers tend to drive in the middle of the roadway. Lighting over the pedestrian movement areas will allow drivers to see pedestrian movement and provide good lighting for easy navigation into parking stalls. The walls and ceilings should be painted white or a very light colour to enhance lighting.

Doors

All doors on the inside of the building that lead to common areas, such as stairwells, garbage receptacle areas, bicycle lockups, or any area where tenants are allowed to move, should be glazed with clear glass that meets fire, building and safety codes. This will allow persons to observe an area before they enter.

Tenant or dwelling spaces should be fitted with 180 degree peep holes so they can identify persons before they open their door.

Exterior entry doors, other than the main entrance, should be secured at all times and only be used for emergency egress. The loading area should be fitted with a mechanical device and CCTV, so delivery persons are required to ring a central area to authorized access into the loading area.

Exit/Entry from Underground Parkade

Both these buildings provide access to underground parking via the alleyway. Alleyways are traditionally narrow and provide limited movement of motor vehicles, especially when there is an accumulation of snow or the illegal parking of vehicles in the alleyway. Convex mirrors should be strategically placed at these parkade entrances and aimed to provide a view of the alleyway in both directions. This will warn drivers exiting the parkade of vehicles approaching the exit area in the alleyway.

Hallways and Corridors

Hallway and corridor lighting should be strategically placed and aimed to provide evenly dispersed light. Lighting that is placed in the centre of the ceiling has proven to lead users to the centre of the walkway and can lead to conflicts over walkway space. Light that is evenly dispersed and is concentrated from the side walls tends to make users walk closer to the walls and allow space for oncoming users, lessening the chance of conflict.

Community Concerns

It is important to include the Community Association and citizens of Mount Pleasant in the planning and design of areas that will have an impact on them. The walkway and alleyway are key areas that should have community feedback. These areas will have a direct impact on the homes in the immediate area and any pedestrian movement into the community.

Motor vehicle traffic congestion in the alleyway will be a concern at peak times, when residents of the "Towers" are leaving for work and returning home in the evening.

Parking in the community will also be a concern, because visitors and tenants of the "Towers" will inevitably park in Mount Pleasant and take space which is normally used by the residents of Mount Pleasant.

The Community Association was consulted in the circulation of this application and has made no comments.

Noise

It is possible that neighbours that currently back onto the alley way will be impacted by motor vehicle noise. It is difficult to determine the impact on these neighbours. Noise dampening features may need to be implemented along the alleyway.

Administration does not consider that the proposed development presents significant noise issues to neighbouring development.

Light Pollution

The neighbours nearest the exit ramps from the underground parkade may be affected by headlight light. Drivers coming out of the parkade are on a slight incline, which may cast light into the yards or windowed areas of the residential houses.

Administration does not consider that there are any issues relating to light spill, given the nature and location of the development.