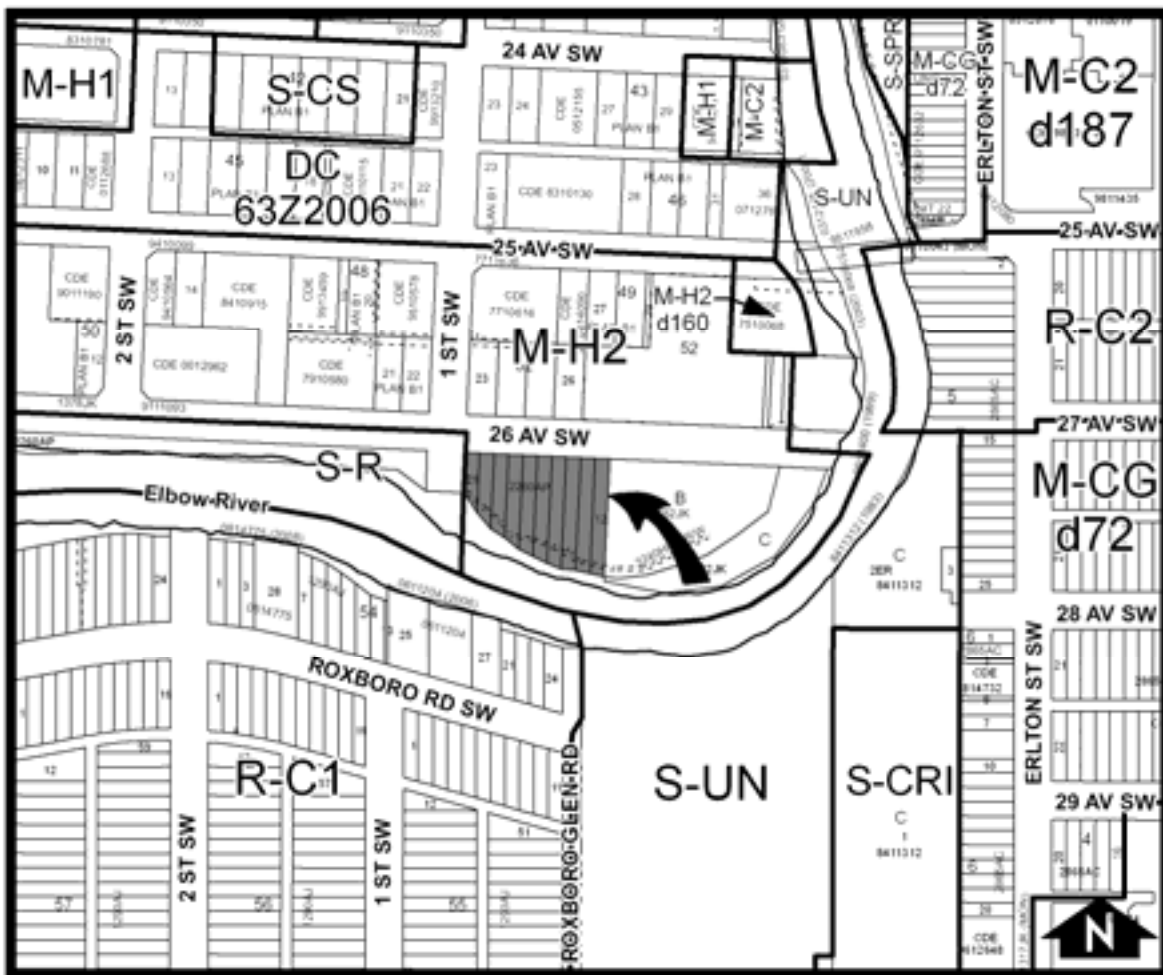


REPORT TO THE CALGARY PLANNING COMMISSION

DEVELOPMENT PERMIT	ITEM NO: 9	
	CPC DATE:	2009 March 19
	DP NO:	DP2008-0259

MISSION
(Ward 8 – Alderman Mar)



PROPOSAL:
New: Multi Residential Development (79 Units) (plus 1 Guest Room)

APPLICANT: Zeidler Partnership Architects	OWNER: 26 Avenue River Investments Inc.
MUNICIPAL ADDRESS: 123, 135 & 139 - 26 Avenue SW	LEGAL DESCRIPTION: 2260AP;12-21 (Map 10C)
EXISTING LAND USE DISTRICT: M-H2	
AREA OF SITE: 0.376 ha ± (0.93 ac ±)	
CURRENT DEVELOPMENT: Single-Detached Dwelling, Two 3 Storey Apartment Buildings and a 7 Storey Apartment Building	

ADJACENT DEVELOPMENT:

NORTH: Apartment Buildings - 11 and 16 storeys (M-H2 District)

SOUTH: Elbow River, Single-Detached Residential (R-C1 District)

EAST: Apartment Building - 11 storeys (M-H2 District)

WEST: Goose Park (S-R District)

DEVELOPMENT SUMMARY				
RULE	BYLAW STANDARD		PROPOSED	VARIANCE
DENSITY	5.0 F.A.R max (18,810.55 m ²) 150 units/ha (min) or 57 units		5.1 FAR 79 units (+1 Guest Room)	+0.1 FAR
HEIGHT (measured to existing grades)	10 m (within 4 m of property line)	East Elevation (East Bldg)	11.4 m	+ 1.4 m
	10 m (within 1.2 m of property line)	West Elevation (West Bldg)	8.81 m	
	East Building – 50 m (to top of parapet)		North – 49.70 m South – 50.56 m East – 50.47 m	+ 0.56 m + 0.47 m

DEVELOPMENT SUMMARY			
RULE	BYLAW STANDARD	PROPOSED	VARIANCE
		West – 49.87m	
	West Building – 50 m (to top of parapet)	North – 49.76 m South – 50.27 m East – 50.0 m West – 50.0 m	+ 0.27 m
FRONT YD (North)	6.0 m	0.90 m	5.10 m
SIDE YARD (East)	0 m	1.13 m	
SIDE YARD (West)	0 m	1.90 m	
REAR YARD (South)	6.0m from Floodplain	6.0 m from Floodplain	
PARKING (Area 3)	0.9 stalls per unit (72 stalls) 0.1 visitor stalls per unit (8 stalls)	122 stalls 30 stalls	
LANDSCAPING	40% (with 6% landscaping reduction as permitted)	36.43%	
<p>EXTERIOR FINISH MATERIALS Walls: Variations of Limestone Marble Windows: Blue-tinted Glazing (Low E) Accents: Copper canopy above entrance to townhouses, Prodema (wood) cladding (between townhouse units) Roof: Metal louvers screening mechanical equipment, blue-tinted glazing, stone/masonry and spandrel glass on terrace.</p>			

SUMMARY OF CIRCULATION REFEREES	
CPTED ASSESSMENT Crime Prevention Through Environmental Design	Comments provided. See Appendix V
SPECIAL REFEREE(S) River Valleys	Comments were provided. During the course of the development

SUMMARY OF CIRCULATION REFEREES	
Committee	<p>permit, changes were made to address some of RVC's concerns. They include:</p> <ul style="list-style-type: none"> ○ Locating all electrical and mechanical equipment above the 1:100 year flood elevation; ○ Moving the Regional Pathway Easement outside the edge of Floodway; and ○ Ensuring that the entire building (including stairs, patios and terraces) is outside the floodway setback line.
COMMUNITY ASSOCIATIONS	
Mission	Comments provided. See Appendix II
Erlton	Comments provided. See Appendix III.
Rideau/Roxboro	Comments provided. See Appendix IV.

PLANNING EVALUATION

Introduction

The following application proposes a 79 unit high-density development adjacent to the Elbow River within the community of Mission. The development proposes 2 storey townhouse units fronting onto 26 Avenue SW, with two 15 storey residential towers appearing behind. The two apartment towers are separated by an interior courtyard which provides entry to each tower. Due to its proximity to the Elbow River, the development is constrained by the limitations posed by the floodway and floodfringe.

In 2008, June, the subject site transitioned to the new Land Use Bylaw changing the land use district from DC156Z82 (RM-7) to M-H2 Multi-Residential – High Density Medium Rise District.

Site Context

The subject site is located adjacent to the Elbow River on 26 Avenue SW, east of 1 Street SW. Located at the South end of the Mission district, the site falls within a high-density residential district predominated by apartment buildings. Not only is the site close to the retail shops and restaurants along 4 Street SW, but it lies along the Elbow River recreational corridor and is within 600 metres of the Erlton LRT station.

The subject site (made up of 3 parcels) contains a single-detached dwelling, two 3 storey and one 7 storey apartment building. It is one of the few remaining parcels in the immediate area yet to be redeveloped. Prior to this proposal, a 16 storey apartment building located directly across 26 Avenue was built in 2002

Land Use District

The parcel is subject to the rules of the M-H2 Multi-Residential – High Density Medium Rise District. This District is designed to support a variety of high density multi-residential forms while achieving a minimum density of 150 units/hectare or 370 units/acre. While the maximum density (in Units per Hectare) is not specified within the District, the FAR is capped at 5.0 and the height limited to a maximum of 50 metres from grade.

Site Characteristics

Apart from being relatively flat, the major defining aspect of this site is the Elbow River. Because the river abuts the site, it has defined the very shape of the site and has influenced the design of the project. Due to the river, access to the site is only possible from the north. There is no lane access at the rear of the property. The site contains an abundance of mature trees, mostly at the rear of the property. A series of boulevard trees define the property at the front. The site is also adjacent to the regional pathway.

Floodway/Floodfringe

The Site is subject to the Floodway and Floodfringe regulation as per Bylaw 1P2007. The building is set back 6.0 metres from the edge of floodway and complies with the Bylaw requirements. The subject plans and supporting reports have been reviewed in depth by Water Resources as part of the CPAG review. There are no outstanding objections or concerns.

Legislation & Policy

Development of this site is guided by the Mission Area Redevelopment Plan (Approved by Council 2006, July). The main principles which guide this application fall under the Residential Land Use Policies. The main objective of this section is to:

- Support apartment redevelopment that is sensitive to the existing community character and the older architecture.

The key policies and guidelines guiding this development include the following:

- Pedestrian-oriented residential development is encouraged;
- Entries should be architecturally identifiable and visible from the street.
- New apartment buildings should incorporate the elements of nearby historic character buildings such as bay windows, cornice lines, turrets, building modulation and horizontal banding.
- Separate entrances for ground floor units are encouraged.
- Sheltered verandas or porches for main floor units are encouraged.
- Bicycle parking at entrances of residential buildings is encouraged.
- For pedestrian-scale development:
 - New residential development will be expected to include horizontal articulation to provide continuity with the existing streetscape and lower profile buildings where appropriate.

- Buildings on the south side of avenues should be designed or setback to allow sunlight to the north sidewalk between 10:00 am and 2:00 pm from March 21 to September 21.
- For River Interface:
 - Development adjacent to the Elbow River should be designed to front on the river as well as the roadway. This should be achieved through stepping back of the façade, outside entrances, verandas or porches for ground floor units, inclusion of windows, building articulation every 7.5 metres (25 feet) and variation of height throughout larger developments.

The application conforms to these policies and guidelines, except for issues concerning shadowing. Although the proposed building will create instances of shadowing across 26 Avenue SW, by stepping back and separating the buildings into two towers it limits the shadowing to certain times throughout the year.

Site Layout & Building Design

The existing high-rise apartments along 26 Avenue are typically solid mass buildings set back on the property. However, conscious effort has been made to steer away from this form of design. The result is a design that incorporates townhouses which address the street at the podium level with two separate residential towers, offset and separated from each other by an internal courtyard. This helps to visually reduce any massing and shadowing impacts. Access to the parkade, loading and garbage removal and the interior courtyard also occurs at street level.

The building design resembles 2 components - a podium and core section. The podium consists of 2 storey townhouse units which front onto 26 Avenue SW. The front of each townhouse unit has a curved façade which angles toward a raised entry. With the use of vertical wood accents, horizontal stone banding and copper canopies, each unit is articulated, creating visual diversity from a pedestrian perspective.

The core of the apartment towers consist of floors 3 through 15. At the third storey, the apartment units on both towers step back and are offset from the townhouse units below. The roof areas of the townhouse units act as terraces for the third storey apartment units. By the fourth floor, the offset of the apartment towers is most apparent. While the West Tower remains closer to the street, the East tower is significantly pushed back past the West Tower, creating a visible offset from various vantage points. The top floor of each tower contains a Penthouse unit with independent access to a roof-top terrace, and also contains the roof-top mechanical equipment.

The design of the apartment building varies. While the front (facing 26 Avenue SW) appears rather flat, it reflects the general style of apartment buildings that front onto 26 Avenue. In contrast, the rear façade has a smooth, more rounded design with open balconies which conceptually follows the line of the Elbow River. The apartment buildings incorporate a variety of materials, most notably glass panels which extend from floor to ceiling on all floors. This is offset by vertical columns of smooth stone which extend to the roof of the building. In places the stone extends above the roof top and is used to visually enhance the appearance of the mechanical equipment.

Environmental Site Assessment

An ESA was not required for this application. However, the applicant has been informed that should contamination be discovered during the construction of the project, a Phase II ESA would be required.

Landscaping

One of the notable features of this project is the landscaping proposed throughout this development. Foremost is the inner circular courtyard area between the two apartment towers composed of quartz paving stone. Throughout the courtyard, a series of darker tiles with feature accents are laid diagonally creating a checker board effect. Trees and shrub beds have been placed along the outer edges of the roundabout, contrasting the hard landscaped surface.

Below the courtyard, a series of shrub beds run the length of the exposed parkade wall. Beyond the shrub beds coniferous and deciduous trees have been placed in groups, complementing the existing trees situated along the river's edge. Importantly at the rear of the property, a 5.5 m easement has been granted to facilitate the construction of a Regional Pathway. When built, it will link to the existing pathway located along 26 Avenue SW and address a critical break in the existing system.

The Bylaw normally requires 40% of the site area to be landscaped. By meeting standards for low water use and enhanced landscaping, a 6% reduction has been granted. As a result, the site exceeds the required 34% landscaped area. In addition to on-site landscaping, a significant landscaped area has been proposed within the adjacent Park. The proposed trees and shrubs plantings will not only provide a buffer from the proposed development, but will complement the existing natural setting. To complete the development, 6 boulevard trees will be planted along 26 Avenue SW.

Site Access & Traffic

The subject site has two access points from 26 Avenue SW - one to the parkade, the other to an internal courtyard between the two apartment towers. The main entrance to the underground parkade is located on the eastern edge of the property. The entrance to the internal courtyard is located in the middle of the site, appearing from the street as an entry portico. Pedestrians access the site by a sidewalk that leads under the portico into the internal courtyard. Separate entrances to each apartment building are visible from within the circular courtyard.

Residents of the townhouses each gain independent access to their unit by walkways which are accessible from the public sidewalk fronting onto 26 Avenue SW.

A Traffic Impact Assessment (TIA) was not required as a condition of this Development Permit.

Parking

The minimum parking requirements for dwelling units and associated visitor stalls are 0.9 stalls and 0.1 stalls per unit respectively. To meet these parking standards, a total of 72 residential and 8 visitor stalls are required.

The subject plans propose 122 residential and 30 visitor stalls, providing a surplus of 50 residential and 22 visitor stalls respectively. Transportation supported this proposal in part because it provided an excess number of visitor stalls, reducing the potential of on-street congestion and removing the need for visitors to park on the street. Although the subject site is within 600 metres of the Erlton/Stampede LRT station, it is outside the 10 minute walk zone. As a result a Parking Study was not required by Administration.

Relaxations

The proposed building generally complies with the intent of the rules of the M-H2 District, however several relaxations are considered acceptable due to site and design constraints.

The maximum floor area ratio (FAR) for the proposed building is 5.1 which have resulted in an excess of 375.8 square metres above the allowable area. Of the additional floor area, 267.6 square metres is provided to service the mechanical equipment. Administration recommends a relaxation to the maximum FAR as the extra gross floor area is minor and does not add to the mass of the building.

Although the development is set forward on the site to address the street, the development does not meet the strict bylaw definition of a "street-oriented multi-family development" as motor vehicle access to the site is only available off the street. This has resulted in relaxations for the street setback, the front townhouse entries and the required 6.0 m landscaped strip between the building and the street. Administration recommends these relaxations be granted recognizing that the odd shape of the lot and the required 6.0 m setback from the edge of the floodway.

The Bylaw requires that the subject building be restricted in height to 10 metres within 4 metres of the property line, along the north and east property line. Due to the building's design, there are some areas where this has been exceeded, resulting in a minor relaxation along the Northeast corner of the building. Beyond the defined setbacks, the building is limited to 50 metres in height. Although minor, there are situations where both buildings extend beyond the maximum height limit when measured from existing grades. In all instances, administration recommends granting these height relaxations due in part to the limited nature of these relaxations and that most of the impact is concentrated on the east side adjacent to an 11 storey apartment building.

Site Servicing for Utilities

All services are available to the subject site, however pending results of several Engineering reports upgrades to the sanitary, sewer main and water main may be required. Note: At the request of Urban Development, the existing Utility R/W at the rear of the property will be relocated to enter the site from 26 Avenue SW.

Environmental Sustainability

Although LEED certification is not mandatory, Administration requested the applicant provide a summary of the sustainable design features implemented in the building design. While the applicant has indicated a commitment to pursuing these design features there has been no formal confirmation that LEED certification will be pursued for the project at this time.

The project incorporates the principles of sustainable design by implementing the following:

- Extensive superior triple-glazed, argon filled, eclipse advantage reflective low E glass on the outer and inner sides of the sealed units ensures excellent insulation;
- The choice of the plumbing fixtures and appliances in the suites promote water and energy conservation;
- The leading edge electrical systems and lighting management make use of daylight harvesting, dimming, and occupancy sensory controls of common areas; and
- Structural elements containing recycled materials and locally sourced building materials and supplies, where possible, will minimize embodied energy.

While there are other examples of sustainable features proposed for this development (such as incorporating high efficiency heating and cooling systems), testing for LEED standards is often done after the building has been occupied and therefore cannot be verified at this stage.

Community Association Comments

Cliff Bungalow-Mission

The most recent comments from the Cliff Bungalow-Mission Community Association were received 2009 January 12 (see Appendix II). Although the community association supports the building design, they cannot support the fundamental proposal for the following reasons:

- Development is too close to the river
- Development is too high based on proximity to river bank
- Concerns of flooding, and
- Development creates a physical and visual barrier and restricts pedestrian access to river.

Erlton

Comments from the Erlton Community Association can be found in Appendix III. Comments focussed on floodway and floodfringe issues and the potential impacts this development may have on residents downstream should a flood occur.

Rideau/Roxboro

Comments from the Rideau/Roxboro Community Association are found in Appendix IV. Concerns centre around:

- proximity of development to the river;
- the impact the proposed development would have on residential properties should a flood occur;
- the threat of environmental impacts to the river should a flood occur; and
- the reflective nature of the exterior metal and glass.

The community is asking that administration request Alberta Environment reassess its floodway/floodplain mapping before this development process be allowed to continue.

Adjacent Neighbour Comments

Numerous letters were received from adjacent neighbours including individuals from the community of Rideau/Roxboro directly south of the subject site. Concerns raised included fears of increased flooding due to proximity of building from river, negative impacts on the river's ecology and loss of wildlife habitat, protecting the existing vegetation along the riverbank, and height of proposed development. Many have expressed concern regarding use of what residents consider to be outdated floodway/floodfringe information as part of Administration's review.

CONCLUSION:

The proposal is supported for the following reasons:

1. The proposed development complies with the intentions of the Mission Area Redevelopment Plan by providing high density residential units within this area of Mission.
2. The existing land use supports high density development. The proposed development is compatible with the surrounding area, typified by high rise apartment buildings.
3. The proposed development complies with the Floodway/Floodfringe requirements within the Bylaw.
4. The building design and use is appropriate for the location and is expected to contribute positively to the existing landscape.

CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION: APPROVAL

The Corporate Planning Applications Group recommends APPROVAL with the following

Prior to Release Requirements

Planning:

1. Submit a total of 8 complete sets of amended plans (file folded and collated) to the File Manager that comprehensively address the prior to release conditions of all Departments as specified below. In order to expedite the review of the amended plans, 4 plan set(s) shall highlight all of the amendments. Please ensure that all plans affected by the revisions are amended accordingly. In the event that the prior to release conditions are not resolved, an \$886.00 recirculation fee may apply.
2. Provide a detail of the boulevard lighting proposed in front of subject property. For consistency, ensure that the light standard matches the design approved for the 26 Avenue promenade as per DP2008-3947.
3. Clearly state on the Parking Level 1 Floor Plan (A.1.0.2) the height and width of the louver proposed under the mesh staircase at the rear of the development. Confirm how many sides the exhaust will vent from and if this is the primary exhaust vent for the parkade.

4. Submit a letter from Enmax Corporation indicating all conflicts identified in their February 14, 2008 letter have been resolved.

Urban Development:

5. Consolidate the subject parcels onto a single title and provide a copy of the Certificate of Title or alternatively we will accept a letter under company letterhead stating that a Condominium Plan will be registered.

6. Amend the plans to:

Roads

- a. Width of the new sidewalk shall be designed to accommodate the planting of boulevard trees, to the satisfaction of Calgary Roads.
- b. Ensure the Site Plan and the Landscape drawings are consistent with the sidewalk design.
- c. Provide details for materials and surface finish on all public sidewalks.

Waste and Recycling Services

- a. Re-label "Garbage Staging" to "Waste Staging."

Utility Line Assignments

- a. Indicate the location of the shallow utilities and easements on the site plan, including the proposed Enmax connection to be shared between the subject property and 105 26 AV SW.

7. Provide a Protocol for the operation of the garbage compactor.
8. Remit a security deposit (certified cheque, bank draft, letter of credit) for the proposed infrastructure within the public right-of-way to address the requirements of the Business Unit as listed below:

Roads

- a. Construction of new driveway crossings
- b. Closure and removal of existing driveway crossings
- c. Construction of new monolithic sidewalk adjacent to 26 AV SW (width will be dependant on the required separation between street trees and back of sidewalk).
- d. Streetlight upgrading (payment)

9. Submit a Sanitary Sewer Study prepared by a qualified Professional Engineer under seal and permit to practice stamp, identifying potential impact and/or "pinch points" within the public sanitary sewer system caused by the ultimate flows generated by the proposed development. Associated costs will be at the expense of the developer. For further information, contact the Leader – Development Approvals, Water Resources at 268-3730.
10. A fire flow test is required to be scheduled and funded by the developer. Depending on the results, public mains may be required to be upgraded to provide the required fire protection to the site. Contact Water Resources, Distribution Control at 268-4907.

11. Submit three (3) sets of Development Site Servicing Plan to the Building Grades Supervisor, Engineering Services, for approval from Water Resources, as required by Section 5 (2) of the Utility Site Servicing Bylaw 33M2005. The scope and details of the plans are found in both the Stormwater Management and Design Manual (December 2000) and the Design Guidelines for Development Permits and Development Site Servicing Plans (June 2007).

Transportation:

12. Indicate signage in the loading stall to the effect of "loading stall - no parking anytime."
13. Indicate signage in the turnaround portion of the loading stall to the effect of "turnaround area - no parking anytime."
14. Add a note to the plans on the Parking level 1 floor plan (page A1.0.2) that the area comprised by the "driveway line above" will be reinforced to support fire trucks (as per the applicant's letter dated January 8, 2008).
15. Confirm on the plans that signage will be included in all visitor parking stalls to indicate the restricted use.
16. The applicant shall include wheel stops, designed and located to current City standards, in the following stalls:
 - Stall #15 on Parking Level 2
 - Stalls #15, 16, 17 on Parking Level 3.

Parks:

17. The developer shall register a Public Access Easement for a future Regional Pathway to the south of the development, outside of the floodway area. Prior to the release of this Development Permit a copy of the Public Access Easement Agreement shall be submitted to the approving authority (Parks) for review.
18. Provide the General Wildlife Survey component of the BIA conducted on site in the spring of 2009 (April/May).
19. Provide a detailed restoration plan to address potential disturbance to adjacent riparian vegetation. To preclude the requirement of a restoration plan show construction fencing separating the construction site from water edge to ensure the integrity of the natural area.
20. Clarify and label the treed area encircled by a thick dashed line on plans.

Permanent Conditions

Planning:

1. The development shall be completed in its entirety, in accordance with the approved plans and conditions.

2. No changes to the approved plans shall take place unless authorized by the Development Authority.
3. A Development Completion Permit shall be issued for the development before the building is occupied. A Development Completion Permit is independent from the requirements of Building Permit occupancy. Call Development Inspection Services at 268-5491 to request a site inspection for the Development Completion Permit.
4. All roof top mechanical equipment shall be screened as shown on the approved plans.
5. Upon completion of the main floor (storey) subfloor of each apartment 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.
6. Retaining wall(s) shall be located and constructed as shown on the approved plans released with this permit.
7. All areas of soft landscaping shall be provided with a low flow underground sprinkler irrigation system as identified on the approved plans.
8. All trees and shrubs shown on the approved site plan to be retained shall be protected during all phases of construction. Any trees or shrubs which die must be replaced on a continuing basis with trees or shrubs of comparable species and size to the satisfaction of the Development Authority.
9. Crushed aggregate or materials including but not limited to brick, pea gravel, shale, river rock and gravel are not permitted within required landscape areas.
10. The walls, pillars and ceiling of the underground parkade shall be painted white or a comparable light colour.
11. The light fixtures in the parkade shall be positioned over the parking stalls (not the drive aisles).
12. All stairwell doors and elevator access areas shall be installed with a transparent panel for visibility.
13. Handicapped parking stalls shall be located as shown on the approved plans released with this permit.
14. 122 Residential, 30 Visitor and 1 Loading Stalls must be provided and maintained during the life of the development in the numbers and locations as shown on the approved plans released with this Development Permit. All parking, visitor and loading stalls must be made available for the sole use of the residents and their visitors to the site. All stalls must be properly marked indicating its use to the satisfaction of the Development Authority.

15. Loading and delivery shall take place in the designated loading stall as shown on the approved plans and shall, at no time, impede the safety of pedestrian movements and use of the parking lot.

Urban Development:

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

All reports are to be prepared by a qualified professional and shall be to the satisfaction of the Manager, Environmental Assessment and Liabilities.

17. 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.
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 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. In accordance with the Encroachment Policy adopted by Council on June 24, 1996, and as amended on February 23, 1998, (retaining walls, planters, entry features, building projections) are not permitted to extend into the City right-of-way. New encroachments that are a result of this development are to be removed at the developer's expense, prior to issuance of a Development Completion Permit.
20. 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 approved Development Site Servicing Plan (DSSP). Certification is to be completed within the timelines, to the specifications, and in a format as specified in Section 9 of the Lot Grading Bylaw 32M2004.

21. The developer, and those under their control, shall develop an erosion and sediment control drawing and implement good housekeeping practices to protect onsite and offsite storm drains, and to prevent or mitigate the offsite transport of sediment by the forces of water, wind and construction traffic (mud-tracking) 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.
22. The development shall be built and operated in functional compliance with the Stormwater Management measures outlined for the parcel.
23. The development site lies within the Elbow River floodway and flood fringe and as such must conform to Part 3 – Division 3 of the Land Use Bylaw (1P2007).

Transportation:

24. All commercial loading and delivery vehicles and all residential vehicles must exit the site driving forward. No backing out on to 26 AV SW shall be permitted for these vehicles.
25. All loading, unloading and associated manoeuvring shall take place on site.

Parks:

26. No stockpiling or dumping of construction materials onto the adjacent park.
27. There shall be no construction access through the adjacent park.
28. Site grades shall be matched to existing grades of adjacent parks open space, with all grading confined to the development site. The developer shall be responsible for any remedial work required, at their sole cost, to enable positive drainage away from the parks open space to the satisfaction of Parks. A remediation/restoration plan may be required.
29. Any damage to public parks, resulting from encroachment onto same during construction will require restoration at the developer's expense. The disturbed area shall be maintained until planting is established and approved by the Parks Development Inspector at 268-4760.
30. The developer shall grade, loam, and seed (using native seed mix) the public access easement area. No other landscaping types shall be used in this area.
31. The public lands surrounding the private property and adjacent to the Elbow River shall remain undisturbed. In the event that these lands are damaged due to construction, a restoration plan approved by City of Calgary Parks shall be implemented at the developer's expense. The disturbed area shall be maintained until planting is established and approved by the Parks Development Inspector at 268-4760.

ELBOW RIVER RESIDENCE
 123 TO 139, 26th AVE. S.W., CALGARY, ALBERTA
 DEVELOPMENT PERMIT DRAWINGS
 JANUARY 2008
 ARCHITECTURAL DRAWINGS

PROJECT DESCRIPTION:

PROJECT NAME: ELBOW RIVER RESIDENCE
PROJECT NUMBER: 082048
PROJECT ADDRESS: 123 TO 139, 26th AVE. S.W., CALGARY, ALBERTA LOT 1231, BLOCK B, PLAN 2380/AP
LEGAL DESCRIPTION: HIGH DENSITY - MEDIUM RISE M-L2 DISTRICT
ZONING BY-LAW: 2582 11 BM
GROSS SITE AREA: 233 UNITS/RESHARE
RESIDENTIAL DENSITY: (77 TWO BEDROOM UNITS, 2 ONE BEDROOM UNITS)
TOTAL NUMBER OF UNITS: 1923.715M2/NO. 115M4-91N
PARCEL OF COVERAGE:



LOCATION PLAN:
SCALE 1:1000

PROJECT DATA:

NO.	DESCRIPTION	UNITS	REMARKS
1	1-2 UNIT UNITS	2	AS PER PLAN
2	2-3 UNIT UNITS	10	AS PER PLAN
3	3-4 UNIT UNITS	2	AS PER PLAN
4	4-5 UNIT UNITS	2	AS PER PLAN
5	5-6 UNIT UNITS	2	AS PER PLAN
6	6-7 UNIT UNITS	2	AS PER PLAN
7	7-8 UNIT UNITS	2	AS PER PLAN
8	8-9 UNIT UNITS	2	AS PER PLAN
9	9-10 UNIT UNITS	2	AS PER PLAN
10	10-11 UNIT UNITS	2	AS PER PLAN
11	11-12 UNIT UNITS	2	AS PER PLAN
12	12-13 UNIT UNITS	2	AS PER PLAN
13	13-14 UNIT UNITS	2	AS PER PLAN
14	14-15 UNIT UNITS	2	AS PER PLAN
15	15-16 UNIT UNITS	2	AS PER PLAN
16	16-17 UNIT UNITS	2	AS PER PLAN
17	17-18 UNIT UNITS	2	AS PER PLAN
18	18-19 UNIT UNITS	2	AS PER PLAN
19	19-20 UNIT UNITS	2	AS PER PLAN
20	20-21 UNIT UNITS	2	AS PER PLAN
21	21-22 UNIT UNITS	2	AS PER PLAN
22	22-23 UNIT UNITS	2	AS PER PLAN
23	23-24 UNIT UNITS	2	AS PER PLAN
24	24-25 UNIT UNITS	2	AS PER PLAN
25	25-26 UNIT UNITS	2	AS PER PLAN
26	26-27 UNIT UNITS	2	AS PER PLAN
27	27-28 UNIT UNITS	2	AS PER PLAN
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PERSPECTIVE VIEW FROM SOUTH-WEST:

ARCHITECT: ZEDLER PARTNERSHIP ARCHITECTS
 205-17th AVENUE SW, SUITE 200
 CALGARY, ALBERTA T2S 2T8
 P 403-603-0125 F 403-266-6166

STRUCTURAL ENGINEER: READ JONES CHRISTOFFERSEN LTD.
MECHANICAL ENGINEER: HEMISPHERE ENGINEERING
ELECTRICAL ENGINEER: STERNICK ROBERTSON & ASSOCIATES
CIVIL ENGINEER: JUBILEE ENGINEERING CONSULTANTS LTD.
LANDSCAPE ARCHITECT: CARSON MACALLOCH ASSOCIATES LTD.
CLIENT: 26 AVE. HOLDINGS LTD.
 1020 - 1067 WEST CORDOVA STREET
 VANCOUVER, BC, V6C 1C7

DRAWING LIST:

NO.	DESCRIPTION
AS01	COVER
AS02	SITE CONTEXT PLAN
AS03	SITE PLAN
AS04	SHADOW DIAGRAMS
AS05	SHADOW DIAGRAMS
AS06	STREET ELEVATION
AS07	PARKING LEVEL 3 FLOOR PLAN
AS08	PARKING LEVEL 2 FLOOR PLAN
AS09	PARKING LEVEL 1 FLOOR PLAN
AS10	LEVEL 1 FLOOR PLAN
AS11	LEVEL 2 FLOOR PLAN
AS12	LEVEL 3 FLOOR PLAN
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AS20	LEVEL 11 FLOOR PLAN
AS21	LEVEL 12 FLOOR PLAN
AS22	LEVEL 13 14 15 FLOOR PLAN
AS23	LEVEL 16 FLOOR PLAN
AS24	LOWER ROOF/MEDIA LEVEL PLAN
AS25	WEST TOWER EAST ELEVATION
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LANDSCAPE:
 L01 LANDSCAPE LAYOUT PLAN
 L02 TREE INVENTORY AND EXISTING CONDITIONS PLAN
 L03 LANDSCAPE ELEMENTS
 L04 LANDSCAPE SECTIONS
 L05 LANDSCAPE ELEVATIONS

ELECTRICAL:
 E01 EXTENSION LIGHTING

MECHANICAL:
 M01 MECHANICAL SYSTEMS

CIVIL:
 C01 CIVIL SYSTEMS

OTHER:
 O01 OTHER DRAWINGS



COVER

REVISIONS:

NO.	DESCRIPTION
1	ISSUED FOR PERMIT

DATE: JAN 20 2008

SCALE: AS SHOWN

PROJECT: ELBOW RIVER RESIDENCE

CLIENT: 26 AVE HOLDINGS LTD.

ARCHITECT: ZEDLER PARTNERSHIP ARCHITECTS

ENGINEER: READ JONES CHRISTOFFERSEN LTD.

DATE: JAN 20 2008

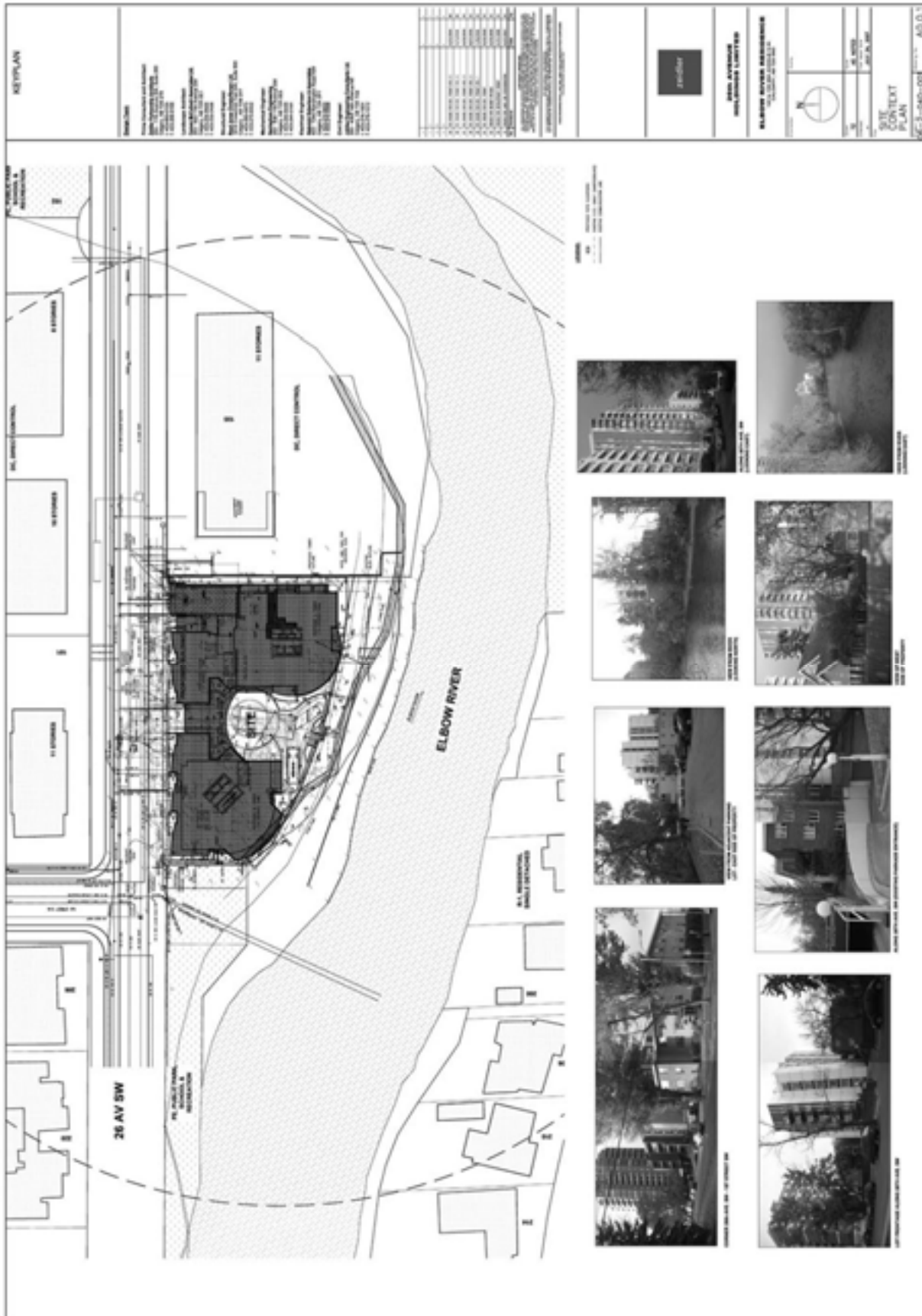
SCALE: AS SHOWN

PROJECT: ELBOW RIVER RESIDENCE

CLIENT: 26 AVE HOLDINGS LTD.

ARCHITECT: ZEDLER PARTNERSHIP ARCHITECTS

ENGINEER: READ JONES CHRISTOFFERSEN LTD.



NET PLAN

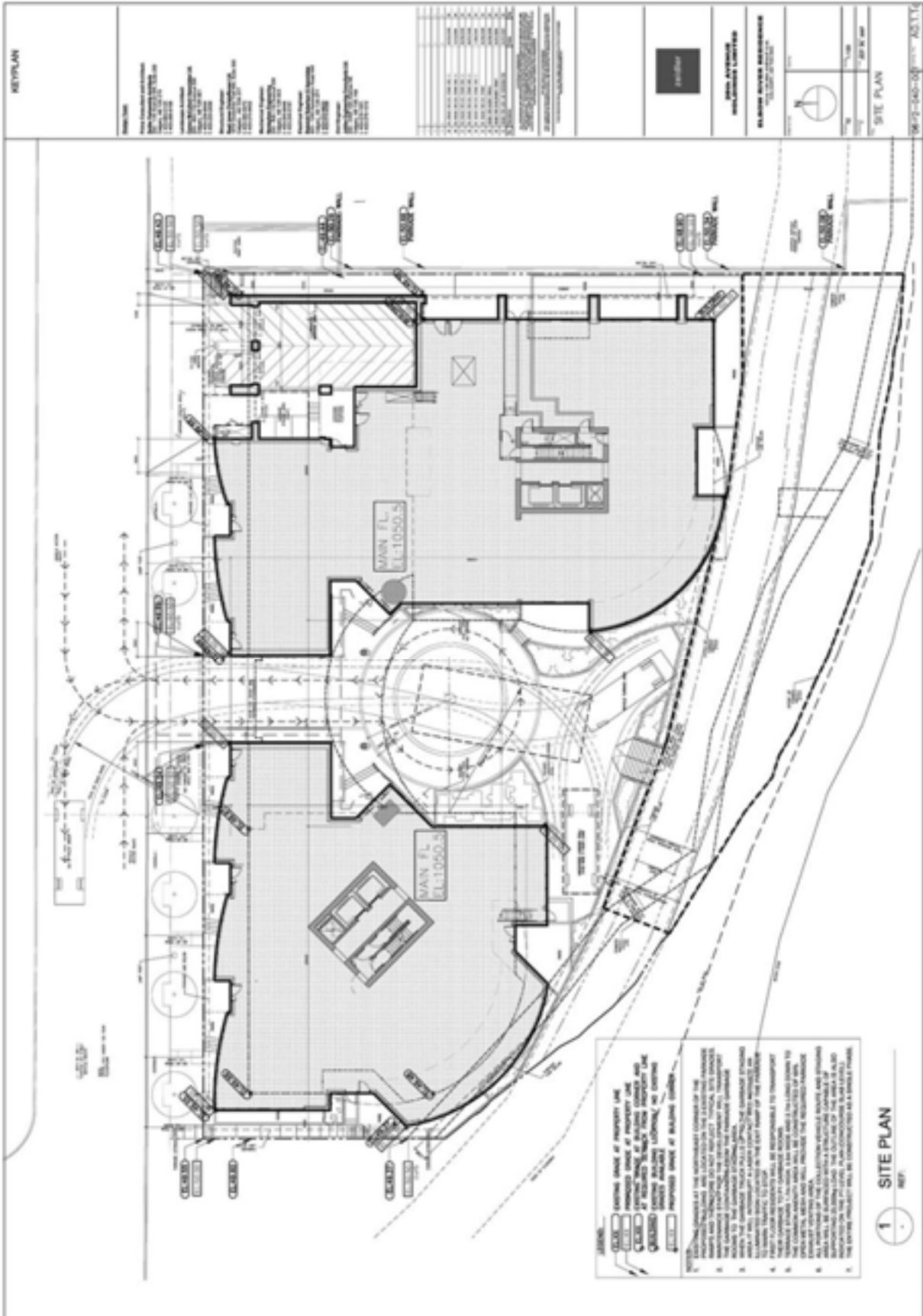
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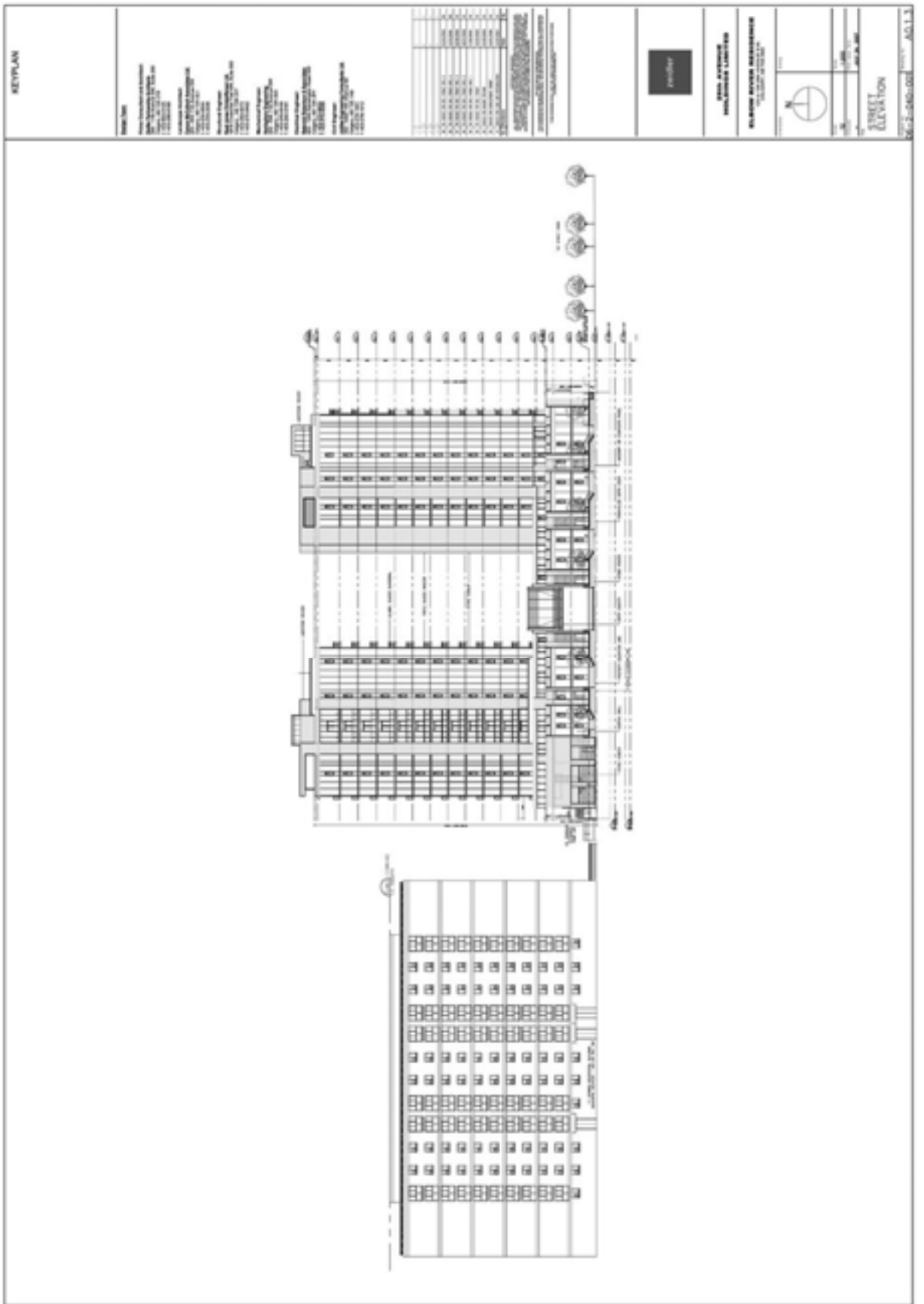
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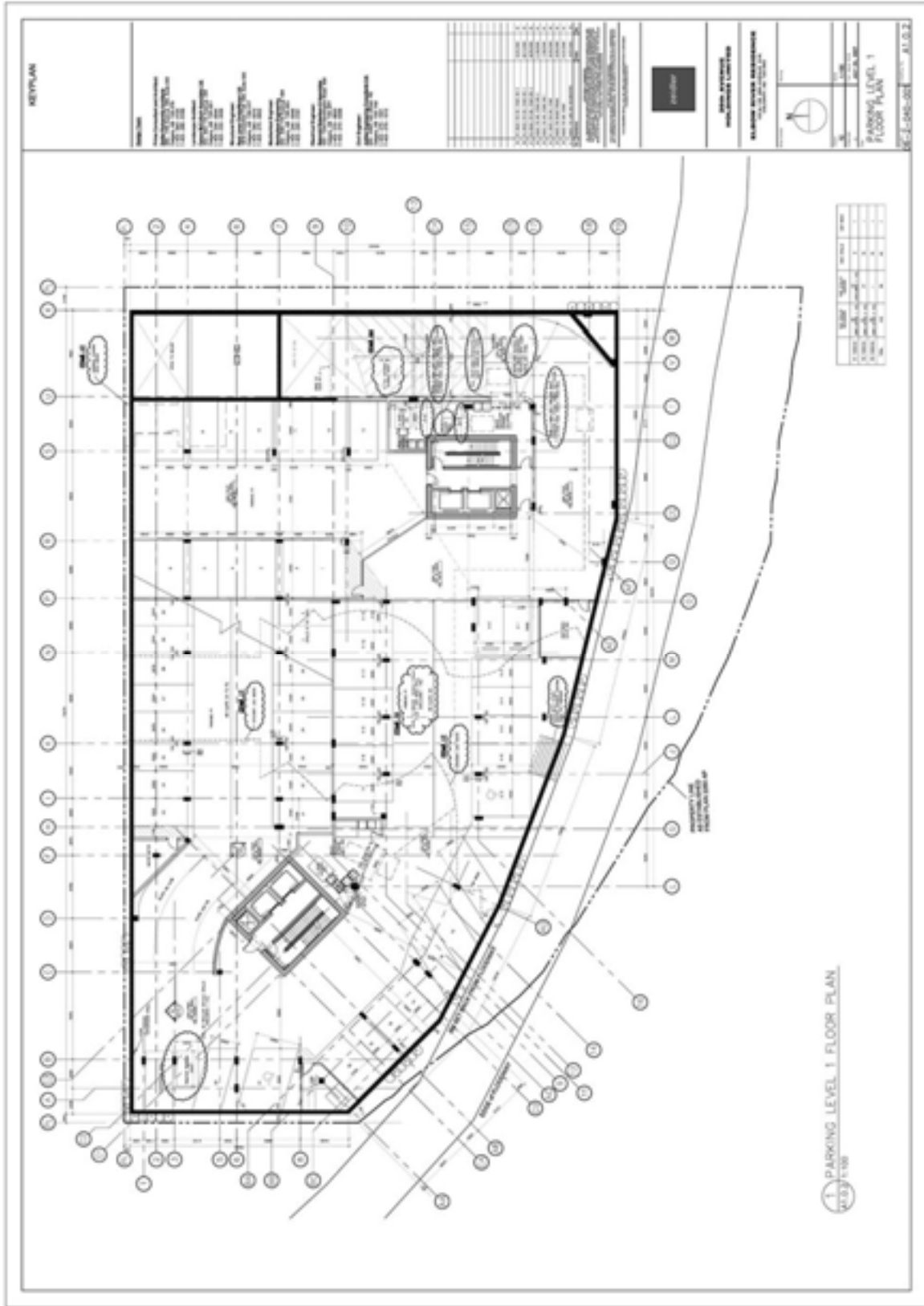
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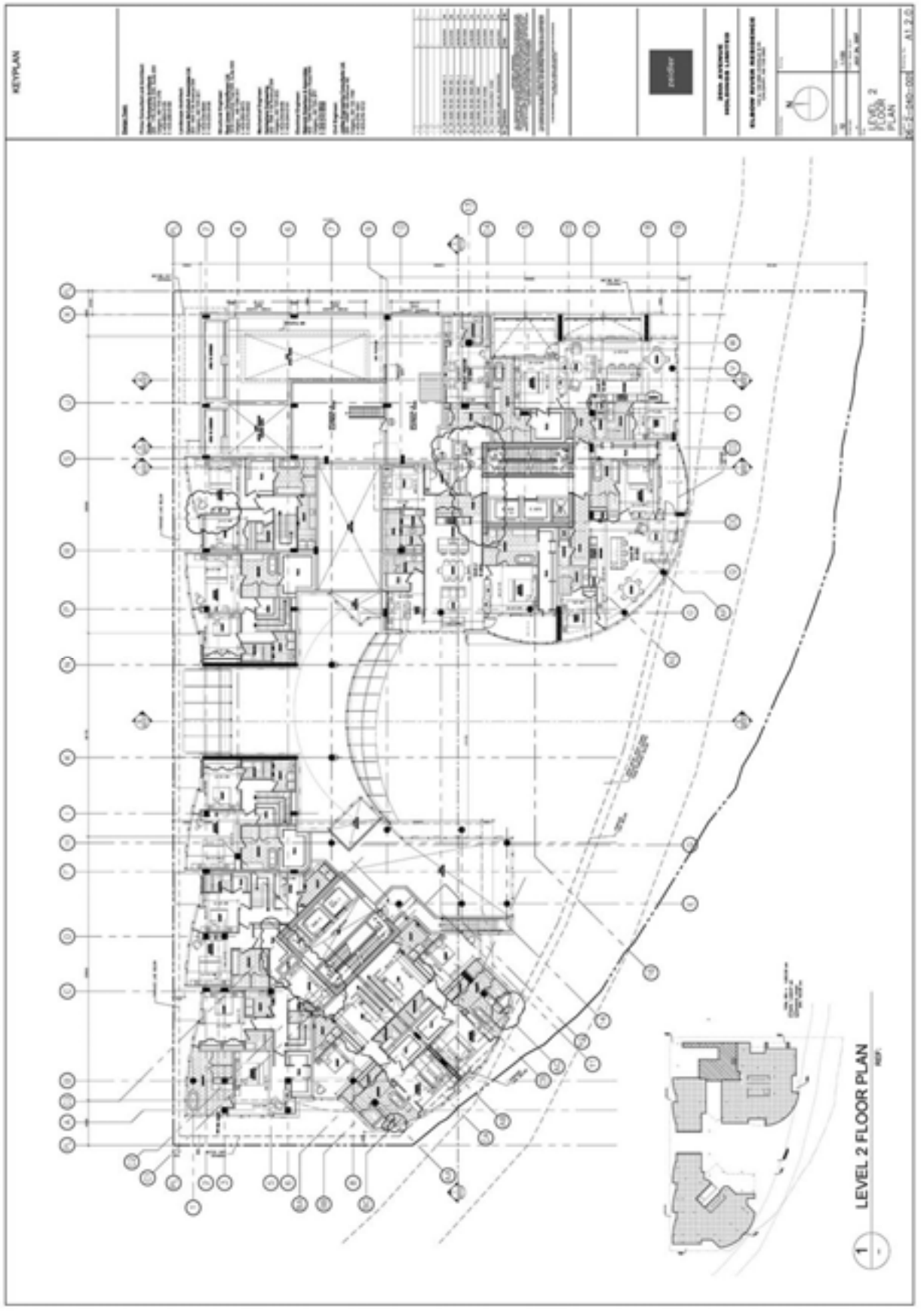
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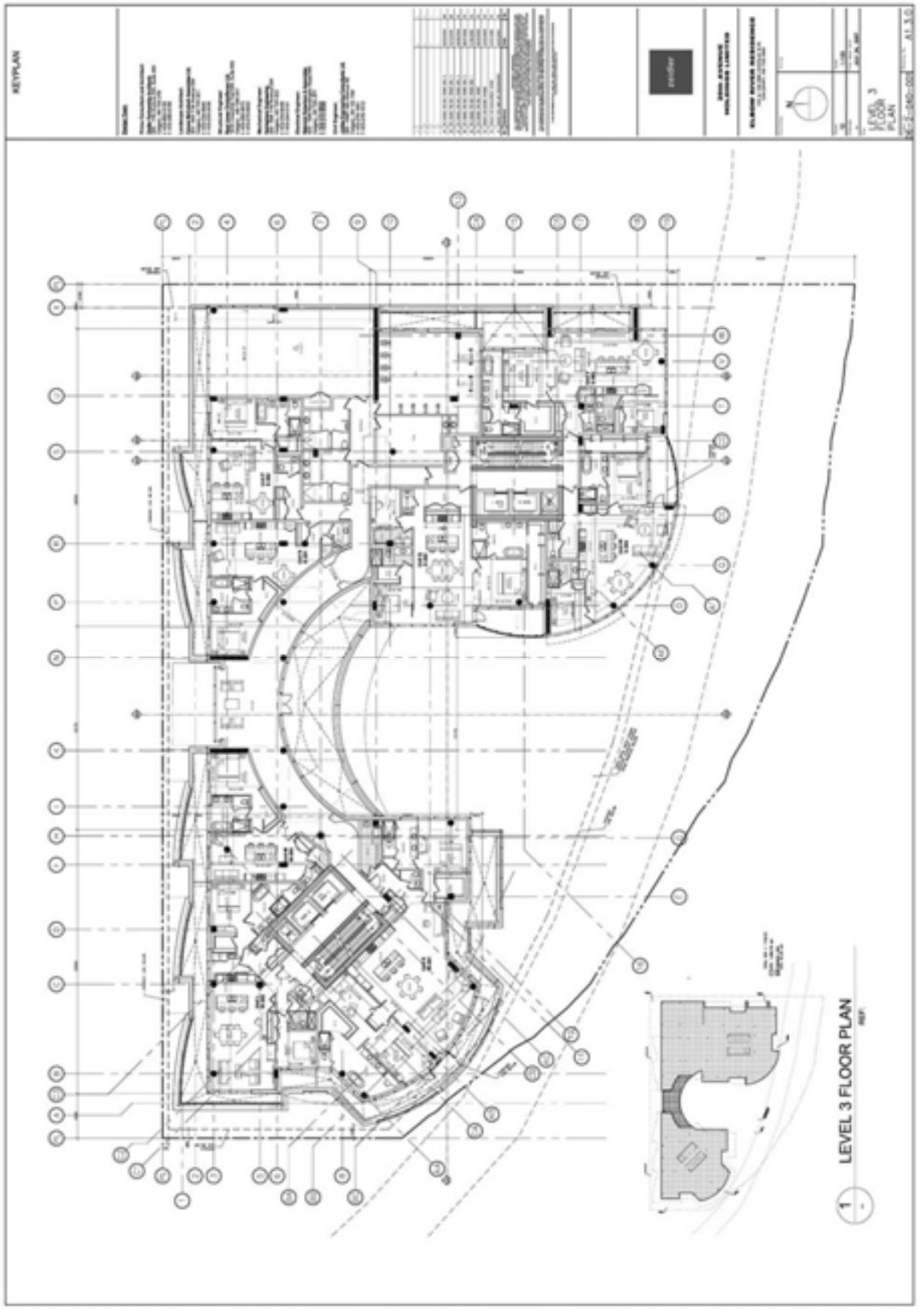


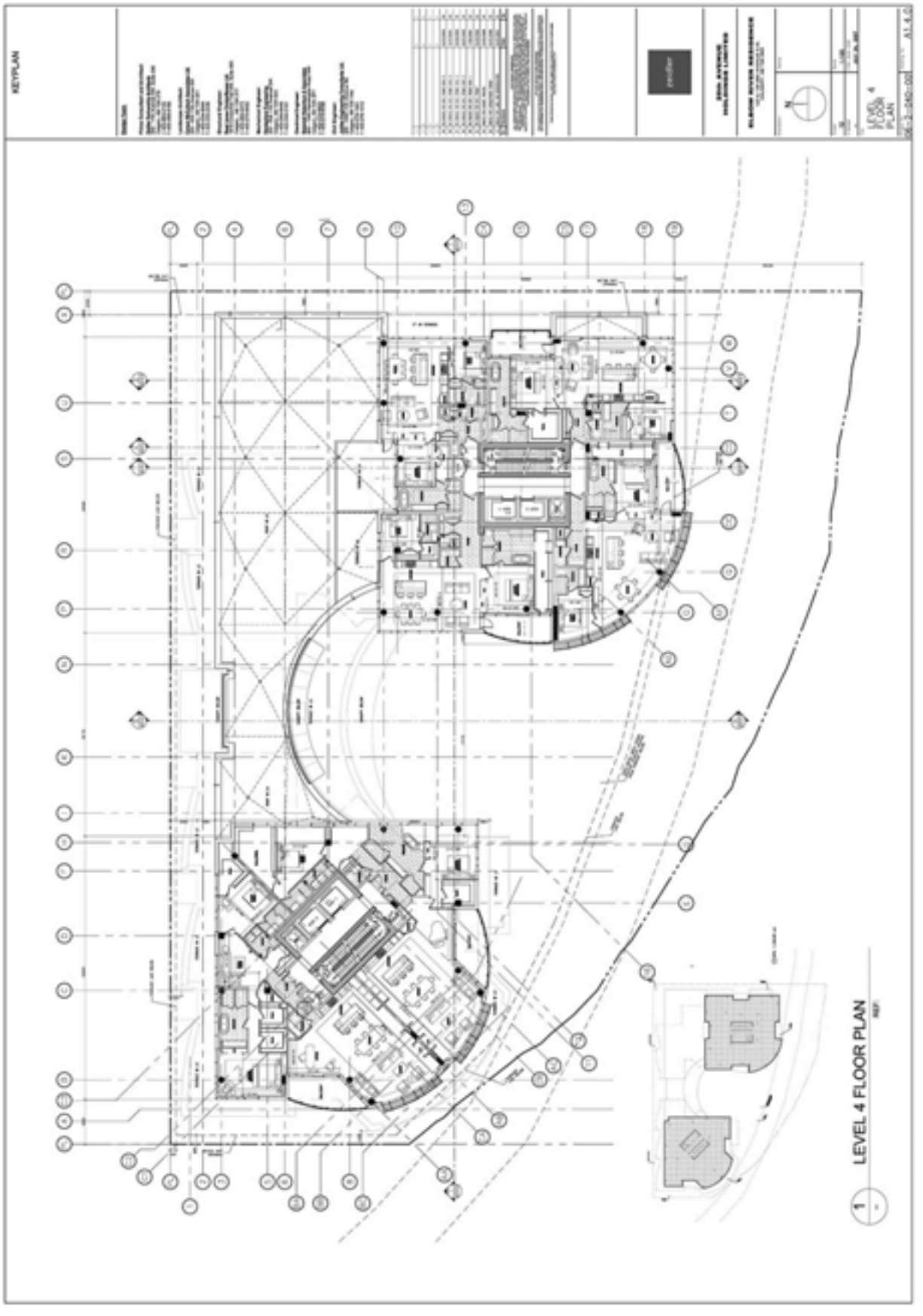












KEY PLAN

- 1.000 GENERAL NOTES
- 2.000 STRUCTURAL NOTES
- 3.000 MECHANICAL NOTES
- 4.000 ELECTRICAL NOTES
- 5.000 PLUMBING NOTES
- 6.000 HVAC NOTES
- 7.000 FIRE PROTECTION NOTES
- 8.000 FINISHES NOTES
- 9.000 FURNITURE NOTES
- 10.000 SIGNAGE NOTES
- 11.000 SECURITY NOTES
- 12.000 ACCESSIBILITY NOTES
- 13.000 SUSTAINABILITY NOTES
- 14.000 OTHER NOTES

NO.	DESCRIPTION	DATE	BY	CHECKED
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3	ISSUED FOR OCCUPANCY
4	ISSUED FOR AS-BUILT

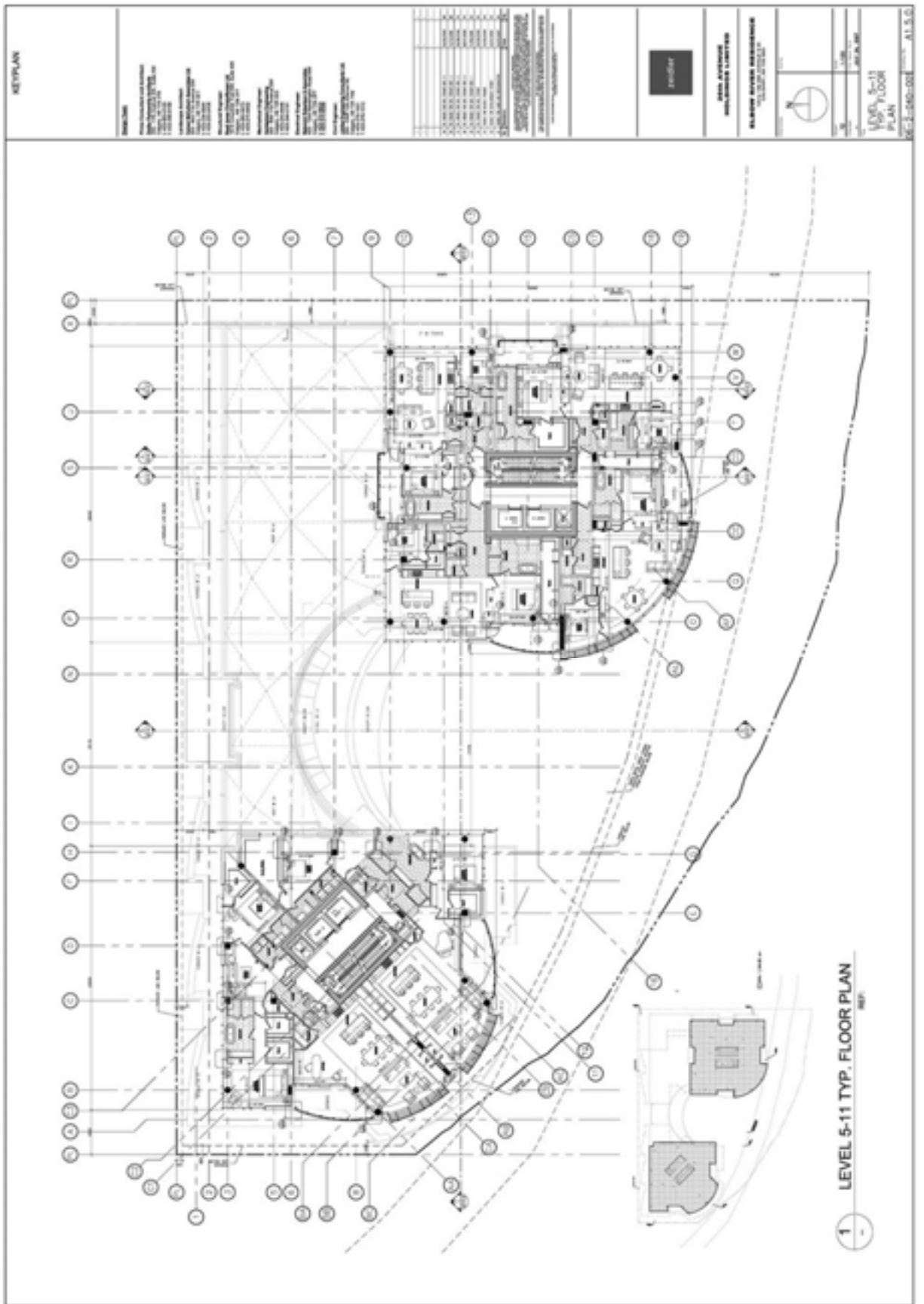


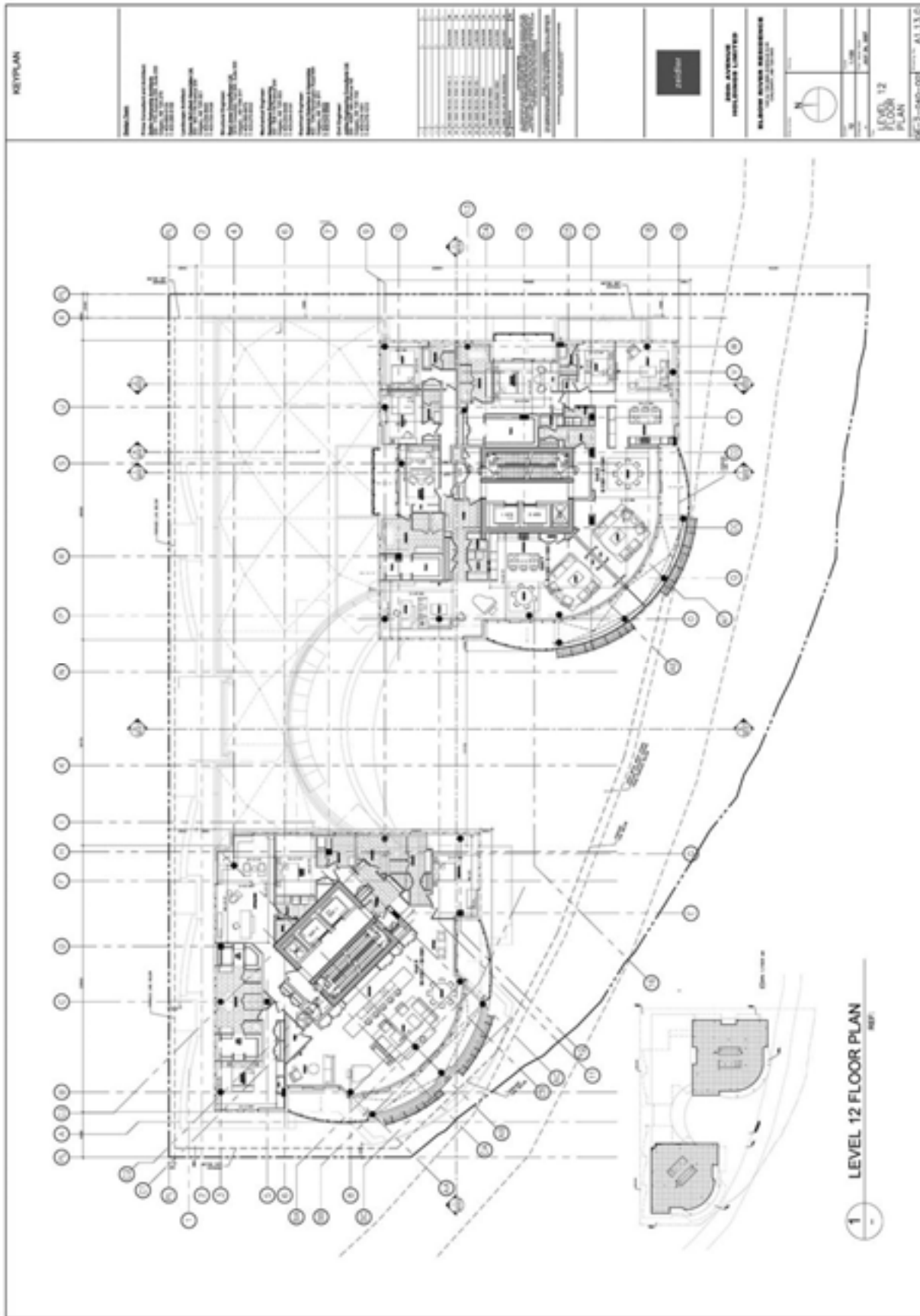
ARCHITECT
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 1234567890



LEVEL 4 FLOOR PLAN







REVISIONS

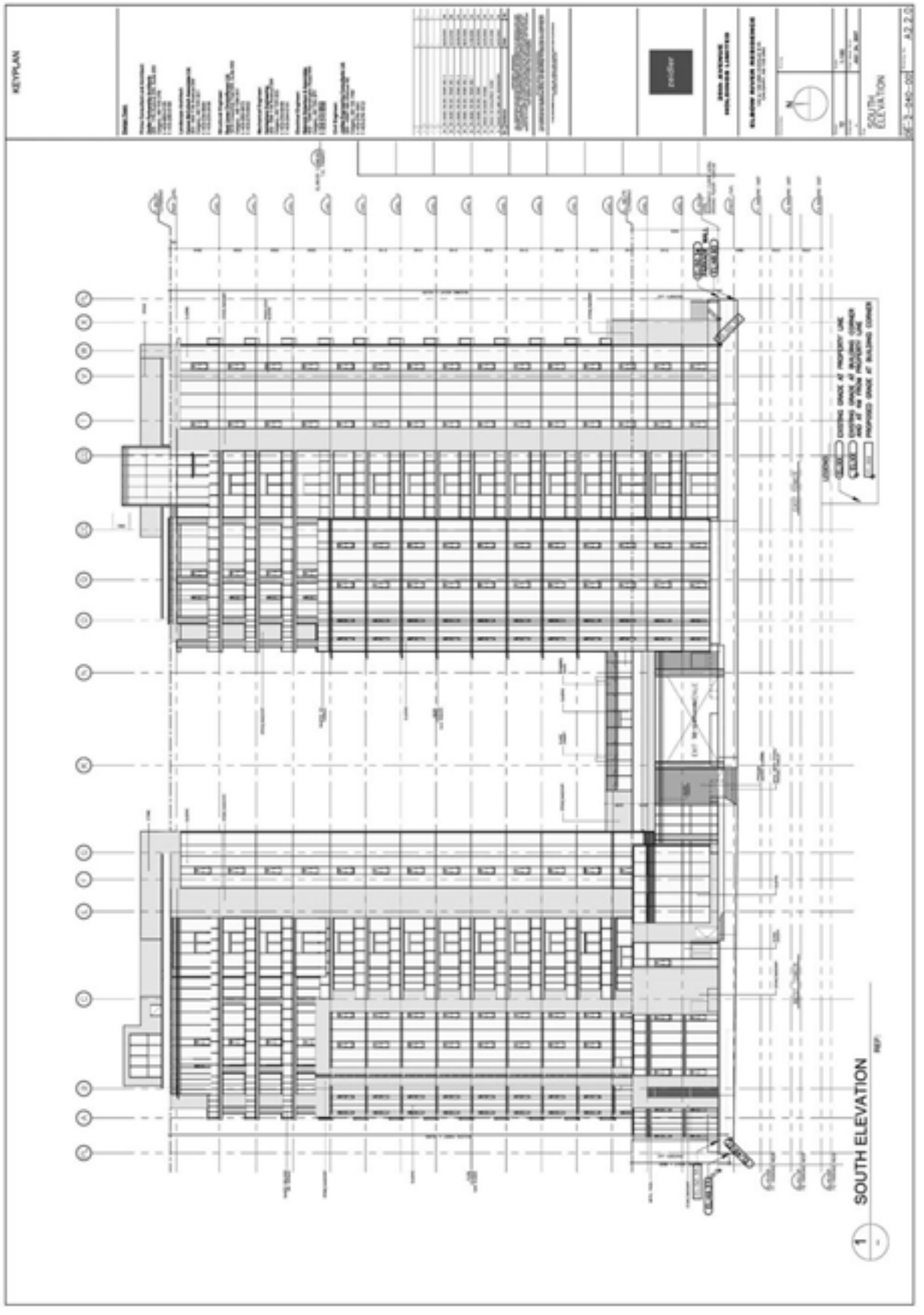
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164	REVISIONS TO PERMIT	05/10/22
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166	REVISIONS TO PERMIT	07/10/22
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168	REVISIONS TO PERMIT	09/10/22
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170	REVISIONS TO PERMIT	11/10/22
171	REVISIONS TO PERMIT	12/10/22
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199	REVISIONS TO PERMIT	04/10/25
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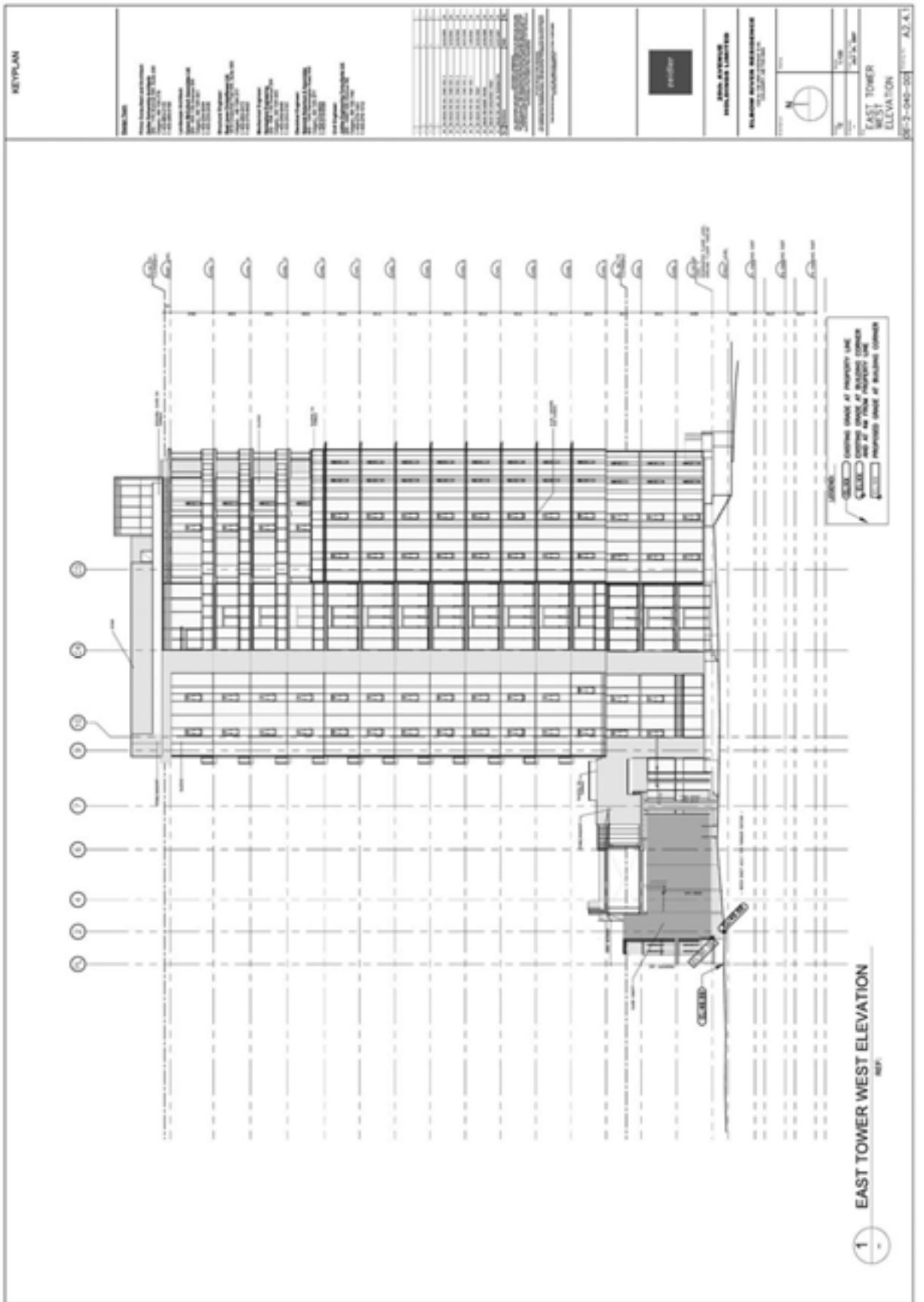
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TEL: (416) 593-9100
WWW.A133.COM

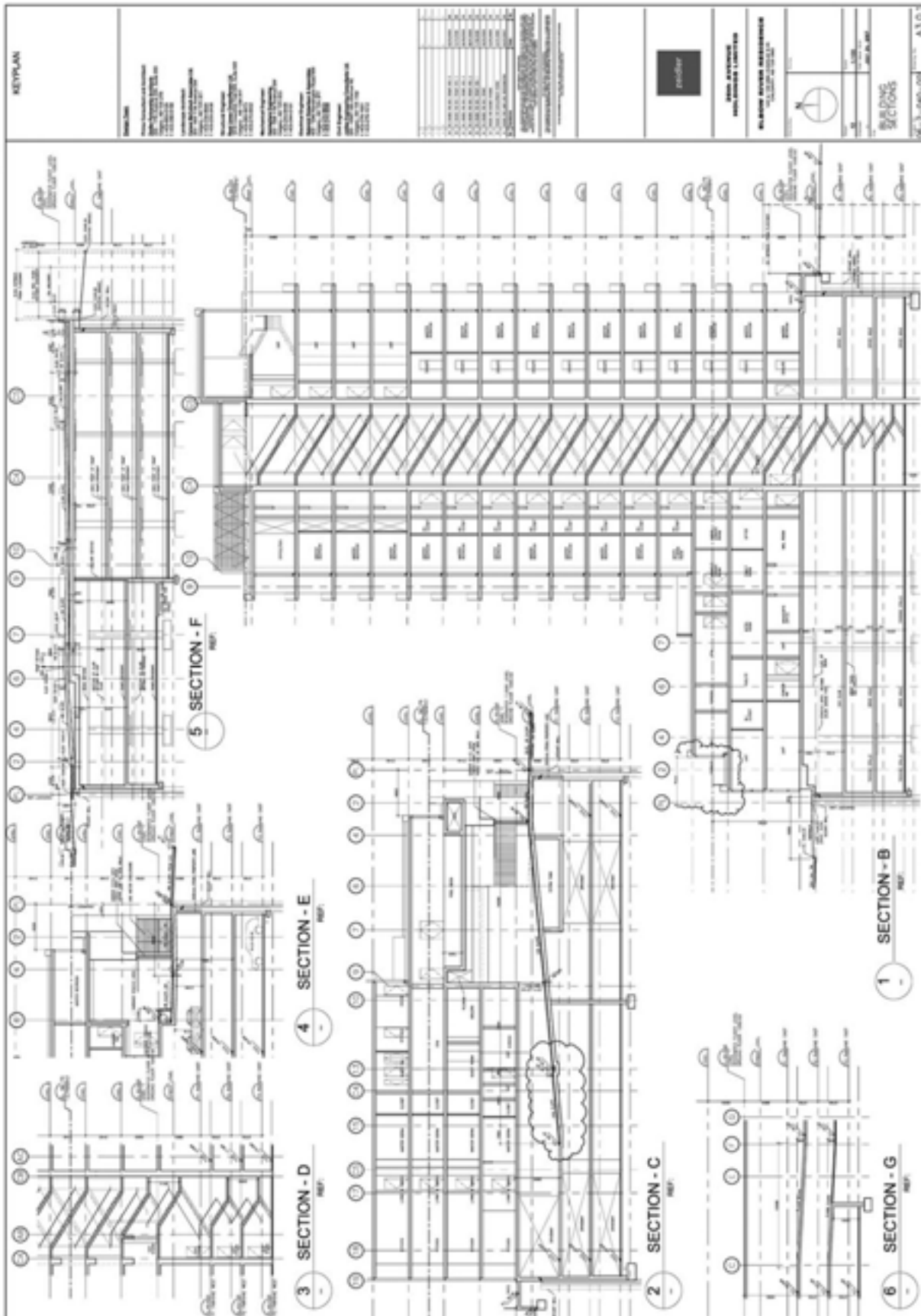


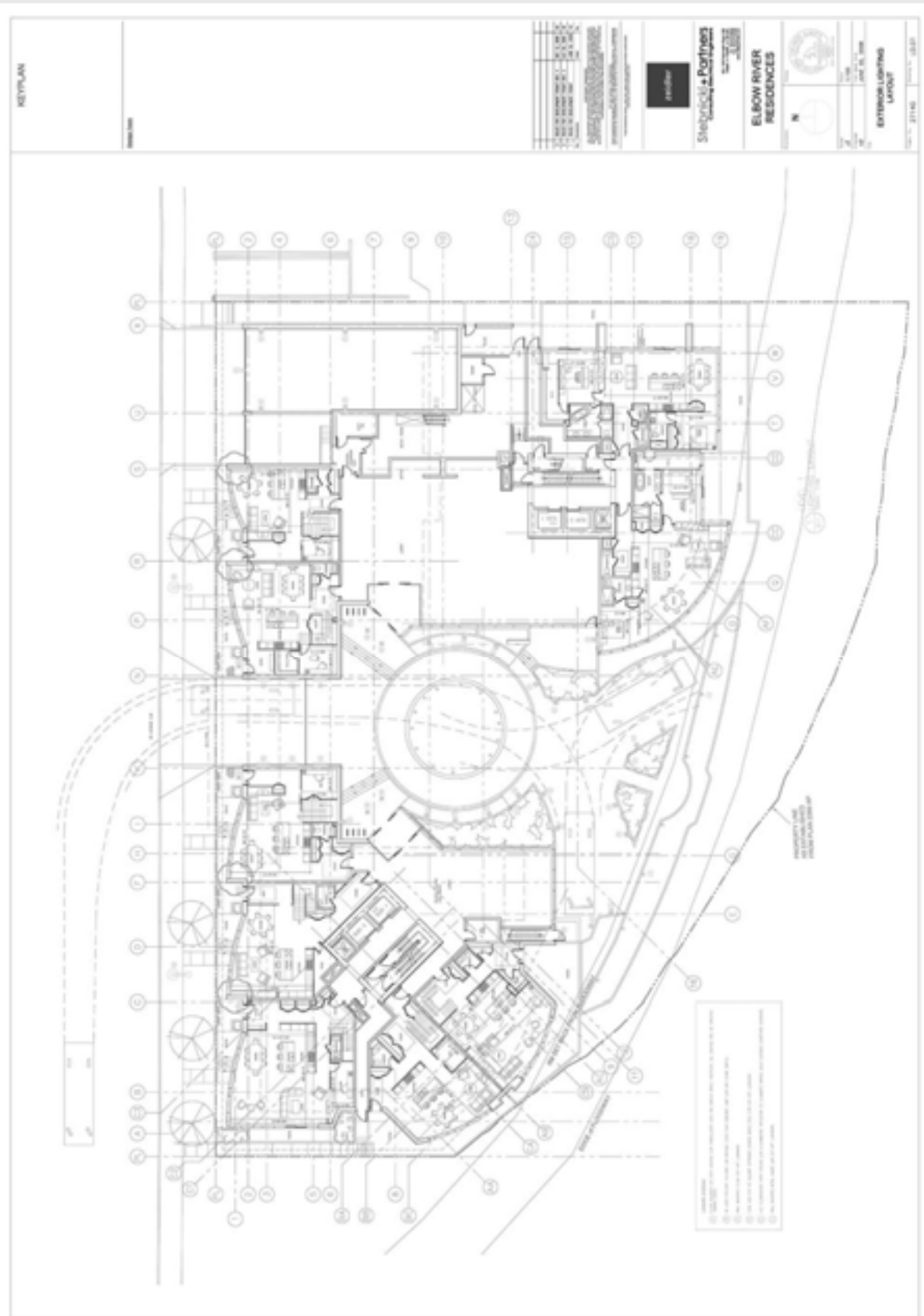
NO. 12
FLOOR
PLAN
REV. 12/10/08

1 LEVEL 12 FLOOR PLAN
REV.









Community Association Comments

Cliff Bungalow-Mission Community Association

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

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



January 09, 2009.

Application Description: Multi Residential Development (2 Buildings, 85 Units)
Site Address: 136 26 Ave SW
DP#: DP2008-0259

Mr. Maddock,

The development of the 26th Ave tower design has progressed a long way since its initial presentation to the Community Association. In a follow up presentation on the 11th of December, 2008, the developer presented revised drawings that were very proactive in translating the comments and concerns from the Community Association into design changes on the project. Especially commendable is the developers understanding of the impact of a significant development like this one on the community and the community housing stock. The developer has demonstrated a commitment to the community and the community resident's by choosing to leave existing the housing stock in place rather than opting to demolish and potentially leave yet another vacant site while the construction schedule is finalized.

The Community Association's reaction to the revisions is positive, but there still is serious concern at the root of this proposal. Development in close proximity to the river edge is a contentious issue within our community, and also with neighboring communities. The river is a very special piece of our city, and all the steps possible should be taken to respect that resource, not only with relation to time's of flooding, but also with regard to the public's access to it. Currently on 26th Ave, the access to the river is taken away from the community, with large buildings creating a barrier to the river. The large buildings not only restrict physical access but also restrict the visual connection to the river as well. The broader issue of whether not or not high rise development should be allowed so close to the river edge is the primary concern of the Community Association with regard to this proposal. The Community Association would like to encourage the City of Calgary to reassess its fundamental decision to allow high rise towers to exist directly on the river bank. Significant benefits to the city and to the river itself by pulling the high rise towers away from the river edge, even just to the north side of 26th Ave.

With the Community's concern for high rise development on the river bank being stated, the design for this project has attempted to mitigate an inappropriate typology on the river site. Previously, the CA had commended the designer on splitting the tower to attempt to allow some view through the site. The City imposed setback does allow public circulation between development and the river. The designers also responded very well to the Community's comments about a lack of materiality on the 26th Ave frontage at street level. The addition of wood elements at street level improves what was a cold, glass box condition. The building form and design on the river side of the towers is strong and the finished appearance is liked by the CA. The Community has seen general improvements in the overall design, with only two main areas still attracting comments. The first relates to access to the river from 26th Ave. The design as it currently exists has a private connection through the site and through to the river bank. Responding to the implications of the limiting public river access, it would be a nice gesture to allow the public to flow through the site, and not further restrict river accessibility. However, regardless of the eventual public or private nature of the access to the central court and the river, the vehicular courtyard access, in the middle of the 26th Ave frontage should be designed to be welcoming and inclusive. The use of lighting and materials should provide a feature entry and avoid it becoming simply a void in the frontage and relating more to a back lane than to a formal entry. The second concern focuses on the 26th Ave elevation of the towers. Both the river side elevation and the 26 Ave frontage have received a lot of care in their design. The tower component of the 26 Ave elevation seems to have missed this same level of detailing. The curved shape of the towers is not expressed on this elevation and the massing seems heavy on this façade compared with the rest of the building. Further, the top of the building could use more articulation as currently it just seems to end without being properly addressed.

The Community Association would again like to commend the developer for being open and communicative with respect to the advancing of the building design. We would also like to further show our appreciation for the approach taken with the existing buildings on site, and trying to make sure that people can live in these buildings for as long as possible. Too many developments in our community have preemptively demolished buildings leaving brutal holes in our streets. While the developer has taken great steps to attempt to deal with the implications of building a high rise tower on the bank of the Elbow River, the Community Association still has serious concerns about the

fundamental City of Calgary planning decision that would this use in the first place. The architecture of this project is strong, but it does not overcome, nor can it overcome, the fact that at the end of construction, two 15 storey towers will stand between the community of Mission and the Elbow River. The redevelopment of these south side 26 Ave buildings represents an opportunity to correct poor planning decisions of the past before they are recreated. It is now that the Community Association would urge the City of Calgary to review its mandate to allow high rise development on the banks of the Elbow as once this development is built, it will be 100 years before there is another opportunity to revisit this decision.

I thank you for your time and consideration. Should you have any questions or concerns, please do not hesitate to call or email.

Regards,

Peter Atkinson
Co-director of Planning and Development
Cliff Bungalow Mission Community Association

cc.
John Mar - Alderman Ward 8
Cathy Taylor - Community Liason - City of Calgary
Chris Bourrassa - Ledcor
Rick Williams - Presidenta - CMBCA
Natasha Pashak - Co-Director - CMBCA

Erlton Community Association

Planning and Development Committee

65 – 31 Avenue SW

Calgary, Alberta

T2S 2Y7

To: Paul Maddock (403-268-5754)
File Manager
Development and Building Approvals
City of Calgary

From: Bill Fischer (403-266-2842)
Chairman, Planning and Development Committee
Erlton Community Association

Date: September 30th, 2008

DP2008-0259

Multi-Residential Development (now 2 buildings, 74+1 units)
123 – 26th Ave SW

Our community has again reviewed this project and offers the following comments:

While we are pleased to see a reduction in height to conform to the bylaw, we were not provided with the September 9th, 2008 bylaw review, despite requesting it. We are thus unable to assess any changes in the many other non-conforming aspects of this development.

Unfortunately, our greatest concern is still the intent to construct these new buildings in the floodway as described in Part 3 – Division 3 of the LUB. This issue is so crucial that we repeat our original submission in its entirety:

- The Erlton Community Association does not support this development since the floodway and floodplain boundaries shown on the plans of the proposed multi-residential development are not accurate. They do not represent reality.
- Members of our planning committee personally saw the Elbow River flow down 26th Avenue SW in front of, and through the proposed building site in June 2005.
- The raised foundation of this development will act as a dyke, diverting water that would normally flow overland down 26th Avenue during a flood. This diversion will cause damage to the riverbank and properties downstream. Erlton has residential properties on the riverbank, and, after a portion of Roxboro, is the next community downstream.

- The City has current, factual data on the actual floodway and floodplain boundaries available to it, and in great detail. Reference to that data was published in the 2005 Flood Report. The report clearly shows:
 - the number of City personnel in Planning with direct knowledge of the flood areas;
 - the evacuations required in the area;
 - the absolute necessity of planned overland relief routes;
 - the information gathered that is now available for accurate mapping;
 - the extent of the damage at and downstream from this site.
- **This data supports our community's position that this development cannot and must not proceed until an accurate, up-to-date, floodplain and floodway study is completed. To do otherwise would be grossly negligent.**
- With reference to the City's 2005 Flood Report:

http://www.calgary.ca/docgallery/bu/water_services/emergency_planning/2005_flood/full_report_on_flooding.pdf

1. Page VIII (pdf page 8) - 25 Planning, Development, and Assessment personnel were involved
2. Page 35 (pdf page 45) - 1,500 residents were evacuated from 431 properties in low-lying areas of Elbow Park, Erlton, Mission, Rideau Park, Riverdale, Roxboro, Stanley Park and Victoria Park as shown in red on Figure 17.
3. Page 37 (pdf page 47) - At MacLeod Trail and 25th Avenue SW, the roadway is part of an overland relief route that protects private property from inundation in the community of Erlton. The Elbow River spills over its banks at Erlton Place and 22 Avenue SW and flows across MacLeod Trail back to the Elbow River adjacent to the Stampede Grounds.
4. Page 44 (pdf page 54) MAPPING AND DATA GATHERING - In response to The City's commitment to continual improvement, city staff worked to capture information from this flood that could be used for future events. The Land Information & Mapping (LIM) business unit surveyed the high water levels of the rivers to record the extents of the flooding. This information will be used to update manuals and mapping for future reference and use during similar events. Aerial photography was also taken to capture and record the damage and flooding that had occurred.
5. Page 51 (pdf 61) Figure 17 - Damage along the Elbow

Rideau Roxboro Community Association

c/o 3049 - 3 Street SW
Calgary AB T2S 1V2
403-243-1970

April 22, 2008

The City of Calgary
P.O. Box 2100, Station M
Calgary, AB T2P 2M5

Attention: Mr. Paul Maddock
Corporate Planning Applications
Group #8073

**Re: Objections to Development Permit DP2008-0259
Located at 123 - 26 Ave. SW (the "Subject Property")**

Further to our letter of December 12, 2007, we understand that application has been made to the City of Calgary for a development permit in respect of a multi-residential development on the Subject Property pursuant to Land Use Bylaw 1P2007.

This matter has been discussed at a recent community association executive meeting and we have received a presentation and information from our Escarpement / River Valley Committee as well as effected residents in northeast Roxboro. We reiterate the following objections to the proposed development on the Subject Property:

1. The citizens of Calgary have been able to enjoy an established and growing network of cycle/walking path and parks along the Bow and Elbow rivers throughout the City. In contrast, this proposal is to build two 16 story apartment houses immediately adjacent to the Elbow River waterway. The setback is insufficient particularly in light of a history of preserving and reclaiming waterway access. The proposed height of the buildings is in stark contrast to the open space immediately west of the Subject Property.

New high density developments adjacent to rivers, as illustrated by the recently announced Riverside Quays in Inglewood and the Waterfront in the centre of Calgary, have large setbacks from the Bow River with the highest units furthest from the river and a slope down in height as the river is approached. This proposal increases in height towards the Elbow River - setting two 16 floor apartments essentially on the river bank with insufficient setback. Increased density in the inner city is a worthwhile goal, but surely not at the expense of the river and its immediate valley environment.

2. This small riverside section on the south side of 26 Ave. SW has apartments on the riverside. Their negative impacts on the natural setting of the Elbow River are currently mitigated by the retention of a large continuous growth of native trees and bushes. The Elbow River is one of the great recreational and natural assets of the City. Destruction of any of the native trees and bushes on and off the property would have a negative impact on the aesthetics of the waterway and may have a negative environmental impact on the riverbank and surrounding lands. The plan notes trees to be removed by construction damage off the property, and also notes native trees in poor condition - perhaps inferring that they too should be removed. In a natural active environment trees are dying and new ones are growing. This natural environment should be retained.

Residential properties on the river must have their natural settings retained. Walls and other unnatural structures close to the river are not permitted. Large setbacks of houses are required. This proposed commercial-scale development will overwhelm the natural setting of the river and should, instead, conform to requirements for residential development.

3. A major concern for the Rideau-Roxboro community is the impact the proposed development will have on residential properties upstream and across the river from the Subject Property at times of high water on the Elbow River. As we understand it, the proposal includes raising almost all of the property elevation by up to 1.5 meters above the current ground elevation with the patios and central courtyard area. The excessive ground level footprint of the apartments and town houses will add to the impact. The floor level of the town houses and apartments have a solid wall of up to 1.5 meters below floor level to ground level (no doubt as protection against a flood) which could lead to a deflection of the water at flood upstream across the river.

As currently defined on the City's floodway maps and on the applicant's plan, the floodway on the north side of the river is shown as not extending on to the Subject Property. On the south side of the river in north east Roxboro, the floodway is shown on the city maps to extend on to the riverside properties and Roxboro Rd. At the peak June 2005 flood, the flood water probably flowed south probably along 2nd Street and then to Roxboro Rd. flowing east along Roxboro Rd. to Roxboro Park. The adjacent houses were not flooded by surface water although flood water extended on to some of the riverside backyards. At the same time on the north side of the river, the floodwaters covered the entire proposed development site to a greater depth. Flood water flowed across the adjacent park and down 26th Ave.

In addition, the fence on the west side of the Subject Property was knocked over by the floodwaters. None of the fences in Roxboro were damaged. Elevation data show that the Subject Property is lower in elevation than the Roxboro properties and the floodway line is mapped as being one meter lower on the Subject Property than in Roxboro. A recent engineering study at 308 Roxboro Road questions the accuracy of the Department of Environment mapping east of the Mission Bridge. The flood observations, photos, elevation data and new engineering study refute the mapping of the Subject Property being in the floodplain and northeast Roxboro in the floodway. The letter "Objections to DP 2008-0259" submitted by affected residents of northeast Roxboro dated April 13, 2008, outline the evidence more fully.

It is important to the community association that Alberta Environment be consulted on this proposed development, the floodway designations and the relative current elevations of the proposed development and the affected area of north east Roxboro. We have a real concern that raising the ground level at the Subject Property development will compound the problem upstream and in northeast Roxboro.

We formally ask the City of Calgary to request a reassessment of the floodway/floodplain mapping by the Alberta Department of Environment before this development is considered further.

4. The Elbow River immediately upstream of the Subject Property is relatively wide and then becomes restricted as the waterway is deflected to the southeast. This restriction results in faster water flow and shifting of erosion to the south shore of the river. During times of high water, the erosion effect is increased and will be compounded if the river flow is further restricted by the raising of the ground level and by the apartments and town houses at ground level as proposed.

As proposed, the close proximity of the development to the river edge, the removal of natural vegetation, increased height of the ground level and extensive ground level area of concrete and brick as well as the large footprint of the apartments will, in our view, lead to negative impacts on Elbow River quality and aquatic life.

5. We feel that a proper environmental impact study of the proposed development on the Subject Property is needed, particularly in light of the June 2005 flooding of the Subject Property and adjacent buildings. Underground parking was flooded and unknown amounts of contaminants were undoubtedly release into the Elbow River as a result.

6. The planned use of exterior metal and glass will cause extensive and intensive reflection on to residents and properties on the other (south) side of the Elbow River.

Large exhaust/ventilation fans face on to the Elbow River. This may generate increase noise levels for residents on the other side of the Elbow River.

The Rideau Roxboro Community Association is concerned, for the reasons above, that this proposed development not be approved without adequate review of these matters. We feel particularly strongly that insufficient consideration has been given to the floodway and floodplain designations along this specific reach of the Elbow River.

We would be pleased to discuss these comments further with you, or someone in your office, at your convenience.

Rideau Roxboro Community Association

per: "signed Bill Walker"
Bill Walker, President

c. Mayor Dave Bronconnier

Alderman Brian Pincott

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (C.P.T.E.D.) ASSESSMENT

REQUESTED BY: Paul Maddock

POSITION: City of Calgary, Development and Building Approvals (#8073)

CONDUCTED BY: Mr. Gerry Bailey
Calgary Police Service

LOCATION: 123 - 26 Avenue SW

Applicant Name:	Zeidler Carruthers
Contact Name:	Steve Carruthers
Company Ph. No.:	403-266-6103 Fax 403-266-6168
Company Address:	#200, 255-17 Av. SW Calgary AB T2S2T8

STATEMENT OF PURPOSE

This survey and the enclosed recommendations are not intended to completely eliminate the crime risk to the subject property. They will however enhance the personal safety and reduce the probability of attacks against the property if properly applied and maintained.

Implementation of these recommendations should not be fragmented. Many times the incorporation of one phase depends upon the implementation of other security recommendations and the failure to utilize the systems approach can breach all elements of the system.

BACKGROUND/HISTORY (i.e. recent incidents)

A check of the Police Information management system did not reveal any concerns.

SCOPE

This report is based on the crime prevention strategy known as Crime Prevention Through Environmental Design or CPTED (pronounced sep-ted for short.) CPTED is a strategy that recognizes that a relationship exists between the built environment and incidence of crime.

The most attractive feature of CPTED as a strategy is that it, unlike other strategies such as target hardening, attempts to accomplish a high level of personal security without imposing a fortress like structure on the environment.

SUBJECT FACILITY

This proposal is to remove 3 Existing structures in the 100 block of 26 Avenue SW, Calgary, located adjacent the Elbow River on the south side of 26 Avenue. The proposal is to build a new Multi Residential Development (2 buildings, 85 units, 16 storeys, with 168 underground parking stalls.

Recommendations

These recommendations will speak to areas of concern within the site and buildings and will incorporate specific Crime Prevention Through Environmental Design applications to enhance the built environment.

Underground Parkades

Personal safety of the individuals that will be using and occupying the PARKADE is paramount. A number of different elements must be reviewed and seriously considered to ensure that the design provides a safe and comfortable environment. All planning and design development within the structure must acknowledge the need to enhance the users' sense of personal safety and reduce design features which provide opportunities for intimidation, threat or assault. The addition of an underground parkade requires special attention and serious scrutiny of the design of the structure when it comes to satisfying the needs of user safety.

Lighting and Visibility

Light fixtures shall be placed so as to eliminate entrapment spots and shall provide a uniform level of lighting minimizing the contrast between light and shadow. Light fixtures which can withstand vandalism and which can be easily maintained should be utilized. Wall and floor surfaces should be light in colour, which would improve visibility in interior public spaces. Often lighting in Parkades is used to light the movement areas of vehicle traffic; this should continue to the Parking Stalls and illuminate pedestrian user space once the vehicle is parked.

Entrapment and Movement Predictors

Areas of entrapment are to be avoided. Potential areas of entrapment are: unlit recesses, corners or alcoves; small structures (sheds, storage areas) which are unlit or unlocked.

The use of clear glass panels is recommended in all doors to stair wells, corridors and entrances. All unnecessary corners, planters, walls and fences which could produce entrapment spots should be eliminated. Alternative pedestrian routes, multiple exits and choices in direction should be provided wherever possible.

Structures which create entrapment spots must be avoided. In any area where entrapment is an issue, consideration must be given to communication needs, particularly for emergency assistance.

Isolation

In areas of low pedestrian traffic, clear, concise and highly visible signage should be used. Clear directions to the nearest communication device must be given. Wherever it is deemed necessary, alert stations (emergency telephones) should be used to aid in emergency situations.

Access Control

The issue of access control is extremely critical. Some of the items to be considered should include:

- Access control needs to be designed in a way that permits staff to maintain a separation between public, semi-public and private areas.
- A system shall have wide flexibility and the ability to accommodate immediate change, at relatively low cost.
- Main entrances should be designed to be barrier free and easily used by legitimate users of the space.
- Systems shall be designed for the long term and not become obsolete shortly after installation.

The overhead door should be accessible by use of card access, proximity reader or key. The door should be timed to only allow one user in at a time. Signage should be placed at the access reader advising users to report any suspicious activity or vehicles entering or at the parkade entrance.

This area needs to be well light with metal halide lighting positioned in such a way to light up the driveway and minimize as much peripheral light pollution as possible.

Elevator Lobby's

These areas must have clear sight lines to the elevator. If the Lobby is to be separated from the elevator a clear glass wall should be used instead of a solid wall. This will enhance personal safety by affording users to see into the space before they enter a possible area of entrapment.

Ground Floor Apartment Patios

The ground level units on all apartments allow for access to a personal patio area. These patios should be fenced, using the same materials if possible that are used to enclose the upper level balconies. This will provide the resident a space that is clearly defined as private property thereby reducing the fear of the residents to use the space and provide a sense of ownership.

Main Entrances into Apartments

It is important to have celebrated entrances which are built and designed to clearly identify it as the central access point. This area is the stronghold of the building and must send a clear message in its design that it is an area that is controlled and trespassers are not allowed.

This area should be extremely well light especially if dark colours are used in the design of the space. It should be well signed and give clear concise directions on how to contact residents of the apartment.

This area should be locked to the public. Electronic locks, a two way communication terminal and a security camera is a must in this space. The equipment should be of high quality and chosen so that is not obsolete in a few years. Signage should be placed in this area advising residents to attend the main entry to escort visitors to their apartments instead of simply buzzing someone in.

Mailboxes are usually kept close to the main entry. They should be placed in the lobby area, inaccessible to the public. They should be signed with only last names and initials of residents, so as not to identify gender of the resident.

The sidewalk leading to this entry should also be well celebrated, clearly defining the route to the main entry.

All Exterior Doors

All outside exterior doors should be solid core with high quality deadbolts and tamperproof hinges, jambs and lock plates. These areas need to be well light and signed for no access to the public, advising them to use the main entrance.

Gym/Workout Centre and Pool Area

This area should be designed with sightlines into the facility. This may be accomplished by using glass that is partially frosted. This will provide privacy and allow sightlines into the facility. If done correctly it will reduce the fear for the user of being alone and trapped and create fear for the person who may attempt an assault/robbery inside the facility. This will increase the intended use of the facility and help reduce crime.



LEED Canada-NC 1.0 Project Checklist

? No

9		Sustainable Sites	14 Points
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1		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

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

3		Energy & Atmosphere	17 Points
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Prereq 1	Fundamental Building Systems Commissioning	Required
Prereq 2	Minimum Energy Performance	Required

1		Prereq 3	CFC Reduction in HVAC&R Equipment	Required
	1	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		Materials & Resources	14 Points
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	1	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			

15		Indoor Environmental Quality	15 Points
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		Prereq 1	Minimum IAQ Performance	Required
		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

2		Innovation & Design Process	5 Points
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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

36		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