REPORT TO THE SUBDIVISION AND DEVELOPMENT APPEAL BOARD

DATE: November 4, 2021 ; December 2, 2021	APPEAL NO.: SDAB 2021-0075 FILE NO.: DP2020-5865
APPEAL BY: Pineridge Community Association,	represented by Marjorie Roy
FROM A DECISION OF THE DEVELOPMENT AUTHORITY where a	LAND USE DESIGNATION: M-C1
New: Multi-Residential Development (3 buildings)	Discretionary
was approved at <u>6520 Rundlehorn Drive NE</u> .	
COMMUNITY OF: Pineridge	DATE OF DECISION: August 17, 2021
APPLICANT: Ajith Karunasena, SEIKA Architecture	OWNER: Honeywell Custom Homes

The hearing commenced on November 4, 2021 with consideration of procedural and jurisdictional issues. The Board adjourned the hearing to December 2, 2021.

Notes:

- Notice has been given of the hearing pursuant to the *Municipal Government Act* and Land Use Bylaw, including notices to parties who may be affected by the appeal. The final determination of whether a party is an "affected person" will be made by the Board if required.
- This Report is provided as a courtesy only. The Board's record may include additional materials, including notifications to affected parties and correspondence of a procedural or administrative nature.



NOTICE OF APPEAL

SUBDIVISION AND DEVELOPMENT APPEAL BOARD

CC 821 (R2014-01)

In accordance with Sections 678 and 686 of the Municipal Government Act and The City of Calgary Bylaw 25P95, as amended, an appeal to the Subdivision and Development Appeal Board must be filed within the legislated time frame and each Notice of Appeal must be accompanied by the legislated fee. For filing instructions and fee payment options, see the reverse side of this form.

Online Store Information					ISC: Unrestricted
Confirmation Number 10392346		Order Number Online Form F 36469487 2021-10-14 10			
Site Information					
Municipal Address of Site Under Ap 6508-6520 RUNDLEHORN DRIVE			Development I DP2020-5865	Permit/Subdivisio	on Application/File Number
Appellant Information			·		
Name of Appellant MARJORIE ROY Or Pineri	dge Comm Asso	;	Agent Name (if app	licable)	
Street Address (for notification purp 6024 RUNDLEHORN DRIVE NE	oses)		I		
City	Province		Postal Code		Residential Phone #
CALGARY	ALBERTA		T1Y 2X1		403-585-3710
Business Phone # 403-585-3710	Email Address president@pineridg	eyyc.ca			
APPEAL AGAINST					
Development P	ermit	Sut	odivision Applic	ation	Notice of Order
Approval			pproval		Notice of Order
Conditions of A	pproval		Conditions of Approv	al	
	pp. 014.		Refusal		
			leiusai		
REASONS FOR APPEALSections reasons for the appeal.	s 678 and 686 of the M	Iunicipal Gove	rnment Act require th	nat the written N	otice of Appeal must contain specific
I do hereby appeal the decision o	f the Subdivision/Dev	velopment Aut	thority for the follow	ving reasons:	
On behalf of the Pineridge Community Association, we are appealing the decision to approve this DP for the following reasons: 1. Lack of community consultation when one of the buildings was increased from three storeys to four storeys after the community association had provided its review. 2. Inadequate Parking - parking to remain as one spot per unit due to the density of housing in the immediate vicinity and limited street parking. 3. If parking remains relaxed as per DP COA, the 5-year term for an annual transit subsidy/active transportation credit needs to not only be increased in length but also be effective from when building is ready of occupancy, not the date the DP is approved. 4. No relaxation on landscaping - this area was an acreage with two homes and had mature trees. The building site plan approved denotes no greenery for the full West length of the property. 5. No shadow study performed. This building will effectively shadow the adjoining property to the East for a better part of the day.					
In order to assist the Board in scheduling, please answer the following questions to the best of your ability:					
Estimated presentation time (minutes/hours) Will you be using an agent/legal counsel? 1 HOUR Yes No					
Do you anticipate any preliminary issues with your appeal? (i.e. jurisdiction, parties status as affected persons, adjournment, etc.)					
If yes, what are the issues?					
Do you anticipate bringing any withe ✓ Yes No Unknown	esses/experts to your h	earing?	If yes, how many v 4	vill you be bringi	ng?

This personal information is collected under the authority of the Freedom of Information and Protection of Privacy Act, Section 33(c) and the Municipal Government Act, Sections 678 and 686. NOTE: THIS INFORMATION WILL FORM PART OF A FILE AVAILABLE TO THE PUBLIC. If you have any questions regarding the collection of this information, contact the City Appeal Boards at 403-268-5312 or PO Box 2100 Stn. "M", #8110, Calgary, AB, T2P 2M5.

FOR OFFICE USE ONLY				
Final Date of Appeal SDAB Appeal Number Fee Paid Hearing Date Date Received				
YYYY MM DD 2021 10 14	SDAB2021-007	Yes No	2021 11 04	October 14, 2021

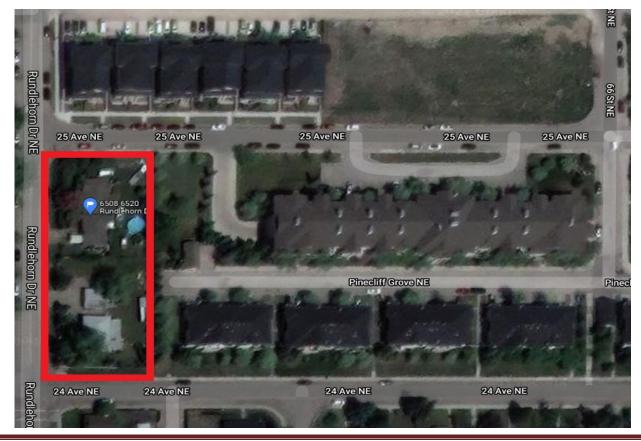
3 Appeal Board rec'd: October 27, 2021 Submitted by; M. Roy, for Pineridge CA, appellant

Appeal Number: SDAB2021-0075

6520 & 6508 Rundlehorn Drive NE. New: Multi-residential Development (3 buildings) Appeal against an approval by the Development Authority of The City of Calgary, DP2020-5865.

Development Permit						
Refer to the status tab for	more information.					
倄 Summary	About	Status	🖂 Contact Us			
	Property	Designations				
Μ	ulti-Residential - Conte	extual Low Profile Di	strict (M-C1)			
	M-C1 is a multi-residential designation in the developed area that is primarily for 3 to 4 storey apartment buildings and townhouses.					
	Propo	sed Uses				
Multi-Residential Development						
	elopment Permit (Pendi ntial Development (3 bu		2020-09-17 (POSSE Client)			

PROPERTY UNDER APPEAL (COMMUNITY – Pineridge)



SDAB2021-0075 (DP2020-5865), 6508 & 6520 Rundlehorn Dr NE PINERIDGE COMMUNITY ASSOCIATION

REASONS FOR APPEALING APPROVAL:

Pineridge Community Association lists the following reasons for its appeal on the approval by the Development Authority of the City of Calgary –

- 1. Building Height,
- 2. Number of Parking Stalls,
- 3. Traffic & its Flow, and
- 4. Landscaping Relaxations

We submit the following information, reports, pictures, and diagrams in support of our appeal.

1. BUILDING HEIGHT:

There are two buildings approved in this development; one of the buildings is approx. 11M in height which, while slightly taller than neighbouring buildings, would not conflict with the flow of housing in the immediate area. The second building is planned to be 13.94M and would be higher by almost three meters than any neighbouring property. The immediate neighbourhood consists of:

South: Single family dwelling



West: Single family & Two-storey Duplexes



SDAB2021-0075 (DP2020-5865), 6508 & 6520 Rundlehorn Dr NE PINERIDGE COMMUNITY ASSOCIATION

North: Two-storey, multi-family dwellings (Habitat for Humanity).



<u>East</u>: Behind the proposed development, there are a variety of condominium units ranging from two storey to three storey complexes.

The Land Use Bylaw regulates the height of low-density residential development using a contextual building height formula that is based in part on the heights of neighbouring houses, designed to ensure that new dwellings have a height that is sensitive to the height of neighbouring properties.



SDAB2021-0075 (DP2020-5865), 6508 & 6520 Rundlehorn Dr NE PINERIDGE COMMUNITY ASSOCIATION

2. PARKING, TRANSIT, & PROPOSED RELAXATION:



25TH Avenue (West) – April 2019



SDAB2021-0075 (DP2020-5865), 6508 & 6520 Rundlehorn Dr NE PINERIDGE COMMUNITY ASSOCIATION

25TH Avenue (East) – October 2021



We like the addition and recognize developer planned more than required Bike Stalls but, with a winter season in the mix, many community residents who have more than one mode of transportation, often travel primarily by vehicle. Habitat for Humanity, for example, which is 24 units with 24 parking stalls continues to use the street parking on both sides of 25th Avenue as shown in the pictures above.

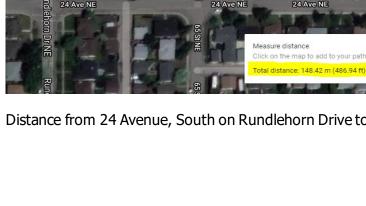
We believe that the Parking stalls should remain, without relaxation, as one stall per unit (35) and, given there are no barrier-free accessible units within either building, suggest that the barrier-free parking could become part of the visitor parking stalls allocated within this development. The current, approved plan has 28 parking stalls for residents which includes two barrier-free stalls and 5 visitor parking stalls which includes one barrier-free stall.

Distance to Transit Stops:

26 Ave NE LE LE BAL I HAN A LAP 25 Ave NE 25 Ave NE Pinecliff Grove NE Pinecliff Grove NE 24 Ave NE 24 Ave NE 24 Ave NE Measure distance ick on the map to

From 25 Ave, North on Rundlehorn Drive: 148.42M

Distance from 24 Avenue, South on Rundlehorn Drive to Bus Stop: 213 M



3. TRAFFIC FLOW:

The traffic in the immediate area will increase with this development. As previously mentioned, we have several complexes that feed into either 25th Avenue or 66th Street (Blue arrows). There is no access for any of these developments to exit or enter their residences from 24th Avenue nor 68th Street.

Complexes 1 (24 units) and 6 (60 units) will use 25th Avenue as their primary. Complexes 2 (65 units), 3 (60 units), 4 (123 units), and/or 5 (54 units) would need to use either 25th Avenue or 66 Street. That is a minimum of 84 vehicles possibly exiting from 25th Avenue onto Rundlehorn Drive but could be an addition of 302 vehicles. This is basis of one vehicle per unit.

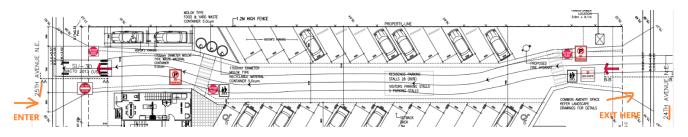


- #1. Habitat for Humanity: Six 2-storey Buildings with 4 units each (24 units). Parking off back alley; 24 parking spots provided. Parking on street (25th Avenue) is allowed.
- #2. Horizon Housing: One 4-storey apartment building (65 units). Underground & surface level parking off back alley; building still under construction; 75 stalls to be provided includes 10 visitor parking and 10 barrier-free parking stalls.
- #3. Pineridge 2000: One 3-storey building (60 units). Surface-level parking only. 60 dedicated parking stalls. 12 visitor stalls, including four barrier-free stalls. Parking on 66 Street is allowed.
- #4. Legacy Estates: One 3-storey building (123 units for Plus 55 only). 123 Underground parking stalls and 14 visitor parking stalls that includes 2 barrier-free stalls. No parking on Pinecliff Grove is allowed.
- #5. Pineridge Gardens: Nine 2-storey buildings with 6 units each (54 units). Each unit has a one-car garage and parking pad. No parking is allowed on Pinecliff Grove NE. Units have walking access to 24th Avenue NE.
- #6. Point of View: One 3-storey building (60 units). 60 dedicated underground parking stalls and 6 surface parking stalls for residents. They have 12 visitor parking stalls, including 2 barrier-free stalls.

SDAB2021-0075 (DP2020-5865), 6508 & 6520 Rundlehorn Dr NE PINERIDGE COMMUNITY ASSOCIATION

The current approved traffic flow to the parking lot is for vehicles to enter the development from 24th Avenue and exit on 25th Avenue. For the following two reasons, we would like to see this reversed –

- On 25th Avenue, directly across from the development, is the Habitat for Humanity development. This is home to more than 60 children and many of them like to play outside. If entry was moved to this location, there would be less possibility of an incident involving one of those children and, by entering off Rundlehorn Drive onto 25th Avenue, there would be better line of sight and the safety of the children is paramount.
- 2. There are no recognizable hazards for vehicles exiting onto 24th Avenue. It is a calmer street and has significantly less traffic then 25th Avenue.



4. LANDSCAPING & RELAXATION:

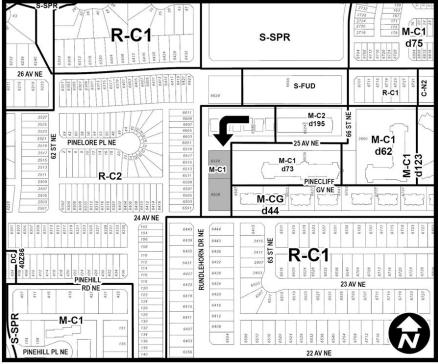
Pineridge is a well-developed community with mature trees, green areas, and shrubbery. The approved development has received a relaxation to the number of trees, the green space provided, and the planting of trees along Rundlehorn Drive. According to diagram from Google maps, this will be approx. 75M without trees or shrubs or greenery.

Without trees or shrubs, the 75M would not blend with immediate properties and is not conducive to the landscaping of the neighbourhood which is shown throughout via pictures.











August 17, 2021

SEIKA ARCHITECTURE Ajith Karunasena ajith.karu@seikaarchitecture.com (403) 210-5085

Dear Sir/Madam:

RE: Notification of Decision: DP2020-5865 Subject: New: Multi-Residential Development (3 buildings) Project:

Address: 6520 RUNDLEHORN DR NE 6508 RUNDLEHORN DR NE

This is your notification of decision by the Development Authority to approve the above noted application on August 17, 2021.

Read all of the Permanent Conditions of approval carefully as they form part of the approval decision. The Prior to Release Requirements must be met to the satisfaction of the Development Authority before your Development Permit will be released to you. The Permanent Conditions form part of the approval decision. Advisory Comments, if applicable, are also attached and are intended to be of assistance in obtaining additional permits and supplementary information for the successful completion of your development.

Development approved by this permit must commence by August 17, 2023 or the development permit shall cease to be valid.

The decision will be advertised beginning August 19, 2021 at www.calgary.ca/publicnotices, which is the start of the mandatory 21-day appeal period. This appeal period will conclude at midnight September 9, 2021. Release of the permit will occur within 2-4 business days following the conclusion of the appeal period and upon receipt of all Prior to Release requirements.

An appeal along with reasons must be submitted, together with payment of \$200.00 fee, to the Subdivision and Development Appeal Board (4th floor, 1212 31 Avenue N.E., Calgary, AB T2E 7S8) within 21 days of receipt of this letter. An appeal may also be filed online at <u>http://www.calgarysdab.ca</u>. To obtain an appeal form, for information on appeal submission options or the appeal process, please call (403) 268-5312.

Please note that this letter is to advise you of the conditions of approval, the mandatory advertising appeal period and the timeframe in which you may appeal this decision. If no appeals have been filed during the appeal period, and the Prior to Release conditions have been met, your Development Permit will be released. Should you require clarification of the above or further information, please contact me at (403) 268-2142 or by email at kelsey.cohen@calgary.ca and assist me by quoting the Development Permit number.

Yours truly,

Kelsey Cohen Planner 1 Planning and Development Attachment(s)



Conditions of Approval – Development Permit

Application Number: Application Description: Land Use District: Use Type: Site Address: Community: Applicant:	DP2020-5865 New: Multi-Residential Development Multi-Residential - Contextual Low Profile Discretionary 6508 RUNDLEHORN DR NE, 6520 RUNDLEHORN DR NE PINERIDGE SEIKA ARCHITECTURE					
CPAG Team: Planning KELSEY COHEN	(403) 268-2142	kelsey.cohen@calgary.ca				
Development Engineering DAYNA FORSYTHE Transportation	Dayna.Forsythe@calgary.ca					
JEFF JOHNSTONE (403) 268-4755 Jeff.Johnstone@calga Parks KAREN MOUG 403-200-7328 Karen.Moug@calgary.						

Prior to Release Requirements

The following requirements shall be met prior to the release of the permit. All requirements shall be resolved to the satisfaction of the Approving Authority:

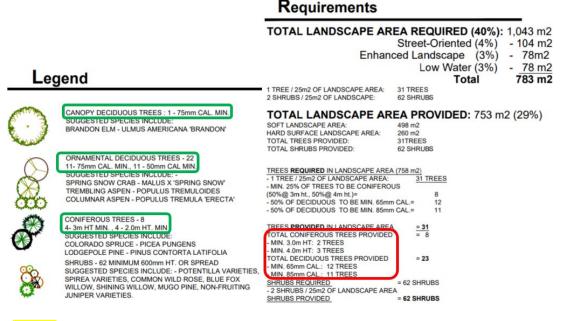
Planning:

- 1. Submit a complete digital set of the amended plans in PDF format and a separate PDF that provides a point-by-point explanation as to how each of the Prior to Release conditions were addressed and/or resolved. The submitted plans must comprehensively address the Prior to Release conditions as specified in this document. Ensure that all plans affected by the revisions are amended accordingly. To arrange the digital submission, please contact your File Manager directly.
- 2. Amend plans to correct spelling of "Rundlehorn" on all pages. "Rundlehorne" is still shown in the project name in the bottom corner of every sheet.
- 3. The two parcels composing this site must be consolidated into a single parcel. Provide a copy of the new Certificate of Title.

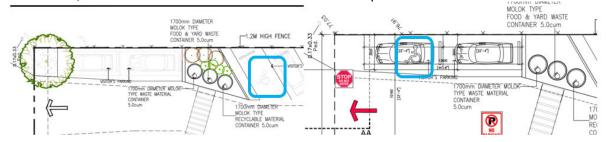
- Submit a letter from Enmax Corporation indicating that the following issues have been addressed. Please contact Ali Sharif at 403-604-8603 to resolve the issues.
 - The proposed location of the new building is in conflict with ENMAX's aboveground distribution line and its existing guy wire. Therefore, a new location for the building shall be suggested or bury ENMAX's aboveground line through GetConnected@enmax.com.

Conflict resolved letter dated July 13, 2021.

NEW Amend the landscaping plan (L-1) to correct the planting calculations (number of trees and caliper) to match what is shown under the legend and on the landscape plan.
 Please see image below for comparison of legend and calculations.



6. *NEW* Amend the plans to show the accessible stalls in the same location across all sheets. Specifically, the landscape plan (L-1) shows one accessible stall to the east of the moloks, where all other sheets show the western most parallel stall as accessible.



Development Engineering:

7. Consolidate the subject parcels. Submit a copy of the registered plan and certificate of title, confirming the consolidation of subject parcels onto a single titled parcel, to the Development Engineering Generalist.

Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

Page 2



8. The proposal to construct public infrastructure, storm sewer extension and service connections within City rights-of-way requires the developer to execute an Indemnification Agreement to the satisfaction of the Manager, Urban Development.

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To initiate circulation and approval of the Work that will form part of the Indemnification Agreement, submit construction drawings online using your existing VISTA account at <u>calgary.ca/vista</u>. At the time of submission of the construction drawings, the following items shall also be submitted:

- a. An 8 1/2" x 11" site plan indicating the construction boundaries.
- b. Indicate who will be party to the agreement, provide contact information and a certificate of title for adjacent lands associated with the construction of the infrastructure.
- c. A detailed description of the Work that will form part of the Indemnification Agreement (cubic metres of asphalt and/or concrete, pipe diameters for sanitary, storm and watermains and their respective lengths in linear metres) within the City right of way.
- d. A detailed cost estimate for the scope of Work including GST prepared by the contractor.
- 9. Submit three (3) sets of the Development Site Servicing Plan details to Development Servicing, Inspections and Permits, for review and acceptance from Water Resources, as required by Section 5 (2) of the *Utility Site Servicing Bylaw 33M2005*. Contact <u>developmentservicing2@calgary.ca</u> for additional details.

For further information, refer to the following:

Design Guidelines for Development Site Servicing Plans https://www.calgary.ca/PDA/pd/Documents/urban_development/publications/DSSP-Design-Guidelines.pdf

Development Site Servicing Plans CARL (requirement list)

http://www.calgary.ca/PDA/pd/Documents/development/development-site-servicingplan.pdf

10. After the Development Permit is approved but prior to its release, the landowner shall execute an Off-Site Levy Agreement for the payment of off-site levies pursuant to Bylaw 2M2016.

The **preliminary** estimate based on a 2020 development permit approval date is **\$154,066.00**. Should payment be made prior to release of the development permit, an Off-Site Levy Agreement will not be required.

To obtain the off-site levy agreement, contact the Infrastructure Strategist, Calgary Approvals Coordination at 403-268-3509 or email <u>kyle.ross@calgary.ca</u>.

- 11. The owner shall make satisfactory cost sharing arrangements with the adjacent developers for their proportionate share of the existing infrastructure that was paid for and/or constructed by the adjacent developers as they will be benefiting from the infrastructure installed by that developer.
 - a) The Developer shall make cost sharing arrangements with POINTE OF VIEW MARKETING & MANAGEMENT INC. for part cost of the sanitary sewers in the



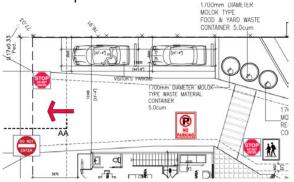
lane on the west boundary adjacent to the site, which was constructed by POINTE OF VIEW MARKETING & MANAGEMENT INC. through their PINERIDGE, Phase 01 DA2000-0016 Development Agreement.

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- b) The Developer shall make cost sharing arrangements with POINTE OF VIEW MARKETING & MANAGEMENT INC. for part cost of the water mains in 25 AV NE adjacent to the site, which was constructed by POINTE OF VIEW MARKETING & MANAGEMENT INC. through their PINERIDGE, Phase 01 DA2000-0016 Development Agreement.
- c) The Developer shall make cost sharing arrangements with Carma Developers Ltd. for part cost of the water mains in 24 AV NE adjacent to the site, which was constructed by Carma Developers Ltd through their Pineridge, Phase 2 DA1973-0027 Development Agreement.
- d) Repayment to the City for part cost of the existing paving in Rundlehorn Dr NE adjacent to the west boundary of the site for the amount of \$39,226.14.
- e) Repayment to the City for part cost of the existing paving in 24 and 25 AV NE adjacent to the boundaries of the site for the amount of \$28,107.35.

Transportation:

- 12. Provide a letter on the Developer's company letterhead, indicating the implementation and monitoring of the transit/active mode credit program, per unit, for each of the seven units that aren't provided parking.
- 13. Amend the drawings and remove the dashed line from within both corner cut areas within the site to prevent any confusion or issues with regards to the line in question.
- 14. Amend the plans to remove the wheel stops from the parallel parking stalls (2 stalls), on all affected plan sheets.



15. 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% of the estimated cost of construction.

The developer is responsible to arrange for the construction of the infrastructure with their own forces and to enter into an Indemnification Agreement with Roads at the time of construction (the security deposit will be used to secure the work).

Roads

- a. Construction of new driveway crossings located on 24th AVE and 25th AVE NE,
- b. Construction of new sidewalks along Rundlehorn DR NE from 24th AVE NE to 25th AVE NE tying into the existing Wheel Chair Ramps,

- c. Construction of new standard Curb and gutter along Rundlehorn DR NE from east property line on 25th AVE NE to existing standard curb and gutter along 24th AVE NE,
- d. Rehabilitation of <u>existing driveway crossings, sidewalks, curb and gutter, etc.</u>, should it be deemed necessary through a site inspection by Roads personnel,
- 16. 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% 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.

<u>Roads</u>

a. Street lighting upgrading adjacent to site,

Parks:

No comments.

Permanent Conditions

The following permanent conditions shall apply:

Planning:

- 17. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
- 18. No changes to the approved plans shall take place unless authorized by the Development Authority.
- 19. ***NEW*** All rules of Land Use Bylaw 1P2007 apply, subject to any relaxations approved by the Development Authority in this development permit.
- 20. A Development Completion Permit shall be issued for 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 403-268-5311 to request a site inspection for the Development Completion Permit.
- 21. All areas of soft landscaping shall be provided with an underground sprinkler irrigation system as identified on the approved plans.
- 22. Parking and landscaping areas shall be separated by a 150mm (6 inch) continuous, poured in place, concrete curb or equivalent material to the satisfaction of the Development Authority, where the height of the curb is measured from the finished hard surface.

23. Crushed aggregate or materials including but not limited to brick, pea gravel, shale, river rock and gravel are not permitted within required landscape areas.

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- 24. All electrical servicing for freestanding light standards shall be provided from underground.
- 25. A lighting system to meet a minimum of 10 LUX with a uniformity ratio of 4:1 on pavement shall be provided.
- 26. Each parking stall, where located next to a sidewalk, shall have a properly anchored concrete wheel stop or equivalent material to the satisfaction of the Development Authority (100mm in height and 600mm from the front of the parking stall).
- 27. Handicapped parking stalls shall be located as shown on the approved plans released with this permit. Handicap parking stall(s) shall be clearly designated, signed and located close to the entrance of the building with barrier-free accessibility.
- 28. The garbage containers shall be kept in a good state of repair at all times and the lids shall be kept closed while the enclosures are not actively in use for delivery or removal of refuse.
- 29. ***NEW*** 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. Email confirmation to geodetic.review@calgary.ca.

Development Engineering:

- 30. 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,
 - a. 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).
 - b. on City of Calgary lands or utility corridors, The City of Calgary, Environmental and Safety Management division shall be immediately notified (311).
- 31. The developer / project manager, and their site designates, shall ensure a timely and complete implementation, inspection and maintenance of all practices specified in erosion and sediment control report and/or drawing(s) which comply with Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control. Any amendments to the ESC documents must comply with the requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control.

For other projects where an erosion and sediment control report and/or drawings have not been required at the Prior to Release stage, the developer, or their designates, shall, as a minimum, 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 City of Calgary 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 City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: <u>www.calgary.ca/ud</u> (under publications).

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For **all soil disturbing projects**, the developer, or their representative, shall designate a person to inspect all erosion and sediment control practices a minimum of every seven (7) days and during, or within 24 hours of, the onset of significant precipitation (> 12 mm of rain in 24 hours, or rain on wet or thawing soils) or snowmelt events. Note that some practices may require daily or more frequent inspection. Erosion and sediment control practices shall be adjusted to meet changing site and winter conditions.

- 32. Stormwater runoff must be contained and managed in accordance with the "Stormwater Management & Design Manual' all to the satisfaction of the Director of Water Resources.
- 33. The grades indicated on the approved Development Site Servicing Plan(s) must match the grades on the approved Development Permit plans. Upon a request from the Development Authority, the developer or owner of the titled parcel must confirm under seal from a Consulting Engineer or Alberta Land Surveyor, that the development was constructed in accordance with the grades submitted on the Development Permit and Development Site Servicing Plan.
- 34. **Prior to issuance of a Development Completion Permit or any occupancy of the building**, payment shall be made for off-site levies pursuant to Bylaw 2M2016. **To obtain a final estimate**, contact the Infrastructure Strategist, Calgary Approvals Coordination at 403-268-3509 or email kyle.ross@calgary.ca

Transportation:

- 35. For a five year term, commencing at the date the development completion permit is issued, a \$1,308 per year transit subsidy/active transportation credit (equivalent value to an annual transit pass) must be provided to every unit that is not allotted on on-site parking stall. This credit can be used for transit passes/fares or other mobility options including but not limited to e-scooter fares, carshare rental fees, or rideshare fares.
- 36. 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, Transportation Planning. All work performed on public property shall be done in accordance with City standards.
- 37. 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, surface improvements, 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 Transportation Planning, 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.
- 38. The design of driveways must be approved by the City of Calgary Roads Department. New driveways including driveway modifications, removal and rehabilitations of unused driveway crossings or relocations, sidewalks, wheelchair ramps, and lane paving must be constructed to City standards at the developer's expense. Obstructions such as storm

Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

catch basins, hydrants, power poles, etc., must be relocated to City standards at developer's expense.

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39. The approved driveway(s) required for this development must be constructed to the ramp grades as shown on the approved Development Permit plans. Negative sloping of the driveway within the City boulevard is not acceptable. If actual grades do not match the approved grades, the developer/owner shall be responsible for all costs to remove and reconstruct the entire driveway ramp in accordance with approved grades.

Parks:

- 40. Any damage to public parks, boulevards or trees resulting from development activity, construction staging or materials storage, or construction access 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. Contact 311 for an inspection.
- 41. Public trees located on the boulevard adjacent to the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to construction, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence.
- 42. In order to ensure the integrity of existing public trees and roots, no grade changes are permitted in the boulevard within drip lines.
- 43. In order to ensure the integrity of existing public trees and roots, there shall be a minimum 3 metre separation, ideally the full length of the canopy, between the trunk and any new/proposed structures, (i.e. driveways and walkways).

Advisory Comments

The following advisory comments are provided as a courtesy to the Applicant and registered property owner. The comments represent some, but not all of the requirements contained in the Land Use Bylaw that must be complied with as part of this approval.

Planning:

44. The Applicant may appeal the decision of the Development Authority, including any of the conditions of the development permit. If you decide to file an appeal, it must be submitted to the Subdivision and Development Appeal Board (4th Floor, 1212 31 Avenue NE, Calgary, AB T2E 7S8) [DJ3 Building] within 21 days after the date on which the decision is made. An appeal along with reasons must be submitted, together with payment of a \$200.00 fee, to the Subdivision and Development Appeal Board. An appeal may also be filed online at http://www.calgarysdab.ca or mailed to Subdivision and Development Appeal Board. An appeal may also be filed online at http://www.calgarysdab.ca or mailed to Subdivision and Development Appeal Board (#8110), P.O. Box 2100, Station M, Calgary AB T2P 2M5. To obtain an appeal form, for information on appeal submission options or the appeal process, please visit the website or call 403-268-5312.

45. All measures relating to handicapped accessibility in the design of this project shall be maintained and operable for the life of the development (building and site), including those which are required through the building permit process.

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- 46. ***NEW*** There are many types of caveats and other agreements that can be registered on the title of the property that can restrict the ability to develop. The City has not reviewed or considered all instruments registered on the title to this property. Property owners must evaluate whether this development is in compliance with any documents registered on title.
- 47. *NEW* All rooftop mechanical shall be screened or must not be visible from thoroughfares or sidewalks. Any new exterior or at grade mechanical equipment must be screened and may require a development permit.
- 48. ***NEW*** The approval of this development permit does not limit in any way the application of any federal, provincial, or municipal law, policy, code, regulation, bylaw, and/or guideline, nor does it constitute any permit or permission under any federal, provincial, or municipal law, policy, code, regulation, bylaw, and/or guideline.
- 49. The approval of this Development Permit does not limit in any way the application of the regulations in the Alberta Building Code, nor does it constitute any permit or permission under the Alberta Building Code.
- 50. In addition to your Development Permit, you should be aware that Building Permit(s) are required. Once your Development Permit application has been approved, you may apply for Building Permit(s). Please contact Building Regulations at 403-268-5311 for further information.
- 51. ***NEW*** Building Regulations advises of the following. Please refer to the contact provided in the comments below if you have any questions prior to your building permit application.

Please note, these comments are based on the original submission, and are provided as for record keeping purposes only.

IMPORTANT NOTICE

A preliminary review for compliance with the National Building Code – 2019 Alberta Edition has been completed based on the Development Permit Application Drawings. The following comments may affect the design concept of the building and shall be addressed prior to the application for a Building Permit. A Building Permit shall be obtained from the Building Regulations Division before construction.

The proposed development has code compliance issues that may affect this Development Permit due to alterations required to bring the proposed development into compliance with the National Building Code – 2019 Alberta Edition. This may result in a new or revised development permit being required if not addressed at this time.

The following items in **bold**, but not limited to, are required to be addressed

National Building Code – 2019 Alberta Edition Comments (advisory) 1. Division B, 3.2.2./9.10.14 Provide a complete Building code review at time of Building Permit application. The building classification shall be included as required by Division



C, 2.2. The fire separations and fire resistance ratings shall be clearly identified on the drawings. (Floor loading, fire resistance ratings, spatial separations, construction of exposing building face, occupant loads, exiting, etc)

2. Division B, 3.2.3/9.10.14 Provide spatial separation calculations for ALL buildings, new and existing, please note the requirements for rated assemblies and provide tested listed assemblies that provide the required fire resistance rating (FRR). Please note the requirements for fire rated assemblies of exposed building faces, permitted type of construction/cladding (combustible or non-combustible) and provide tested listed assemblies and/or material specifications that support these requirements. In the case that there is no property line to calculate limiting distance, an arbitrary line is drawn between the two buildings and limiting distance is calculated to this line for both buildings. Provide all calculations, confirmation of all existing exposed building face construction/closures, confirmation of existing building uses, and identify the line of limiting distance used between the existing and new buildings on the plans.

3. Division B, 9.9.9.1) b) An Exit doorway must be located so that is not more than 1.5m above adjacent grade. 2) Where a *dwelling unit* is not located above or below another *suite*, the travel limit from a floor level in the *dwelling unit* to an *exit* or egress door may exceed 1 *storey* where that floor level is served by an openable window a) providing an unobstructed opening of not less than 1 m in height and 0.55 m in width, and

b) located so that the sill is not more than

i) 1 m above the floor, and

ii) 7 m above adjacent ground level.

3) The travel limit from a floor level in a *dwelling unit* to an *exit* or egress door may exceed 1 *storey* where that floor level has direct access to a balcony.

4. Division B 9.9.9.3. Shared Egress Facilities 1) Except for *dwelling units* in a house with a secondary suite, a *dwelling unit* shall be provided with a second and separate *means of egress* where an egress door from the *dwelling unit* opens onto a) an *exit* stairway serving more than one *suite*,

5. Division C, 2.4. Please note full professional involvement will be required for the design and building permit submittal for this project. Please ensure Architectural, Structural, Mechanical, Electrical, and Geotechnical professionals are retained, and provide drawings from each discipline will be required for Building Block 2 – Others will required 4) Plans and specifications must be imprinted with the seals or stamps of either a *registered architectural professional*, or one or more *registered engineering professionals* qualified to engage in the appropriate combination of those branches of engineering that are applicable to *building* design and construction for a *building* that is a) 3 *storeys* or less in *building height* and classified as a *residential occupancy*, containing at least 5 but not more than 20 *dwelling units*, b) classified as an *industrial occupancy* and the *occupant load* is 28 m2 per person or greater, or c) classified as more than one *occupancy* group, if i) the *major occupancy* of the *building* is industrial, ii) the *occupant load* is 28 m2 per person or greater, and iii) any *occupancy* other than the *major occupancy* does not exceed 400 m2 in *building area*.

6. Division B, 9.9.10.1 All bedrooms must have access to egress window. Not all are shown with windows

7. Provide engineer's design of all tall walls.

Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

8. Division B, 9.15.4.3. Provide engineer's design and review for openings in foundation wall exceeding 1.2m (4'0") prior to foundation inspection.

9. Division B, Part 8 Please note shoring and/or underpinning may be required based on site conditions, depth of excavation, and distance to property line, refer to ABC requirements.

10.

11. Division B, 3.2.5 Ensure provisions for firefighting are met.

12. Please note proof of Alberta New Home Warrantee may need to be provided at time of Building Permit application: refer to <u>http://homewarranty.alberta.ca/</u>.

13. The Province of Alberta requires all residential builders to have a builder license to construct residential projects including multi-residential. Accordingly, the City of Calgary is required to check for evidence of the builder license for any building permits that include residential dwelling units in the scope of work. Any questions related to builder licensing can be directed to builderlicensing@gov.ab.ca.

14. Partial Permit: Please note that a partial permit application may be made at the time of your building permit application or anytime thereafter (in consultation with your building permit file manager SCO). The scope of a partial permit may vary - please specify proposed scope of the partial permit at the time of the application. Please refer to the following document for information necessary when applying for a partial permit on this project. http://www.calgary.ca/PDA/pd/Documents/building/commercial-partial-permit.pdf

15. Please submit each building within this scope of this development permit as a separate building permit application. The first application shall demonstrate fire department access for the entire site. The first building permit application associated with this development permit shall address fire department provisions and spatial separation assessment for the entire site.

National Energy Code of Canada for Building 2017 (advisory)

1. NBC AE 2019 Division B, 9.36.1.3. This building meets the compliance requirements of Division B, 9.36. The National Energy Code for Buildings 2017 may be used in lieu of 9.36. Please advise us to which code you will be used at building permit application. Refer to www.Calgary.ca/936 for further information on submission requirements.

Development Engineering:

- 52. The developer is responsible for ensuring that:
 - a. The environmental conditions of the subject property and associated utility corridors meet appropriate regulatory criteria and appropriate environmental assessment, remediation or risk management is undertaken.
 - b. Appropriate environmental assessment(s) of the property has been undertaken and, if required, a suitable remedial action plan and/or risk management plan has been prepared, reviewed and accepted by the appropriate regulatory agency(s) including but not limited to Alberta Environment and Alberta Health Services.
 - c. The development conforms to any reviewed and accepted remedial action plan/risk management plans.
 - d. All reports are prepared by a qualified professional in accordance with accepted guidelines, practices and procedures that include but are not limited to those in

the most recent versions of the Canadian Standards Association and City of Calgary Phase I & II Environmental Site Assessment Terms of Reference.

e. The development is in compliance with applicable environmental approvals (e.g. Alberta Environment Approvals, Registrations, etc), Energy Resources Conservation Board approvals and related setback requirements, and landfill setback requirements as set out in the Subdivision and Development Regulation.

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If the potential for methane generation or vapours from natural or contaminated soils and groundwater has been identified on the property, the developer is responsible for ensuring appropriate environmental assessment(s) of the property has been undertaken and appropriate measures are in place to protect the building(s) and utilities from the entry of methane or other vapours.

Issuance of this permit does not absolve the developer from complying with and ensuring the property is developed in accordance to applicable environmental legislation.

53. Site Servicing (hydrant location plan) is to be submitted and approved by the Fire Department prior to the Development Site Servicing Plan stage. One stamped plan is to be submitted with the Development Site Servicing Plan submission.

Required hydrants shall be in place, tested, and operational prior to the start of building construction.

- 54. Prior to the commencement of construction, alteration or demolition operations, a fire safety plan, **accepted in writing** by the Fire Department and the authority-having jurisdiction, shall be prepared for the site and conform to the requirements of the AFC 2014, Division B, 5.6.1.3.. This document is required as a Building Permit condition for approval.
- 55. Water connection is available from 24 AV NE.
- 56. Show details of servicing and metering on Development Site Servicing Plan. Provide adequate water meter locations (100mm or larger, room adjacent to an exterior wall, 50mm or less, label water meter location) where services enter building. If static pressure exceeds 550 kPa install pressure reducing device after meter.
- 57. Maintain a 3.0m separation between Enmax facilities (power poles, light standards, transformer pads, catch basins, etc.) with the proposed water service.
- 58. Review with Fire Prevention Bureau at 403-815-1114 for on-site hydrant coverage and Siamese connection location(s). A site servicing (hydrant location plan) stamped by the Fire Prevention Bureau is to be submitted at the Development Site Servicing Plan stage. (Principal entrance(s) are to be labeled on the plan.)
- 59. Each unit must be individually metered.
- 60. Ensure that the water service separation from the foundation wall or piles is:
 - a. 4.0m (100mm service or larger), or
 - b. 3.0m (50mm service or smaller), or
 - c. 2.0m when the foundation wall or piles extends vertically a minimum of 2.0m below the invert of the water pipe.
- 61. The applicant must apply for water and sewer connections as per City Standards.



- 63. Arrange for a video inspection by city personnel prior to the reuse of existing sanitary sewer(s) by contacting 3-1-1. If existing services are found to be unsuitable for reuse, new services shall be installed at the developer's expense.
- 64. A storm sewer extension along 24 AV NE is required to service the proposed development at the applicant's expense. Where extensions of City mains are required for the proposed development, an indemnification agreement must be entered into to undertake the work. Construction drawings shall be submitted to the City for approval prior to the Development Site Servicing Plan circulation approval.
- 65. Best Management Practices (BMPs) are activities or practices that are designed to reduce runoff volume and prevent or reduce the release of pollutants to receiving waters. Operation and maintenance manual and sample maintenance log shall be provided to the owner in case there are any BMPs located within the property as per the current "Stormwater Management & Design Manual" Section 4.13. Appropriate Source Control Practice checklists must be completed and submitted to Development Approvals (<u>http://www.calgary.ca/UEP/Water/Pages/Specifications/Submission-for-approval-/Development-Approvals-Submissions.aspx</u>). For more information contact Development Planning at 403-268-6449.
- 66. Drainage from all parkade ramps (minimum 75% covered), underground parkades, or other covered parking areas are to be directed towards the on-site sanitary sewer system.
- 67. The allowable stormwater run-off coefficient shall be 50L/s/ha.
- 68. The applicant is encouraged to explore and adopt stormwater volume control options for this development.
- 69. Surface ponding (trapped lows) should be designed to contain all the flow generated from the 100 year storm events.
- 70. Where possible, discharge of roof leaders should be directed onto grassed or pervious areas to help reduce the volume of runoff. Alternatively, the roof leaders may be directed to the on-site storm sewer system.
- 71. All on-site sewers are to be designed to City of Calgary specifications.
- 72. Ensure elevations of building slab and/or any building openings are 0.3m minimum above trap low spill elevations or the 100 year elevation, whichever is higher. The minimum grade within the lot adjacent to the trap low must be 0.3m higher than the 1:100 year elevation in the trap low or spill elevation, whichever is higher. This minimum grade must be achieved within a 6.0m distance from the common property line of the lot and the road right-of-way.
- 73. Weeping tile is required to tie to the storm sewer **unless** a qualified soils consultant has determined otherwise. The consultant shall use the criteria set out in Section 3.3.6.8 of the *Stormwater Management & Design Manual*. A letter with the appropriate elevations (in metric geodetic) and information will be required by Water Resources.

Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

62.

74. As per The City of Calgary Drainage Bylaw 37M2005, the developer, and those under their control, are responsible for ensuring that a Drainage Permit is obtained from Water Resources prior to discharging impounded runoff (caused by rainfall and/or snowmelt) seepage or groundwater from construction site excavations or other areas to a storm sewer. The developer, and those under their control, is responsible for adhering to all conditions and requirements stipulated in the Drainage Permit at all times. For further information, contact the Corporate Call Centre at 311 or visit http://www.calgary.ca/UEP/Water/Pages/Watersheds-and-rivers/Erosion-and-sediment-control/Report-and-Drawings-Templates-and-Guides.aspx (Drainage Permit applications can be downloaded from this website).

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- 75. Stormwater emergency escape routes must be to a public roadway.
- 76. For questions and concerns regarding waste storage facilities, refer to the "Development Reviews: Design Standards for the Storage and Collection of Waste" Found at: <u>http://www.calgary.ca/UEP/WRS/Pages/Commercial-Services/Development-Permits-Waste-Recycling.aspx</u>
- 77. Waste storage enclosures and collection areas shall be maintained and clear of snow and ice.

Transportation:

78. The City does not grant approval for the placement of underground irrigation sprinkler systems in City owned lands or boulevards that are adjacent to the development site and are installed at the developer's risk. The City of Calgary will not assume liability or responsibility for repair or replacement in event it has been damaged or destroyed during construction on City owned lands or boulevards by city workers or its authorized contractors.

Parks:

- 79. The Streets Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land. No person shall remove, move, cut, or prune a Public Tree or cause a Public Tree to be removed, moved, cut or pruned without prior written authorization from the Director, Parks. A copy of the bylaw can be found at <u>www.calgary.ca</u>. Parks does not permit the removal of public trees to facilitate development unless all options to retain and protect are exhausted.
- 80. If clearance pruning of public trees is required, Urban Forestry must be given (minimum two business days notice) and an approved tree contractor, who has met the City's minimum qualifications, must be used at the applicant's expense. Please contact Urban Forestry at 311 for more information.
- 81. As part of the Tree Protection Bylaw, a Tree Protection Plan will be required when a development, construction activity, or a disturbance occurring on the City Boulevard is within 6 metres of a boulevard tree. For more information about submitting your tree protection plan visit <u>www.calgary.ca</u> and search "protecting trees during construction and development;" alternatively, call 311.
- 82. No stockpiling or dumping of construction materials is permitted on the adjacent boulevard.

Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311. Page 15

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APPLICATION FOR A DEVELOPMENT PERMIT LAND USE BYLAW NO 1P2007

269296758-001 Taken By: CM1	Application Date Sep 17, 2020
APPLICATION NO DP2020-5865	
I/We hereby make application for a Development Permit un Land Use Bylaw in accordance with these plans and support herewith and which form part of this application.	
Applicant: SEIKA ARCHITECTURE Address: 651 MACEWAN DR NW City: CALGARY, AB, T3K 3R1 Phone: 4032105085	Contact: Karunasena, Ajith Phone: (403) 210-5085 Fax: e-mail: ajith.karu@seikaarchitecture.com
Parcel Address: 6520 RUNDLEHORN DR NE Legal: 1280AJ;9A;11,12	Parcel Owner: SUNSHINE HOME BUILDERS INC. 4 COVENTRY WAY NE CALGARY AB CANADA T3K 5H3 e-mail:
(See attached for complete list of addresses	(See title for additional owners.)
L.U.D.: M-C1 , False False	
Community: PINERIDGE Sec. Number: 26E Ward: 10	
Description: New: Multi-Residential Development	Gross Floor Area: 3134 metres - squared\r\nDwelling Units: 38
Proposed Development is: Discretionary	
Proposed Use: Multi-Residential Development	
I agree to receive correspondence via electronic message related to the By signing below, I confirm that the contact information provider the General Manager - Planning Development & Assessment to	d above is accurate and further, acknowledge the ability of

Applicant / Agent Signature:

Date:

The personal information on this form is being collected under the authority of The Municipal Government Act, Section 640, and The City of Calgary Land Use Bylaw 1P2007 (Part 2) and amendments thereto. It will be used for the permit review and inspection processes. It may also be used to conduct ongoing evaluations of services received from Planning, Development & Assessment. The name of the applicant and the nature of the permit will be available to the public, Please send inquiries by mail to the FOIP Program Administrator, Planning, Development & Assessment, PO Box 2100, Station M, Calgary, AB T2P 2M5 or contact us by phone at 311.

Track your application on-line with VISTA Go to: www.calgary.ca/vista and enter your JOB ACCESS CODE (JAC)DP2020-5865-96758 or call our Planning Support Centre at (403)268-5311.



LAND TITLE CERTIFICATE

S				
	SHORT LE			TITLE NUMBER
0013 385 969	1280AJ;92	A;11,12		171 118 501
LEGAL DESCRIP	TION			
PLAN 1280AJ				
BLOCK 9A				
LOTS 11 AND 1	2			
EXCEPTING THE	REOUT ALL MI	INES AND MINERALS		
ESTATE: FEE S	IMPLE			
ATS REFERENCE	: 4;29;24;20	5;NE		
MUNICIPALITY:	CITY OF CAI	GARY		
REFERENCE NUM	BER:111 121	111		
NULLINGE NON				
	I	EGISTERED OWNER(S)		
REGISTRATION	DATE (DMY)	DOCUMENT TYPE	VALUE	CONSIDERATION
171 118 501	02/06/2017	TRANSFER OF LAND	\$550,000	\$550,000
OWNERS				
SUNSHINE HOME	BUILDERS IN	۹C.		
OF 4 COVENTRY	WAY NE			
CALGARY				
ALBERTA T3K 5	нз			
	EN	CUMBRANCES, LIENS	& INTERESTS	
REGISTRATION				
NUMBER	DATE (D/M/Y)	PARTICULARS		
741 116 008	20/12/1974	EASEMENT		
	,,, _	"EXTENDED BY, OVER	R LOTS 7-10 INCI	USIVE"
171 118 502	02/06/2017	MORTGAGE		
		MORTGAGEE - 924643	ALBERTA LTD.	
		1615 20 A STNW		
		CALGARY		
		ALBERTA T2N2L6		000
		ORIGINAL PRINCIPAL	AMOUNT: \$385,0	100

ENCUMBRANCES, LIENS & INTERESTS

30

PAGE 2 # 171 118 501

 REGISTRATION
 # 171 118 501

 NUMBER
 DATE (D/M/Y)

 PARTICULARS

181 271 096 17/12/2018 MORTGAGE MORTGAGEE - 924643 ALBERTA LTD. 2222 16TH AVENUE NE CALGARY ALBERTA T2E1L5 ORIGINAL PRINCIPAL AMOUNT: \$250,000

TOTAL INSTRUMENTS: 003

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN ACCURATE REPRODUCTION OF THE CERTIFICATE OF TITLE REPRESENTED HEREIN THIS 9 DAY OF JULY, 2020 AT 08:52 A.M.

ORDER NUMBER: 39668796

CUSTOMER FILE NUMBER: 04327



END OF CERTIFICATE

THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED FOR THE SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER, SUBJECT TO WHAT IS SET OUT IN THE PARAGRAPH BELOW.

THE ABOVE PROVISIONS DO NOT PROHIBIT THE ORIGINAL PURCHASER FROM INCLUDING THIS UNMODIFIED PRODUCT IN ANY REPORT, OPINION, APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).



LAND TITLE CERTIFICATE

S				
LINC 0038 568 730				TITLE NUMBER
0038 568 730	2010359;	9A;25		201 032 436
LEGAL DESCRIPT	ION			
DESCRIPTIVE PL	AN 2010359			
BLOCK 9A				
LOT 25				
EXCEPTING THER	EOUT ALL M.	INES AND MINERALS		
ATS REFERENCE:	4;29;24;20	5 ; NE		
ESTATE: FEE SI		- ,		
MUNICIPALITY: (CTTY OF CAT	GARY		
MONICIPILITY	CITI OF CA	John (1		
REFERENCE NUMB		-		
	181 270	941		
		REGISTERED OWNER(S)		
REGISTRATION		DOCUMENT TYPE		CONSIDERATION
201 032 436	13/02/2020	DESCRIPTIVE PLAN		
OWNERS				
SUNSHINE HOME	BUILDERS II	IC.		
OF 4 COVENTRY				
CALGARY				
ALBERTA T3K 5H	3			
		CUMBRANCES, LIENS &	INTERESTS	
REGISTRATION				
NUMBER D	ATE (D/M/Y)	PARTICULARS		
181 271 096	17/12/2018	MORTGAGE		
		MORTGAGEE - 924643	ALBERTA LTD.	,
		2222 16TH AVENUE N	E	
		CALGARY		
		ALBERTA T2E1L5		
		ORIGINAL PRINCIPAL	AMOUNT: \$250),000
191 146 306	18/07/2019	UTILITY RIGHT OF W	AY	
191 140 200	10/0//2019	CITATIL RIGHT OF W		

(CONTINUED)

ENCUM	BRANCES,	LIENS	&	INTERESTS			
					PAGE	2	

201 032 436

REGISTRATION NUMBER DATE (D/M/Y) PARTICULARS

GRANTEE - THE CITY OF CALGARY.

TOTAL INSTRUMENTS: 002

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN ACCURATE REPRODUCTION OF THE CERTIFICATE OF TITLE REPRESENTED HEREIN THIS 9 DAY OF JULY, 2020 AT 09:15 A.M.

ORDER NUMBER: 39669095

CUSTOMER FILE NUMBER: 04327

REISTRAP CONTRACTOR

END OF CERTIFICATE

THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED FOR THE SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER, SUBJECT TO WHAT IS SET OUT IN THE PARAGRAPH BELOW.

THE ABOVE PROVISIONS DO NOT PROHIBIT THE ORIGINAL PURCHASER FROM INCLUDING THIS UNMODIFIED PRODUCT IN ANY REPORT, OPINION, APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).

ALBERTA GOVERNMENT SERVICES LAND TITLES OFFICE

IMAGE OF DOCUMENT REGISTERED AS:

201032436

ORDER NUMBER: 40028887

ADVISORY

This electronic image is a reproduction of the original document registered at the Land Titles Office. Please compare the registration number on this coversheet with that on the attached document to ensure that you have received the correct document. Note that Land Titles Staff are not permitted to interpret the contents of this document.

Please contact the Land Titles Office at (780) 422-7874 if the image of the document is not legible.

33

		34		1925 01201 7201 1201 1201 1201 1201 1201 120
MUNC: CITY OF CALC	REGIS	STRATION REPORT FOR SCRIPTIVE PLAN 2010359		
TITLES AFFECTED: TITLE NUMBER EST F 181270941 FS 201032434 FS	S 0017722190	LAND ID 1280AJ;9A;13,14	FULL/PART	DROPPED FROM
NEW TITLES CREATEI NEW BLOCK #: 9A	D FOR SELF: NEW LOT 25 TITLES SELECTEI (Y/N): Y Y)	LAND AREA(HEG .0000 INST. CARRIED S: FWD A A A	CTARES)
SDAB202	1-0075	PAGE: 1		

ALBERTA LAND SURVEYOR'S CERTIFICATION FOR DESCRIPTIVE PLAN

(Jones Geomatics Ltd. file no. O08070-18) FTP SITE No. 609

LEGAL DESCRIPTION: Lots 13 and 14; Block 9A; Plan 1280 AJ And Area 'A'; Plan 181 2336

I, Jean Mathieu of Calgary, Alberta, Alberta Land Surveyor, Certify that descriptive plan has been prepared in accordance with section 88(1)(b) of Land titles Act.

Dated 23rd January, 2020

IRVEYOR P199 Geomatics Lid

Jones Geomatics Ltd.

#20, 1323 – 44th Avenue N.E., Calgary, Alberta T2E 6L5 Tel (403) 230.0778 Fax (403) 230.0714 web: www.jonesgeomatics.com

January 23, 2020

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Southern Alberta Land Titles Office

Calgary Surveys Department 3rd Floor, 710-4th Avenue S.W. Calgary, Alberta, T2P 0K3 Fax 403 297 6580 Attn: Dwain MacNeill. ADR, Supervisor

Via-email: Dwain.Macneill@gov.ab.ca

Re: Use of Descriptive plan approval

Dear Sir,

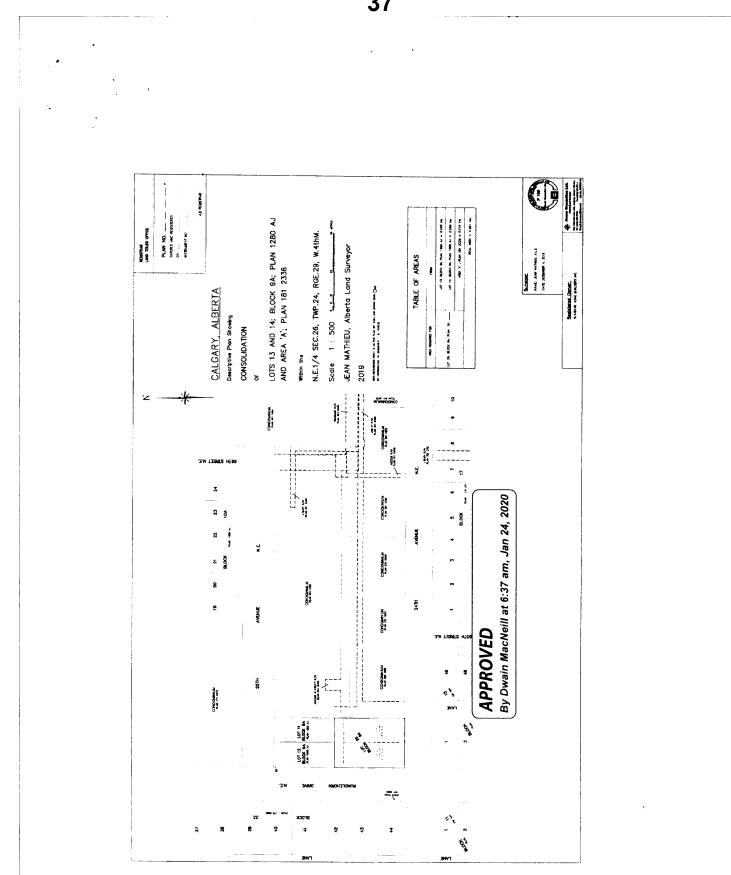
We kindly request your approval for use of Descriptive Plan

See enclosed Descriptive plan

Regards,

JONES GEOMATICS LTD. ₹ Girma Worku

Project Manager Encls.



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SURVEY FORM 3

CONSENT TO REGISTER A PLAN

1

I/We, <u>SUNSHINE HOME BUILDERS INC.</u>

- Being registered owners
- having a registered interest or claimed interest by virtue of an instrument

Registered as instrument no:

Hereby consent to the registration of the plan prepared by

JEAN MATHIEU, A.L.S.

(File No. 008070-18) in respect of the following lands:

LOTS 13 AND 14; BLOCK 9A; PLAN 1280 AI

And AREA "A"; PLAN 181 2336

Jan 24 2020 Dated

Signed by the above named in the Presence of

~ Ilyezd

Corporate Seal & Signature or Authorized Officer's Signature SUNSHINE HOME BUILDERS INC.

NOTE:

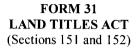
1. Corporations must either sign or seal this form.

OR

An officer or director must sign this form in the presence of a witness (*who must sign this Form and complete* FORM 31) and complete FORM 31.1.

2. Individuals must sign this form in the presence of a witness (*who must sign this form and complete* FORM 31).

38



AFFIDAVIT OF ATTESTATION OF AN INSTRUMENT

CANADA)
PROVINCE OF ALBERTA)
TO WIT:)

•

PRATIMA VYAS of The City of Calgary in the Province Ι of Alberta, MAKE OATH AND SAY THAT:

I was personally present and did see ILYAS MUHAMMAD. duly sign and Execute the annexed instrument for the purposes named therein and that the aforesaid

Person is known to me to be of the full age of eighteen (18) years.

The same was executed at the City of Calgary in the Province of Alberta and I am the subscribing witness thereto.

WORN at the City of Calgary }
the Province of Alberta
his <u>24</u> day of <u>Jonnery</u> , 2019}
efore me, }
Commissioner for Oaths in and For he Province of
Gaurav Lakhanpal ame Barrister and Solicitor, Netary Public Barrister and Solicitor, Netary Public
Commissioner of Oaths in and for Alberta

itness Signature

FORM 31.1 LAND TITLES ACT (Section 152.3)

40

AFFIDAVIT VERIFYING CORPORATE SIGNING AUTHORITY

MM MA

of Alberta, make oath and say:

of City of, Calgary In the Province

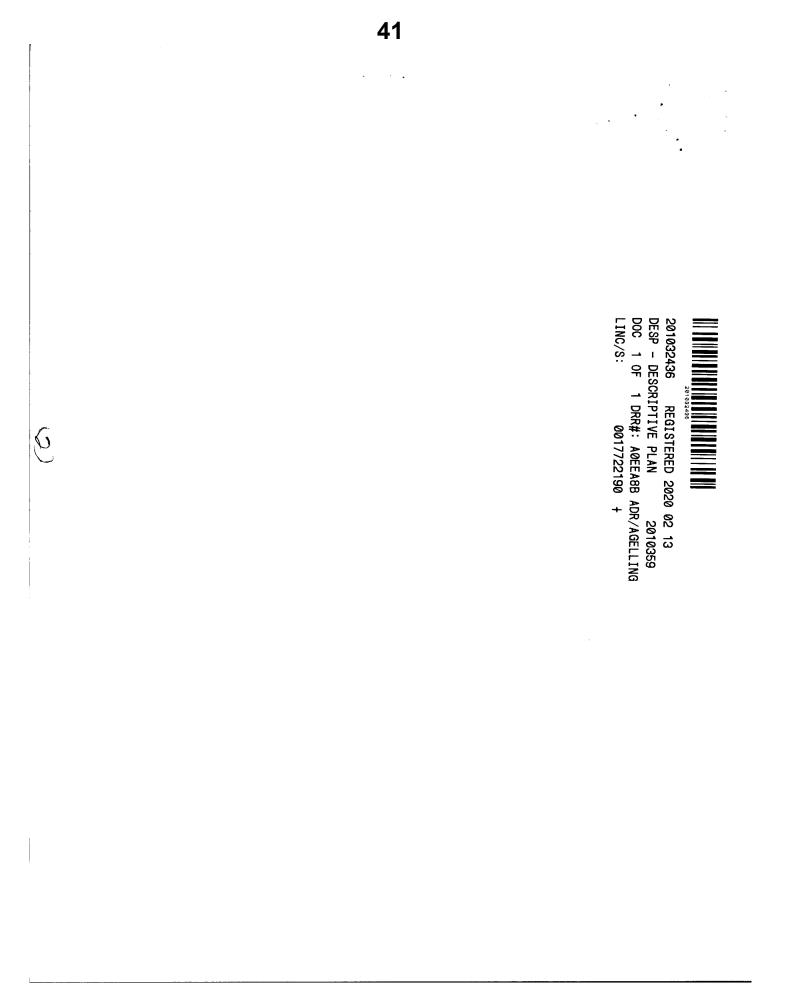
- 1. I am an officer or a director of SUNSHINE HOME BUILDERS INC. Named in the within or annexed instrument (or caveat).
- 2. I am authorized by the said corporation to execute the instrument (or caveat) without affixing a corporate seal.

SWORN at the City of Calgary In the Province of Alberta 20203 This 24 day of 2019 Before me, Signature A Commissioner for Oaths in and For The Province of Alberta Gaurav Lakhanpal

Barrister and Solicitor, Notary-Public an

Authorized Officer's Signature

Name Commissioner of Oaths in and for Alberta Expiry Date



ALBERTA GOVERNMENT SERVICES LAND TITLES OFFICE

IMAGE OF DOCUMENT REGISTERED AS:

191146306

ORDER NUMBER: 40028887

ADVISORY

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Please contact the Land Titles Office at (780) 422-7874 if the image of the document is not legible.

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THIS AGREEMENT made effective this 11 day of 3013, 2019.

BETWEEN:

THE CITY OF CALGARY a municipal corporation in the Province of Alberta,

("the Grantor")

- and –

THE CITY OF CALGARY, a municipal corporation in the Province of Alberta

("the City")

GENERAL UTILITY AGREEMENT

WHEREAS the Grantor is the registered owner of an estate in fee simple, subject however to such encumbrances, liens and interests as noted in this Agreement or as endorsed on the existing Certificate of Title of lands legally described as:

PLAN 1812336 BLOCK A EXCEPTING THEREOUT ALL MINES AND MINERALS

("the Lands")

AND WHEREAS the Grantor does in consideration of the sum of One (\$1.00) Dollar and other good and valuable consideration, the receipt whereof is hereby acknowledged, give, grant, transfer and make over unto the City, the right, privilege and easement of a right-of-way, in, through and over the following lands, namely:

THE ABOVE SAID LANDS EXCEPTING THEREOUT ALL MINES AND MINERALS

("the Right-of-Way")

for the digging, putting down, taking up, relaying, connecting, disconnecting, constructing, repairing, replacing, maintaining, inspecting and operating transit, sewer, water, gas, electrical transmission, telephone and telecommunication lines, and pole anchors, or any one or more of them, together with the usual and ordinary appurtenance thereto, (all or any one or more of which are hereinafter referred to as the "utility line or lines") to be laid in, under, on, over or across the right-of-way, the said right, privilege and easement being subject to the following terms and conditions which are hereby agreed to by and between the City and The Grantor, namely:

- 1. The term "the City" wherever used in these presents shall include and shall be interpreted to mean The City of Calgary and its agents, nominees, appointees, contractors, subcontractors, officers, servents, employees and assigns.
- 2. The easement of a right-of-way hereby granted shall be for such length of time as the utility line or lines are required by the City.
- 3. The City, its tenants, contractors, subcontractors, officers, servants, agents and workmen shall have the full and free right and liberty to have ingress, egress and to pass and repass on the right-of-way either on foot or by means of vehicles or necessary machines whatsoever, and to remain on the right-of-way for all purposes of digging, putting down, taking up, relaying, connecting, disconnecting, constructing, repairing, replacing, maintaining, inspecting, and operating the utility line or lines.
- 4. The City in carrying out any of the aforesaid operations will do so in a good and workmanlike manner and will cause or do as little damage and inconvenience to the owner or occupier of the said lands, as is reasonable, and any excavations or workings made or done in connection therewith shall, so far as is reasonably practicable, be restored to its former condition. The replacement of trees, shrubs, landscaping other than grass, shall be deemed to be impracticable.
- 5. The Grantor covenants that he (it) will not build, erect or maintain nor permit or suffer to be built, erected or maintained on the right-of-way any building or structure, nor allow changes to the design or existing surface grades, nor plant or maintain, nor allow or suffer to be planted or maintained thereon any trees, shrubs or landscaping which would or could prevent or hinder the exercise by the City of any of the rights hereinbefore granted.
- 6. The City will indemnify and save harmless the Grantor from and against all claims, damages, debts, dues, suits, actions and causes of actions, costs or sums of money that the Grantor may suffer or be put to by reason of anything done by the City in the exercise of the rights and privileges herein granted.
- 7. This easement of right-of-way and the covenants herein granted are and shall be covenants running with the land.

SDAB2021-0075

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8. The rights, privileges and obligations hereunder shall extend to and shall be binding upon The City of Calgary, its successors and assigns, and upon the Grantor and his or their heirs, executors, administrators, successors and assigns (the Grantor, its successors and assigns).

IN WITNESS WHEREOF the parties have executed this agreement under seal as evidenced by the signatures of their properly authorized officers in that behalf, as of the day and year first above written.

APPROVED AS TO CONTENT	INITIALS
Bus. Unit: Real Estate & Development Services Name: BRENDA FLEWELLING	Th
APPROVED AS TO FORM BY LAW, LEGAL SERVICES	INITIALS
Name: Cheryl Hamilton File:	At

;

THE CITY OF CALGARY
Per: Manager, Land & Asset Management
Real Estate & Development Services
(Corporate Seal)
Per: City Clerk
Lawson M. Konnedy

Laura M. Kennedy City Clerk

JUL 1 2 2019

APPROVED AS TO CONTENT	INITIALS
Bus. Unit: Real Estate & Development Services Nam BRENDA FLEWELLING	75/
APPROVED AS TO FORM BY LAW, LEGAL SERVICES	INITIALS
Name: Cheryl Hamilton File:	GA

THE CITY OF CALGARY Per: Manager, Land & Asset Management Real Estate & Development Services

(Corporate Seal)

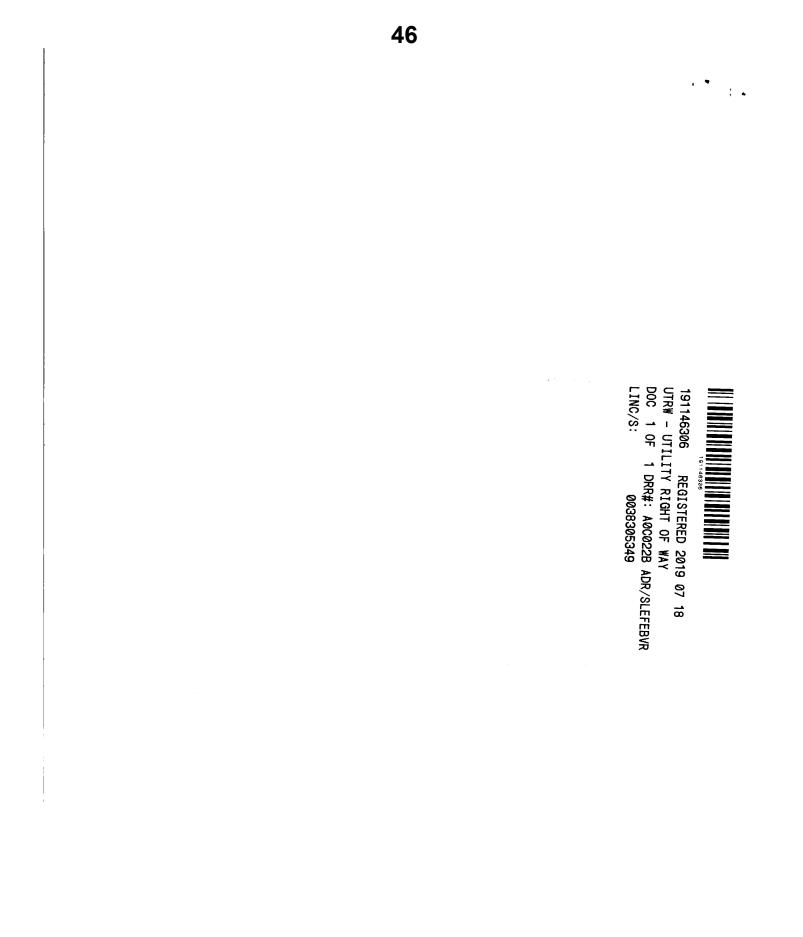
Per: V VMU

Laura M. Kennedy City Clerk

JUL 1 2 2019

45

- 3 -



ALBERTA GOVERNMENT SERVICES LAND TITLES OFFICE

IMAGE OF DOCUMENT REGISTERED AS:

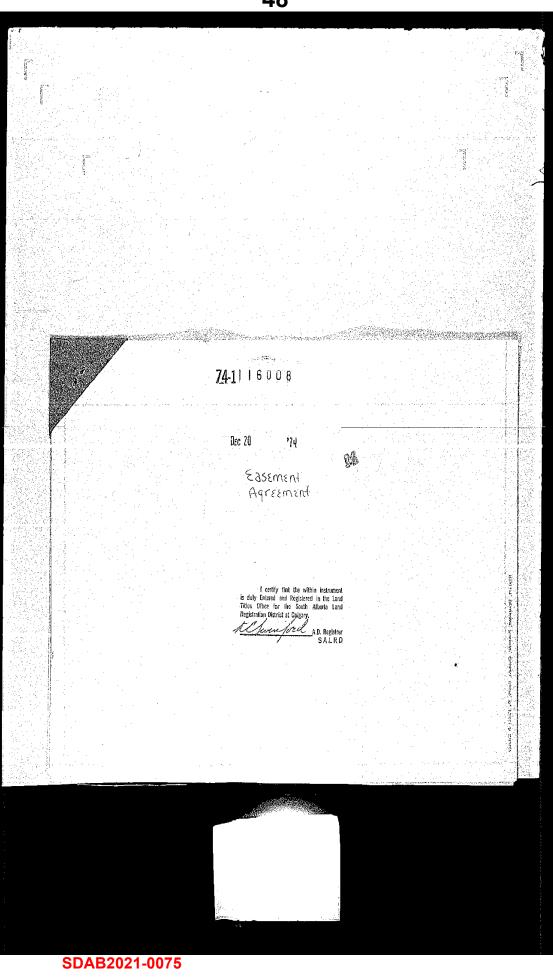
741116008

ORDER NUMBER: 40028887

ADVISORY

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EASEMENT AGREEMENT THIS INDENTURE made this 28 day of NOVEMBEL A.D. 1974 BETWEEN: C. UMBERTO PROFETA and GEMMA PROFETA SURVEYOR of the City of Calgary, in the Province of Alberta; (Hereinafter DESCRIPTION APP' DEC 1 9 1974 called the "Grantors") OF THE FIRST PART, T.O. and WILLIAM EDWARD MATHESON and SANDIE GRACE MATHESON band PHYLLIS EDITH BALLEY, ball of the City of Calgary in the Province of Alberta, (hereinafter called the "Grantees") OF THE SECOND PART. WITNESSETH that in consideration of the sum of One Dollar (\$1.00) paid by the Grantees to the Grantors, receipt of which is hereby acknowledged, the Grantors hereby grant and convey unto the Grantees, their successors and assigns, the right at any time to enter upon the lands hereinafter described for the purpose of constructing a sewer system and a septic tank system, and of keeping and maintaining them at all times in good condition and repair and for every such purpose the Grantees shall have access to the said lands at all times by 9 their servants, employees and workmen. THE GRANTING of this easement shall extend up to and including the period during which the City of Calgary shall ٩J make available to the lands of the Grantees, hereinafter described, the City of Calgary Sewer facilities. NESBITT, BEAUMONT, PROCTOR, CHURCH, SCOTT, DE PAOLI & KINNEY SDAB2021-0075

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50 .850 FIG SULLIS --- 2----DF0 1 0 1634 The lands affected by this Easement are merillater Haven 110 those owned by the Grantors, namely: LOTS SEVEN (7) TO TEN (10) INCLUSIVE IN BLOCK NINE (9) "A" ON PLAN CALGARY 1280 A.J. EXCEPTING THEREOUT ALL MINES & MINERALS; and those lands owned by the Grantees, namely: LOTS ELEVEN (11) AND TWELVE (12) IN BLOCK NINE (9) "A" ON PLAN CALGARY 1280 A.J. EXCEPTING THEREOUT ALL MINES & MINERALS IN WITNESS WHEREOF THE PARTIES HERETO have hereunto affixed their signatures on the day of the year first above written. Umberto Profeta Umberto Profeta Gemma Profeta 1 Witness Witness 1. CM Authenen Edward Matheson Witnes Sandie Grace Matheson Witnes Phyllis Edith Bailey Witness NESBITT, BEAUMONT, PROCTOR, CHURCH, SCOTT, DE PAOLI & SDAB2021-0075

-Affidavit of Execution

Rumphries Printing Ltd., Calgary.

NESSITT, BRAUMONT, PROCTOR, CHURCH, SCOTY, DE PAOLI & KINNEY

 dS_{1}

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AFFIDAVIT OF EXECUTION

CANADA Province of Alberta I, HUGH ALEXANDER MEQUEEN I. HUGH HUGKEN of the CITY OF CACGARY Althoute BARRISTER (Occupation) make oath and say:

TO WIT:

1. That I was personally present and did see WILLIAM EDWORD MATHESON SANDIE GRACE MATHESON & PHYLLIS EDITH BAILEY

ARZ personally known to me to be the person⁵ named in the within instrument, who named therein, duly sign and execute the same for purposes named therein.

2. That the same was executed at the city CAGARY of

, and that I am the subscribing witness thereto in the Province of Alberta

3. That I know the said PARTIES

and Ellet 15 in my belief of the full age of twenty-one years.

SWORN to at the ciry of CALGALY in the Province of Alberta, this Q.P. day of LOUSMAEL A.D. 19 7 , before me

parbara lenn

A Commissioner for Oaths in and for the Province of Alberta,

(If this document is executed by any person outside the Province of Alberta, a Notary Public must take the affidavits of each person and affix his seal.)

SDAB2021-0075

the served in the series

Salar take

ī,

52 $= \frac{\sum_{i=1}^{n-1} \sum_{j=1}^{n-1} \sum_{i=1}^{n-1} \sum_{j=1}^{n-1} \sum_{j=1}^{n-1} \sum_{i=1}^{n-1} \sum_{j=1}^{n-1} \sum_{i=1}^{n-1} \sum_{i=1}^{n-1} \sum_{j=1}^{n-1} \sum_{j=1}^{n-1} \sum_{i=1}^{n-1} \sum_{j=1}^{n-1} \sum_{i=1}^{n-1} \sum_{j=1}^{n-1} \sum_{j=1}^{n-1} \sum_{j=1}^{n-1} \sum_{j=1}^{n-1} \sum_{i=1}^{n-1} \sum_{j=1}^{n-1} \sum_{j=1}^{n$ tin i Rumphries Printing Ltd., Calgary. Affi AFFIDAVIT OF EXECUTION _ CANADA I, JOSEPH C. DE PAOLI of the City of Calgary, in the Province of Alberta, (Occupation) nake oath and say: TO WIT: 1. That I was personally present and did see UMBERTO PROFETA AND GEMMA PROFETA personally known to me to be the personS named in the within instrument, who Are personally known to me named therein, duly sign and execute the same for purposes named therein. of Calgary 2. That the same was executed at the City , and that I am the subscribing witness thereto in the Province of Alberta 3. That I know the said above-named parties and each is in my belief of the full age of twenty-one y SWORN to at the City SWURN to at the City of Calgary In the Province of Alberta, this 1.8th day of December A.D. 19 74, before me A Commissioner for Oaths in and for the Province of Alberta. hŧ (If this document is executed by any person outside the Province of Alberta, a Notary Public must take the affidavits of each person and affix his scal.) NESSITY, BEAUMONT, PROCTOR, CHURCH, SCOTT, DE PAOLE & KINNAY 00000000 SDAB2021-0075

September 5, 2020

City of Calgary Planning and Building Department 4th Floor, 800 Macleod Trail SE Calgary, Alberta T2P 2M5

Dear Sir/Madam:

Proposed Multi Residential development at 6508 & 6520 Rundlehorne Drive NE Calgary (Plan 2010359, BLOCK 9A, Lot 25 & Plan 1280 AJ, BLOCK 9A, Lot 11 & 12)

Please be advised that Sunshine Homebuilders Inc the registered owners, of the above described land, and we authorize Architect Ajith Karunasena (Seika Architecture Ltd) to act on our behalf of us for all applications to the City of Calgary including Development Permit and Building permit matters pertaining to the above site effective September 5th 2020.

Yours truly,

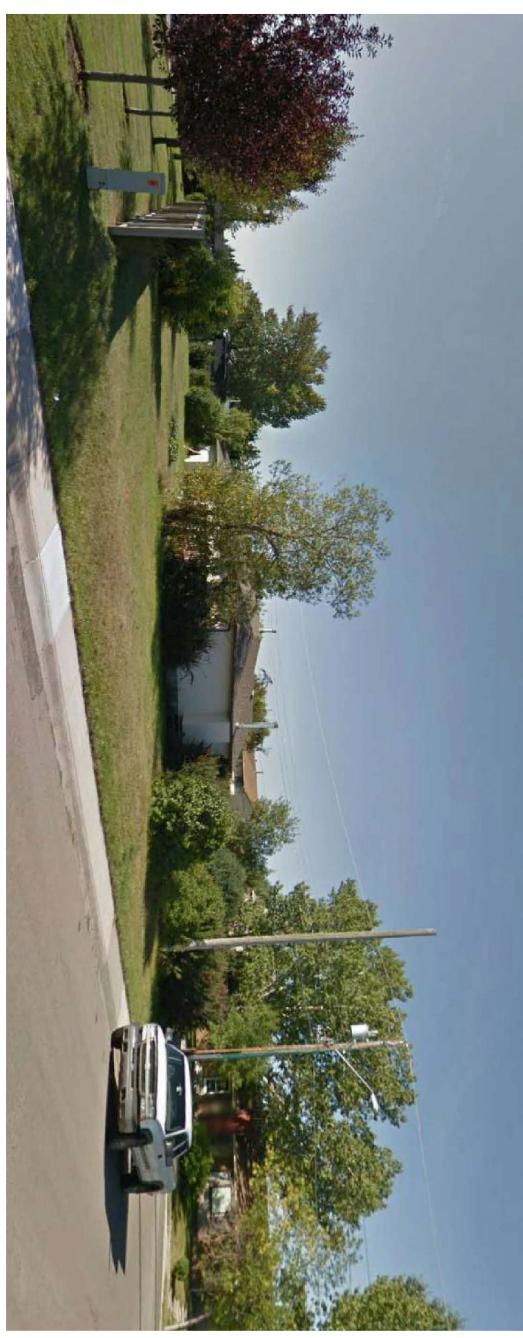
alyase Signature:

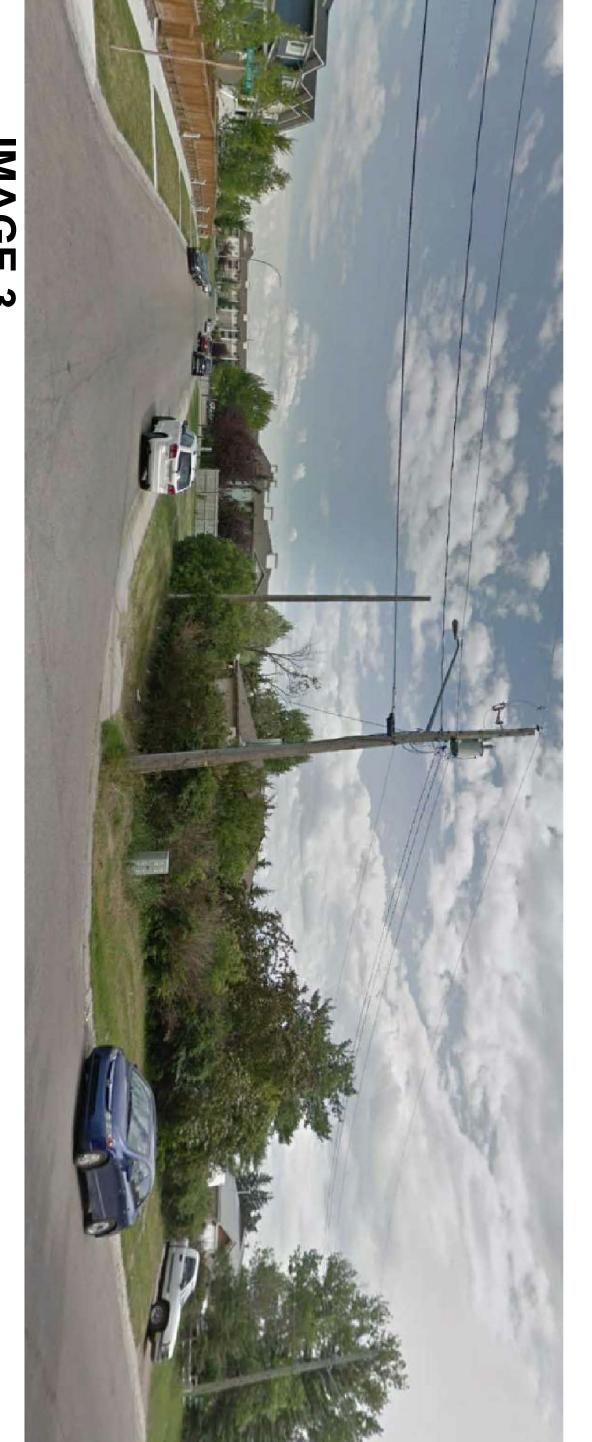
Sunshine Homebuilders Inc ILYAS MUHAMMAD



I/R						
YY/MM/DD	20/07/12					
ISSUE/REVISION DESCRIPTION	DEVELOPMENT PERMIT DRAWINGS					
DRN CHK DES ENG	АК АК					
ENG IDR APP						
651 MAC		گ ک	Design by-		Client- HONE	
651 MACEWAN DRIVE N.W.CALGARY ALBERTA, T3K 3R1 TE-403-210 5085		Salla Architactura ta			HONEYWELL CUSTOM HOMES INC	
~				DEVELOPMENT PERMIT DRA	HONEYWELL CUSTOM HOMES INC	
ALBERTA, T3K 3R1				DEVELOPMENT PERMIT DRAWINGS	HONEYWELL CUSTOM HOMES INC	











Site Contamination Statement

Application #

for office use only

Site Address: 6508 &6520 RUNDLEHORN DRIVE ,NE

Calgary

Legal Description: PLAN 2010359, BLOCK 9A, LOT25 AND PLAN 1280AJ, BLOCK 9A, LOT 11 &

The information provided in this disclosure statement will assist the Development, Land Use and Subdivision Authorities in processing planning applications. The Authorities rely on the information provided in this statement to assist in determining the potential for site contamination, which may have been caused by current or historic activities.

You are responsible for the accuracy of the information provided in this statement. The questions must be answered to the best of your knowledge based upon diligent inquiry and the thorough inspection and review of all documents and other information pertaining to the subject property. Please be aware that further site assessments may be required as part of the review of your application.

1. Are you aware of any environmental investigations (audits, assessments, tests, surveys or studies) for this site? Yes **|√** No

If yes, please provide copy(s).

2. Are you aware of any environmental requirements associated with any previous planning applications on this site? (i.e. development permit, land use redesign or subdivision)

If yes please provided a brief description and the associated development application number(s):

3. Has there been site remediation or a request for such on the site?

If yes, please provide a brief description:









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Examples include (but are not limited to):

- Environmental Protection Orders
- Reclamation Orders or Certificates
- Control / Stop Orders, fines, tickets or prosecutions
- Violations of environmental statutes, regulations and bylaws
- Administrative penalties and warning letters

If yes, please describe and provide copies of relevant documents:

5. Have any permits been issued or are you currently operating under a license or approval issued by federal or provincial authorities or the Calgary Fire Department for activities which may impact the property? (e.g. certificates of approval, storage tank regulations, plant operating permits)

6. Has there been contact with Alberta Environment or Calgary Regional Health Authority regarding possible contamination on the site?

If yes, please provided a brief description:

NOTE: This form is to be signed by the titled owner(s) of the property or their authorized agents or consultants.

I, the owner, authorized agent, ✓ authorized consultant, state that, to the best of my knowledge, the information provided in this statement is accurate, complete and is based on diligent inquiry and thorough inspection and review of all the documents and other information reasonably available pertaining to the subject property. I am not aware of any other information that may indicate that the subject property is potentially contaminated.

September 11th 2020

If yes, please describe:

Date

Applicant Signature

Ajith Karunasea

Applicant Name (Please Print)

Seika Architecture Ltd

Company Name (Please Print)

Yes ✔ No

FOIP DISCLAIMER: The personal information on this form is being collected under the authority of The Freedom of Information and Protection of Privacy (FOIP) Act, Section 33(c). It will be used to provide operating programs, account services and to process payments received for said services. It may also be used to conduct ongoing evaluations of services received from Planning, Development & Assessment. Please send inquiries by mail to the FOIP Program Administrator, Planning, Development & Assessment, PO Box 2100, Station M, Calgary, AB T2P 2M5 or contact us by phone at 311.







The City of Calgary Street Bylaw (20M88) and the Tree Protection Bylaw (23M2002) protect trees growing on City (public) land. An approved Tree Protection Plan is required when construction activities occur within 6m of a public tree. More information regarding protecting trees during construction and development is found here. Public trees are required to be shown on plans submitted for this application.

1. Are there public trees on the City lands within six meters of and/or overhanging the O Yes O No development site?

If you answered yes, ensure all trees identified are shown on the submitted plans.

Note: if you are not sure how to determine which trees are yours and which are public, you can:

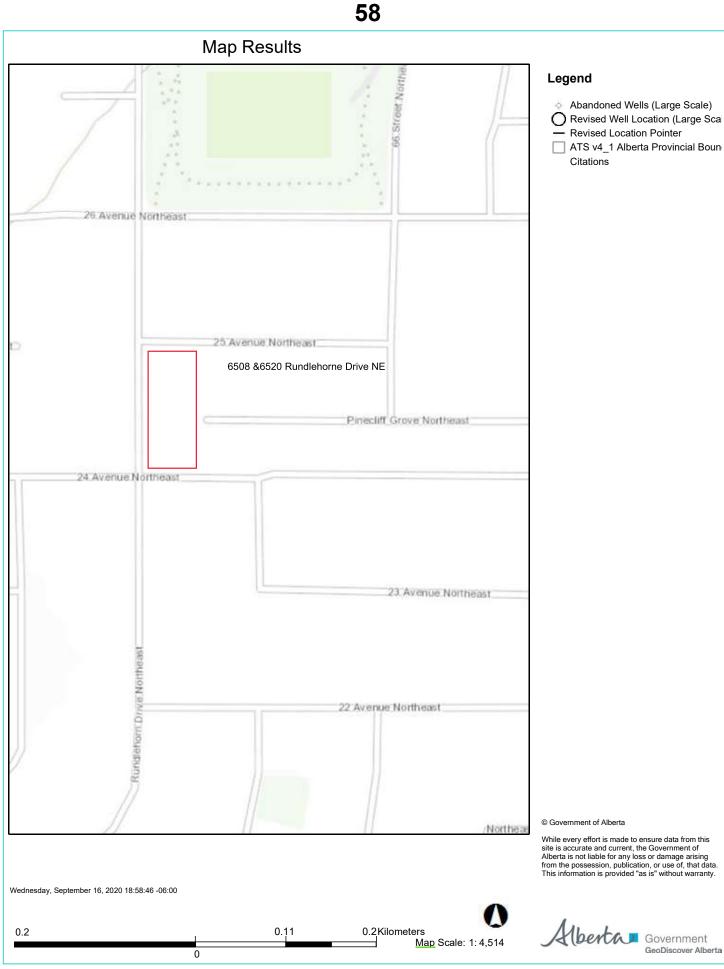
- a. Use the <u>City's tree map</u> (may not be up to date for your property)
- b. Contact 3-1-1 to put in a "development tree inquiry" to get confirmation from an Urban Forester
- c. Send inquiries to tree.protection@calgary.ca
- 2. Who will be submitting the Tree Protection Plan for this development?

● Applicant ○ Owner ○ Builder ○ Other:

If Other: Name: <u>Ajith Karunasena</u> Phone: <u>403 210 5085</u> Email: <u>ajith.karu@seikaarchitecture.com</u>

The Tree Protection Plan must be submitted directly to Urban Forestry at <u>tree.protection@Calgary.ca</u> following the <u>Tree</u> <u>Protection Plan Guidelines</u>.

FOIP DISCLAIMER: The personal information on this form is being collected under the authority of The Freedom of Information and Protection of Privacy (FOIP) Act, Section 33(c). It will be used to provide operating programs, account services and to process payments received for said services. It may also be used to conduct ongoing evaluations of services received from Planning, Development & Assessment. Please send inquiries by mail to the FOIP Program Administrator, Planning, Development & Assessment, PO Box 2100, Station M, Calgary, AB T2P 2M5 or contact us by phone at 311.



GeoDiscover Alberta



Calgary

Abandoned Well Declaration

Application # ___

for office use only

Site Address: 6508 & 6520 RUNDLEHORNE DRIVE NE

Legal Description: Plan 2010359, Block 9A, Lot 25 and Plan 1280AJ, Block 9A, Lot 11 & 12

The *Municipal Government Act's Subdivision and Development Regulations (Alberta Regulation 160/2012)* requires developers to identify abandoned oil and gas wells and, where present, to comply with setback requirements as identified in the Energy Resources Conservation Board (ERCB) <u>Directive 079: Surface</u> <u>Development in Proximity to Abandoned Wells</u>.

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You are responsible for the accuracy of the information provided in this statement. The questions must be answered to the best of your knowledge based upon diligent inquiries and a thorough inspection and review.

- 1. Provide a map of the subject parcel showing the presence or absence of abandoned wells.
 - User Guide to Finding Abandoned Wells on GeoDiscover Alberta's Map Viewer
 - <u>Abandoned Well Locations on GeoDiscover Alberta's Map Viewer</u>

NOTE: The map must show the actual well location, as identified in the field, including the surface coordinates (available on the Abandoned Well Map Viewer or by contacting the ERCB Customer Contact Centre at 1-855-297-8311) and the 5 metre setback established in <u>ERCB Directive 079</u> in relation to existing or proposed building sites.

- 2. Are there abandoned Oil/Gas wells located within 5 m of the site? ☐Yes ☑No If you answered 'yes', please answer question 3 and include the well location(s) on the site plan.
- 3. Have you contacted the licensee of the well(s) to confirm the exact location? If you answered 'yes', you must have written confirmation included with your application.

Licensee Company Name_____ Licensee Contact ___

NOTE: Where a well is identified, the Development Authority must refer a copy of the application to the Licensee(s) of Record. The referral will include the applicant's contact information.

4. Who is submitting the Abandoned Well Declaration for this development?

☑ Applicant □ 0	Dwner 🛛 🗌 Buil	der 🗌 Other	
Company Name	ika Architect	ure Ltd _{Contac}	_{tt Person} Ajith Karunasena
			ry, Alberta, Canada,
Phone 4032105	085 Cell Phone	403540016	67Email_ajith.karu@seikaarchitecture.com



- 5. Will the development result in construction activity within the setback area? **If you answered 'yes':**
 - Provide a statement confirming that the abandoned wells will be temporarily marked with on-site identification to prevent contact during construction; and

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• Describe what measures will be taken to prevent contact during construction.

NOTE: This form is to be signed by the titled owner(s) of the property or their authorized agents or consultants.

I, the owner, authorized agent, authorized consultant, state that, to the best of my knowledge, the information provided in this statement is accurate, complete and is based on diligent inquiry and thorough inspection and review of all the documents and other information reasonably available pertaining to the subject property.

September 11th 2020

Date

Applicant Signature

Ajith Karunasena

Applicant Name (Please Print)

Seika Architecture Ltd

Company Name (Please Print)

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District Title: Multi-Residential - Contextual Low Profile (M-C1) (M-C1d#)

The information contained herein is intended for information purposes only. Please refer to the Calgary Land Use Bylaw 1P2007 for a complete list of rules and regulations. This form has no legal status and cannot be used as an official interpretation of the Land Use Bylaw 1P2007

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Date:		August 3, 2021						
Date Received:		July 22, 2021					20	
F/M:		Kelsey Cohen				D.P. #	20)20-5865
BLC BY:		Alex Trinh						
Review Requi	red:							
COMPLETE		-		_				
Markups Com	pleted Ele	ectronically:		For	Interna	al Distrik	oution Or	nly
Yes - Refer	to Livelink	-						
			8					
Modifier(s):	F.A.R	Heigh	nt Density	ALL MOD	IFIER(S) ARE		ORY (Cannot	be relaxed)
Project Descr	iption(s):		New	r: Multi-Residential	Developm	ent (2 build	dings)	
	Flood	way/Floodfringe,	Overland Flow	Ai	rport Vicin	nity Protect	tion Area (A	/PA)
	DOES	NOT APPLY	-		DOES NOT	APPLY		•
	If ap	plicable Complet	e Flood Sheet					
			Dial	t of May Cotherald	<u>c)</u>			
			кіўг	t-of-Way Setback(Drawidad	
Rd / St / Av			N/A		Required		Provided	
Rd / St / Av			N/A		Required		Provided	
Rd / St / Av					Required		Provided	
	Main	Floor Elevation(S	5):		Re	oof Peak E	levation(s):	
Unit 1				Unit 1				
Unit 2				Unit 2				
				-				
	LD	R: For Additions	or alterations to exi	sting See Section 35	58 For Dwe	ellings Dee	med Confori	ning
				Notes:				
				Hotes.				
Does not quali	ifv for stre	et oriented build	ing reductions					
	,							

Inspectors Summary	D.P. #	2020-5865
Disclaimer: The values provided in the below table may not match what is shown on the approved plans. Any change in changes to other related rules (this may result in additional rules becoming non-compliant or previous rules iden		

Without Landscape Reductions								
Item	Bylaw Required	Amount Provided	Deficient or Surplus					
Total Landscaping	1042.40 m ²	783.06 m ²	-259.34 m ²	Under Bylaw Requirement				
Total Hard Landscaping	416.96 m ²	382.47 m ²	-34.49 m ²	Under Bylaw Requirement				
Total Soft Landscaping - No Reductions	625.44 m ²	400.59 m ²	-224.85 m ²	Under				
Total Trees	18	30	12	Over Bylaw Requirement				
Total Shrubs	35	61	26	Over Bylaw Requirement				
ISC: Protected				For Internal Distribution Only				

SDAB2021-0075

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Page 3		Residential – Contextua	al Low Profi	ile	D.P. #	20	20-58	65	
		Requirem	ents			Evalu	ation		
Rule		•		Notes	Provided/Variance				
Part 4	If applicable please	refer to <u>Part 4</u> Form	See Attached		N/A	N/I			
		(i) that consists of one or more buildings, each containing one or more units;			с	N/C	N/A	N/I	
		(ii) that has a minimum of th	nree units;		с	N/C	N/A	N/I	
239 Multi-		(iii) where all of the units in a devel only three units are provided withir residential building;	-		с	N/C	N/A	N/I	
Residential Development	(a) Means a use:	(iv) where a minimum of 50.0% of t development with a minimum of fo maximum of nine units are provide containing two or more units; and	our units and a		с	N/C	N/A	N/I	
		(v) where a minimum of 90.0% of the development with 10 or more units buildings containing three or more		с	N/C	N/A	N/I		
				Adjacent Building to the setback = 6587 Pinecliff GV NE		8.	8.25		
			Adjacent Building to the setback =		= 8.25				
			6613 Pinecliff GV NE						
	'	least two other buildings on the same building setback from the property	Average Setback =						
		eet of the contextual adjacent buildings;	Adjacent Building to the setback =		=N/A				
13 (41) contextual				Adjacent Building to the setback		= N/A			
multi-residential setback means:				Average Setback =					
				Adjacent Building to the setback =					
	. ,	y one other building on the same block back of such building from a property line		6635 25 AV NE		19	.20		
	shared with a street; a			Adjacent Building to the setback =	=N/A				
	(c) where there is no o	other building on the same block face, 0.0	m from a property	line shared with a street.	Ар	plies	Does no	ot Apply	
			North	Contextual Multi-Residential		19	.20		
			South	Setback is:		8.	25		

Page 4		Residential	– Contextual Low Profile		D.P. #	20	020-58	65	
			Requirements			Evalu	uation		
Rule				Notes	Pr	ovided	/Varia	nce	
				West - Bldg 1	2	.62	2.	62	
			(a) the contextual multi-residential	West - Bldg 2	2	.65	2.	65	
	(1) Unless otherwi	se referenced in	building setback; or	North - Bldg 1 (balconies)	3	.96	-15	.24	
	subsection (2), the r	-		South - Bldg 2 (balconies)	10).96	2.	71	
	setback from a propert		(b) 3.0m		10.50 2.7				
		ti-residential buildi	property line shared with a street for a ng is the contextual multi-residential						
592 Building Setbacks (min.) **street oriented		minus 1.5m				N	/A		
multi-residential building refer to	Contextual Building Setback		Required Building Setback						
<u>Street oriented</u> <u>multi-residential</u> form)	(3) The minimum build	ling setback from a p	property line shared with a lane is 1.2m						
			East - To Bldg 1	10.17		8.97			
	(4) Unless otherwise re from a property line sh		cion (5), the minimum building setback parcel is 1.2m	East - To Bldg 2			10	10.54	
	(5) The minimum build	-	(a) C-N1 or C-COR1 District; or						
	for a **street oriente building is 0.0m., w parcel is de	d multi-residential hen the adjoining	(b) M-CG, M-C1, M-C2, M-H1, M-H2, M-H3, M-X1, or M-X2 District and contains four or more Dwelling Units.		N/A				
			tions (2), (3), (4), (5), (6), and (7), a be located in any setback area.	North - Bldg 1	с	N/C	N/A	N/	
	(3) Portions of a building limits into a setback ar	-	e of the ground may extend without any		Ар	plies	N/A	N/	
	(4) Wheelchair ramps i	may project without	any limits into a setback area.		с	N/C	N/A	N/	
49 Projections Into				North - Bldg 1	14	1.70	14	.10	
Setbacks Identify	(5) Eaves may project a	a maximum of 0.6m	,	South - Bldg 2	-2	.41	-3	.01	
locations)				North - Bldg 1	16	5.07	15	.27	
	and window wells may	r project a maximum	n of 0.8m, into any setback area.						
	(6) Landings not excee unenclosed stairs may		other than wheelchair ramps and back area.			N	/A		

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	5 Multi-R	esidential ·	- Contextual Low Pro	ofile	D.P. #	20	20-58	55
Rule				Evalu	ation			
Kule			Notes	Pro	vided	/Varia	nce	
	(1) Unless otherwise ro			ing height is 14.0m (always applicable e ts and Main floor geodetic Datum info		exceptio	ons as per	. belo
594,13 Building Height and Cross Section (max.) Refer	(2) Where the parcel line with a parcel desi		(a) is 9.0m measured from grade a the shared property line; and	at Bldg 2 is located more than 10.0m				
	density residential	district or M-CG	(b) increases proportionately to a maximum of 14.0m measured from grade at a distance of 5.0m from the shared property line.	m	С	N/C	N/A	N/I
	(0) 1111010 1110 pureer		(a) 10.0m measured from grade wit 3.0m of that shared property line; a					
to Diagrams in Bylaw for Clarification	line with a street, the n is:	nax. building height	(b) 14.0m measured from grade at distance greater than 3.0m from th shared property line.		C N/C		N/A	N/
	area of a horizontal cro		the building between average grade a		ater than	40.0% of	the maxi	mum
	Prim. Bldg Crnr 1		Prim. Bldg Crnr 2	Geo 12.0m Abve Avrge Grade		>	<	
	Prim. Bldg Crnr 3		Prim. Bldg Crnr 4	Geo 10.0m Abve Avrge Grade				\geq
	828.41					Percent	tage (%)	
	828.41 X 40% =	X 40% =	331.36					
		X 40% =		_	63.2		23.2	26%
	Max. Area	X 40% =	331.36 Max. Area allowed at 12.0m abov avg. grade	e	63.2 524	Area	23.2 1(m²) 192	
Parcel Area	Max. Area Enter Parcel Area in me		Max. Area allowed at 12.0m abov	e	524	Area	ı(m²) 192	
Parcel Area	Enter Parcel Area in me	etres squared.	Max. Area allowed at 12.0m abov	e Units	524	Area .06 2606.00	ı(m²) 192	.70
Parcel Area	Enter Parcel Area in me	etres squared.	Max. Area allowed at 12.0m abov avg. grade		524	Area .06 2606.00 00	n(m²) 192 m²	.70
Parcel Area	Enter Parcel Area in me (1) The max. density fo 148.00 U.P.H. OR (2) The maximum d	etres squared. r parcels designated 0.2606000 Site area (ha) lensity for parcels de r indicated on the L	Max. Area allowed at 12.0m abov avg. grade M-C1 District is 148 UPH. equals 38.00 units esignated M-C1 District followed by t and Use District Maps: ALL	Units	524 35.	Area .06 2606.00 00 .31	n(m²) 192 m² -3.	.70 00
	Enter Parcel Area in me (1) The max. density fo 148.00 U.P.H. OR (2) The maximum d letter "d" and a numbe	etres squared. r parcels designated 0.2606000 Site area (ha) lensity for parcels de r indicated on the L	Max. Area allowed at 12.0m abov avg. grade M-C1 District is 148 UPH. equals 38.00 units esignated M-C1 District followed by t and Use District Maps: ALL	Units U.P.H.	524 35. 134	Area .06 2606.00 00 .31	n(m²) 192 m² -3.	.70 00

Page 6		Residential	– Contextua	al Low Profi	ile	D.P. #	20	20-58	65	
	I		Requirem	ents			Evalu	ation		
Rule					Notes	Provided/Variance				
	Amenity Space			_	35.00					
	Required	(4) The req. r	nin. amenity space is	s 5.0 m² /unit.	Total Units	X 5	m ² =	175	5.00	
		(a) be in the form of a balcony, deck or patio; and			с	N/C	N/A	N/I		
	Private amenity space (If Required Amenity	(8) Private amenity space must:			All Balconies < 2.0m	0.	85	-1.	15	
	Space not provided by Private Use	space mast.		num dimensions of an 2.0m	Narrowest is 0.86m					
	Common Amenity		Total Priva	te Amenity space pr	rovided	Pr	ivate Am	enity spa	ace	
	Space)	(5)(6)Up to a max		ivate amenity space tal Amenity Space re	provided per unit will be included equirement.	A1		56.43		
				ssible from all the its;		с	N/C	N/A	N/I	
							Ar	ea		
					South Amenity	31	.20	-18	.80	
		(9) Common		ntiguous area of not						
		amenity space:		with no dimension in 6.0m;			Dime	nsion		
					South Amenity	4.	60	-1.	40	
	Common Amenity space Outdoors		(d) must not be located in a required setback area; and		South Amenity	с	N/C	N/A	N/I	
		(13) Common amenity space - outdoors:	(a) must provide a balcony, deck or	(i) a barbeque; or		с	N/C	N/A	N/I	
557 Amenity Space			patio and at least one of the							
			following as permanent features:	(ii) seating; and		с	N/C	N/A	N/I	
						Δm	enity spa	ce Outdo		
		Total Common Amenity space Outdoors					A2 31.20			
	Common Amenity space Indoors (Only applies to development with 100 or more units.)		(b) must be accessible from all the units;			-				
		(9) Common amenity space:	(c) must have a contiguous area of not less than 50.0m², with no dimension less than 6.0m;				N,	/Α		
			(d) must not be located in a required			1				
			setback area; and							
		Total Common Amenity space Indoors (12) A max. of 10.0 % of the required amenity space may be included as common amenity space – indoors.					-			
								-		
			X 10% =			-		ercentag		
						A3		#VALUE!		
		Total Amenity Required		Max. Indoors				Area		
		Required						0.00		
	Total Amenity Space provided/ required	Total Amenity spa	ace provided equals t and A3	the sum of: A1, A2		87	.63	-87	.37	
557 Amenity Space	Patio for Common and Private Amenity	(2) A patio may be located in a setback area between a street-oriented multi-residential building and a property line shared with a street.			с	N/C	N/A	N/I		
	Spaces	(7) Where a patio is located within 4.0m of a lane or another parcel, it must be screened.			-	nager to view	N/A	N/I		
		(a) may have an a	menity space in the patio	form of a deck or a		-			-	
	(1) An Accessory Residential Building:		d in subsection (4) n equired setback area							
		(c) must not be loc	ated between any b street.	uilding and a public		=				
					1	1				

(a) 75.0m², when used/approved for storage, garbage

(2) The max. gross SDAB2021-0075

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Page 7		Residential ·	– Contextua	al Low Profile		D.P. #	20)20-58	65		
Dula	Requirements						Evaluation				
Rule					Notes	Pro	ovided	/Varia	nce		
	floor area of an Accessory Residential Building is:		ners and recycling fa n used/approved an garage.			-			-		
563 Accessory Residential	(3) The max. height, when used/approved as a private garage	(b) in all other mu	lti-residential distric from grade.	ts, 5.0m measured							
Buildings	(4) Where the main re a Multi-Residential	0	(a) the wall of the Accessory Residential Building is constructed of maintenance-free materials and there is no overhang of eaves onto an adjacent parcel; or				N,	/A			
	Accessory Residential Building use to accommodated garbage and waste material, a private garage or both, the Accessory Residential Building may be located in a setback area from another parcel provided that:		(b) the owner of the adjacent parcel grants a 1.5m private maintenance			-					
			easement that must:	(ii) include a 0.60m footing encroachment easement.		_					
570 Retaining Walls	(1) A retaining wall must be less than 1.2 measured from the lowest grade at any por retaining wall to the highest grade retained wall.		pint adjacent to the	(b) within 3.0m of a property line.		C	N/C	N/A	N/I		
	(2) A minimum horizontal separation of 1.0m must be maintained between retaining walls on a parcel:			(b) within 3.0m of a property line.		с	N/C	N/A	N/I		
571 Fences		(a) 1.2m for that portion of the fence the foremost portion of all building				с	N/C	N/A	N/I		
	The height of a fence above grade, at any point along a fence line, must not exceed: (b) 2.0m for that portion of the fence t beyond the foremost portion of all bui and					С	N/C	N/A	N/I		
		(c) 2.5m to the highest point of a gateway, provide the gateway does not exceed 2.5m in length				с	N/C	N/A	N/I		

Page 8		Residential – Contextual Low Profi	le	D.P. #	20)20-58	65	
Dula		Requirements			Evalu	ation		
Rule			Notes	Pro	ovided	/Varia	nce	
569 Visibility Setback		y triangle, buildings, fences, finished grade of a parcel and e located between 0.75m and 4.60m above the lowest		с	N/C	N/A	N/I	
572 Gated Access	A gate must not be located across a private condominium roadway.					N/A	N/I	
Parking Stalls (min.)		er to Parking/Loading/Bicycle Form 122 for Parking Standards.		See At	tached	N/A	N/I	
Visitor Stalls	If applicable please ref	er to Parking/Loading/Bicycle Form		See At	tached	N/A	N/I	
123 Loading Stalls (min.)	If applicable please ref	er to Parking/Loading/Bicycle Form		See At	tached	N/A	N/I	
Bicycle Parking Stalls	If applicable please ref	er to Parking/Loading/Bicycle Form		See At	tached	N/A	N/I	
565 Driveway	(1) A driveway must	(a) there is no practical alternative method of vehicular access to the parcel; and		с	N/C	N/A	N/I	
Length and Parking Areas	not have direct access to a major street unless:	(b) a turning space is provided on the parcel to allow all vehicles exiting to face the major street.		by pla	s review nner or nician	N/A	N/I	
	(2) A driveway connecting to a street	(a) be a min. of 6.0m in length, when measured along the intended direction of travel for vehicles from the back of the public sidewalk or curb; and						
	must:	(b) be a min. of 3.0m in width.						
565 Driveway Length and Parking Areas	(3) A driveway connecting to a lane	(a) be a min. of 0.60m in length, when measured along the intended direction of travel for vehicles; and		N/A				
	must:	(b) be located between the property line shared with a lane and the vehicular entrance of the private garage .						
		e parked in the actual front setback area when the vehicle y or a parking stall that is hard surfaced.						
568 Mechanical Screening	Mechanical systems or screened.	equipment that are located outside of a building must be		с	N/C	N/A	N/I	
		NOTE: Moloks are considered garbage enclosures Blue and black carts are an acceptable "garbage enc						
	(1) Garbage containers and waste	(a) inside a building; or		с	N/C	N/A	N/I	
	material must be stored either:	(b) in a garbage container enclosure approved by the Development Authority.	Moloks	с	N/C	N/A	N/I	
566 Garbage	(2) A garbage	(a) must not be located between a building and a public street; and		с	N/C	N/A	N/I	
Soo Garnage	container enclosure:	(b) unless specified in subsection (3) must not be located in a setback area.		с	N/C	N/A	N/I	
	(3) Where the main residential building is a Multi-Residential Development a garbage	(a) the wall of the enclosure is constructed of maintenance free materials; and		с	N/C	N/A	N/I	
	container enclosure may be located in a setback area from another parcel OR a lane provided that:	(b) there is no overhang of eaves onto an adjacent parcel or lane.		с	N/C	N/A	N/I	
567 Recycling Facilities	Recycling facilities mus	t be provided for every Multi-Residential Development.		с	N/C	N/A	N/I	
Signs	If applicable please ref	er to Sign Form		See At	tached	N/A	N/I	



M-C1 🔻	Landscaping						D.P. # 2020-5865					
Bula	Requirements							Evaluation				
Rule					Notes	Provided/Variance						
	(4) All landscaped areas all residents of the dev		amenity space, mus	t be accessible to	4th Floor Areas in Bldg 2	с	N/C	N/A	N/I			
	(5) All soft surfaced lan irrigation system, unles			с	N/C	LOW H20	N/I					
	(6) Unless otherwise re except for those portio vehicle parking stalls, I the Development Auth	ns specifically requin bading stalls, garbag		с	N/C	N/A	N/I					
550 General Landscaped Area Rules	(7) All setback areas ad portions specifically red			Bldg 1 & Parking Stalls	с	N/C	N/A	N/I				
	(8) All setback areas ad required for motor veh garbage facilities must	icle access, motor ve		с	N/C	N/A	N/I					
	(9) Amenity space must be included in the		(a) is provided outdoors at grade; and			Applies Does not		ot Apply				
	calculation of a landscaped area where such amenity space: (b) is a hard surfaced landscaped area or soft surfaced landscaped area.				с	N/C	N/A	N/I				
551 Specific Rules for Landscaped Areas	(2) Unless otherwiese	e referenced in secti	on 553, a minimum o area.	of 40.0% of the area	a of a aprcel must be a landscaped			2	4			
			tions	/		\geq	\langle					
	The minimum	Applicable	Reduction	% Reduc.	Area m ²							
553 Landscaped	landscaped area of 40.0% for Multi- Residential Development may be	554 Street Oriented Multi-Residential Landscaping Option (Maximum 4%)		N/A		Not Applicable		4				
Area Reductions – Multi-Residential Development	reduced by the three options as referenced in sections 554, 555	555 Enhanced La	ndscaping Option	N/A		Not Applicable		•				
Development	and 556 individually or in combination, to a total available	556 Low Water Landscaping Option		N/A		Not Applicable						
	reduction of 10.0% of the area of a parcel. Total Reductions		ductions	0.00%	0.00			\langle				
							Area	ı (m²)				
	2606.00	x	40.00%	=	1042.40			-25	9.34			
551 and 553 Landscaped Area Provided	Parcel Area	~	Required Percentage		Required Landscaped Area m2	% 30.05%		-9.95%				
	Landscaped Area prov	ided where finished plan		en indicated on the		N,	/A					
593 Landscaping	At least 90.0% of the re	equired landscaped a	area must be provide	d at grade.	m²	729	9.02	-20	9.14			
595 Landscaping	1042.40 938.16				%	69	94%	-20	06%			



	Req'd Landscaping	A 3070	Req'd Landso	caping at grade	/0	0.5.	5470	20.	0070	
551 Specific Rules for Landscaped Area	(5) For landscaped area covered with soft surfa	-	nimum of 30.0% of	the area must be	m2	0.	00	-16	5.21	
	54.04									
	L.S. area above grade	x 30%	Min. Soft L.S. a	rea above grade.	%	6 0.00%		-30.00%		
	(6) Where a landscap minimum of 30.0% of e	-	-			C N/C N/A		N/A	N/I	
551 Specific Rules	(3) The max. hard	(b) 40.0% of th	he req. L.S. area, in	all other cases.	Area m ²	² 382.47		-34.49		
for Landscaped Areas	surfaced landscaped area is:	1042.40 Req'd L.S.	X 40%	416.96 Max.	%	36.0	69%	-3.31%		
	(1) All plant materials n the Canadian Nursery L	nust be of a species		growth in Calgary and	must conform to the standards of	Requires review by planner or N/A technician		N/A	N/I	
		783.06		18.00						
	(2) A min. of 1.0 tree and 2.0 shrubs must	Provided Landscaping	/ 45.0m ² X 1.0 trees =	Total Trees Req'd		30.00		12.00		
	be planted for every 45.0m ² of provided landscaped area.	783.06	. 2	35.00		61.00		26.00		
		Provided Landscaping	/ 45.0m ² X 2.0 shrubs =	Total Shrubs Req'd						
	(6) Shrubs must be min height or spread of 0.60m.			61.00		0.60				
	(3) 25.0% of all trees	30.00		8.00						
	provided must be coniferous.	vided must be Total Trees		Coniferous Trees Req'd	25		8.00		0.00	
			0mm Caliper =	N/I		N	/I			
	(4) Deciduous treesmin. calliper of 50mm,	Quantity @ 75mm Caliper =		N/I		N/I				
	at least 50.0% of the	14	X 50 % = 7							
552 Planting Requirements	provided trees must have min. calliper of 75mm	Total Deciduous		Deciduous Trees to be 75mm caliper		N/I				
	Quantity @		2.0m height =	N/I		N	/I	0.	50	
	(5) Coniferous trees min. height of 2.0 m,	Quantity @ 3	3.0m height =	N/I	ſ		I/I	0.50		
	at least 50.0 % of the provided trees must	5.00	X 50 % =	3.00		N/I				
	have a min. height of 3.0m	Total Coniferous		Conif.Trees to be 3.0m						
	(7) For landscaped areas with a building below, planting areas must have the following min. soil depths:		(a) 1.2m for trees;			с	N/C	N/A	N/I	
			(b) 0.6m for shrubs; and			с	N/C	N/A	N/I	
			(c) 0.3m for all other planting areas.			с	N/C	N/A	N/I	
	(8) The soil depths referenced in (7) must cover an area equal to the mature spread of the planting material.					Requires review by planner or technician		N/A	N/I	

Page	D.P. 2020-586 #					
	Buildin					
PHASE	BUILDING NUMBER/LETTER	Main Floor Geodetic Elevation	Max. Building Height =	14.00 m		
		(metric)	Façade	Height	Varia	
	Bldg 1	77.60	North	12.31	-1.6	
	Bldg 1	77.60	East	12.31	-1.6	
	Bldg 1	77.60	South	12.31	-1.6	
	Bldg 1	77.60	West	12.31	-1.6	
	Bldg 2	77.60	North	13.94	-0.0	
	Bldg 2	77.60	East	13.93	-0.0	
	Bldg 2	77.60	South	13.93	-0.0	
	Bldg 2	77.60	West	13.94	-0.0	
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Page 1	Page 12 Height and Geodetic Datum Information						
		Main Floor Coodatic Flovation	Building hei	ight (metric)			

Page 13 Street Oriented Multi-Residential Building (135)					20)20-58	65		
Requirements						# Evaluation			
			Notes	Pro	ovided	/Varia	/Variance		
	(a) the façade of the main residential building on the floor closest to grade	(i) emergency exits and public entrances; and		с	N/C	N/A	N/I		
Façade of the Main Residential Building	facing a street is comprised of units or commercial multi-residential uses, and may only include the following additional elements:	(ii) one vehicle access point, only when located on a laneless parcel.		c	N/C	N/A	N/I		
Exterior Access	(b) units and commercial multi-residential	 (i) an individual exterior access within 4.5m of a property line shared with a street; and 		С	N/C	N/A	N/I		
	uses located at grade with an exterior wal facing a street provide the following:	(ii) sidewalks that provide direct exterior access from the unit to the public sidewalk.		с	N/C	N/A	N/I		
Public Sidewalk		(c) a public sidewalk located along the entire length of each property line shared with a street; and		с	N/C	N/A	N/I		
Commercial Multi	(d) the façade of commercial multi- residential uses located on the floor closest to grade, and facing a street,	(i) allows view of the indoor space or product display area; and		С	N/C	N/A	N/I		
Residential Uses	provides windows with un-obscured clear glass that:	(ii) occupy a minimum of 65% of the façade between a height of 0.6m and 2.4m.		с	N/C	N/A	N/I		
Additional Notes									

Unit Count

Floor		Units
Building 1		7
Building 2		28
	TOTAL # OF UNITS	35

Private Amenity Space

		No Amonity	Balconies <	< 5.0m²	Balconies	>= 5.0m²
Label	Units	No Amenity	5.0m²	Area	>= 5.0m²	Area
Building 1	7	1	3	8.43	3	15.00
Building 2	28	4	24	33.00	0	0.00
Totals	35	5	27	41.43	3	15.00

Private Amenity Space Area:

* no separation between balconies indicated. Area was not applied to total amenity space provided.

Balconies	Deficient
Deficient*	Area
0	0.00
0	
0	0.00
	56.43

FILE: DP 2020-5865

DATE RECEIVED : July 22, 2021

Bylaw Discrepa	ncies	
Regulation	Standard	Provided
592 Building Setbacks (min.)	 (1) Unless otherwise referenced in subsection (2), the minimum building setback from a property line shared with a street is the greater of: (a) the contextual multi-residential building setback; or 	Plans indicate a building setback of 3.96m (- 15.24m) between building 1 and the North property line.
549 Projections Into Setback Areas (max.)	 (1) Unless otherwise referenced in subsections (2), (3), (4), (5), (6), and (7), a building or air conditioning units must not be located in any setback area. 	Plans indicate building 1 is located in the North setback area.
	 (5) Eaves may project a maximum of 0.6m, and window wells may project a maximum of 0.8m, into any setback area. 	Plans indicate eaves that project 14.70m (+14.10m) into the North setback area. Plans indicate window wells that project 16.07m (+15.27m) into the North setback area.
594,13 Building Height and Cross	 (3) Where the parcel shares a property line with a street, the max. building height is: (a) 10.0m measured from grade within 3.0m of that shared property line; and (b) 14.0m measured from grade at a distance greater than 3.0m from that shared property line. 	Plans indicate portions of the roof on both buildings 1 & 2 are located in the maximum building height chamfers established from the West property line.
Section (max.)	(4) The maximum area of a horizontal cross section through a building at 12.0m above average grade must not be greater than 40.0% of the maximum area of a horizontal cross section through the building between average grade and 10.0m	Plans indicate a horizontal cross section area of 524.06m ² (+192.70m ² - at 12.0m above average grade) or 63.26% (+23.26%) of the largest cross section area between average grade and 10.0m.
550 General Landscaped Area Rules	 (4) All landscaped areas, other than private amenity space, must be accessible to all residents of the development. (7) All setback areas adjacent to a 	Plans indicate an above grade landscaped area in building 2 that is not accessible to all residents of the development. Plans indicate motor vehicle parking stalls in
	street or another parcel, except for	the North & East setback area.

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	those portions specifically required for motor vehicle access, must be a	Plans indicate building 1 is located in the
	landscaped area.	North setback area.
	(2) Unless otherwise referenced in section 553, a minimum of 40.0% of the area of a parcel must be a landscaped area.	Plans indicate a landscaped area of 783.06m ² (-259.34m ²) or 30.05% (-9.95%) of the parcel.
551 Specific Rules for Landscaped Areas	 (5) For landscaped areas above grade, a minimum of 30.0% of the area must be covered with soft surfaced landscaping. (6) Where a landscaped area above grade is fragmented into isolated spaces, a minimum of 30.0% of each space must be covered with soft srufaced landscaping. 	Plans indicate 54.04m ² of above grade landscaped area, none of which is soft surfaced.
593 Landscaping	At least 90.0% of the required landscaped area must be provided at grade.	Plans indicate an at-grade landscaped area of 729.02m ² (-209.14m ²) or 69.94% (-20.06%) of the total landscaped area provided.
552 Planting	(4) Deciduous trees min. calliper of 50mm, at least 50.0% of the provided trees must have min. calliper of 75mm	Plans do not show a breakdown of calliper sizes for each deciduous tree species. Unable to determine compliance.
Requirements	(5) Coniferous trees min. height of 2.0 m, at least 50.0 % of the provided trees must have a min. height of 3.0m	Plans do not show a breakdown of heights for each coniferous tree species. Unable to determine compliance.
	(4) The req. min. amenity space is 5.0 m2 /unit.	Plans indicate an amenity space total of 87.63m ² (-87.37m ²).
	(8) Private amenity space must:(b) have no minimum dimensions of less than 2.0m	Plans indicate all balconies have a depth less than 2.0m.
557 Amenity Space	(9) Common amenity space:(c) must have a contiguous area of	Plans indicate a common outdoor amenity area of 31.20m ² (-18.80m ²).
	not less than 50.0m ² , with no dimension less than 6.0m;	Plans indicate a common outdoor amenity spaces with a width less than 6.0m.
	(9) Common amenity space:(d) must not be located in a required setback area; and	Plans indicate a common amenity space in the South setback area.
Motor Vehicle	44 resident motor vehicle parking stalls required.	Plans indicate 28 (-16) resident parking stalls.
Parking Stalls	6 visitor motor vehicle parking stalls required.	Plans indicate 5 (-1) visitor parking stalls.

Motor Vehicle Parking Bylaw Check

 FILE:
 DP2020-5865

 DATE RECEIVED:
 July 22, 2021

Proposed Parking

Suite	Business Name	Use	# of	Units	Section	Rate		Stalls Required
Motor Vehi	cle Parking Stalls							
Building	1	Multi-Residential Development		7	558(2)(a)(i)	1.25	1	8.75
Building	2	Multi-Residential Development		28	558(2)(a)(i)	1.25	1	35.00

NOTES:

- Parcel is located in Area 1 of Map 7.

- Development does not qualify for reductions.

Total Stalls Required 43.75

Total Stalls Required (Rounded) 44

Parcel Stalls 28

Non-compliant Stalls (for information only) 0

Stalls Deficient -16

Motor Vahicle Darking Rulaw Check

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Suite	Business Name	Use	# of Units		Section	Ra	te	Stalls Required
Visitor Park	ing Stalls							
Building	1	Multi-Residential Development	7	1	558(2)(a)(ii)	0.15	1	1.05
Building	2	Multi-Residential Development	28	1	558(2)(a)(ii)	0.15	1	4.20

Total Stalls Required 5.25

Total Stalls Required (Rounded) 6

Parcel Stalls 5

Non-compliant Stalls (for information only) 0

Stalls Deficient -1

Suite	Business Name	Use	# of Units	Section	Rate	Stalls Required
Loading Stal	lls					
Building	1	Multi-Residential Development	7	123(7)	No Shared	Nono
Building	2	Multi-Residential Development	28	125(7)	Entrance	None

Total Stalls Required 0.00

Total Stalls Required (Rounded) 0

Parcel Stalls

0

Non-compliant Stalls (for information only) 0

Stalls Deficient 0

Suite	Business Name	Use	# of Units	S	Section	Rate	Stalls Required
Bicycle Stall	s Class 1						
Building	1	Multi-Residential Development	7		559	0.5 per Unit	3.50
Building	2	Multi-Residential Development	28		559	0.5 per Unit	14.00

Total Stalls Required 17.50

Total Stalls Required (Rounded) 18

Parcel Stalls 68

Non-compliant Stalls (for information only) 0

Stalls Surplus 50

Suite	Business Name	Use	# of Units	Section	Rate	Stalls Required
Bicycle Stal	ls Class 2					
Building	1	Multi-Residential Development	7	559	0.1 per Unit	0.70
Building	32	Multi-Residential Development	28	559	0.1 per Unit	2.80

Total Stalls Required 3.50

Total Stalls Required (Rounded) 4

Parcel Stalls 8

Non-compliant Stalls (for information only) 0

Stalls Surplus 4



November 4, 2020

SEIKA ARCHITECTURE 651 MACEWAN DR NW CALGARY, AB T3K 3R1, CAN Dear Sir/Madam:

RE: Detailed Team Review (DTR)

Development Permit Number: DP2020-5865

Based on the plans received September 17, 2020, the Corporate Planning Applications Group (CPAG) has completed a detailed review of your application in order to determine compliance with the Land Use Bylaw and applicable City policies. Any variance from the Land Use Bylaw or City policies may require further discussion or revision prior to a decision being rendered.

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A written response to the Prior to Decision issues in this DTR is required from the Applicant by the end of the sixty (60) calendar day response due date. Following the expiration of the response due date, the application may be inactivated with a thirty (30) calendar day timeline for a reactivation by the Applicant. In the case of a non-responsive or incomplete application, the General Manager – Planning, Development and Assessment may cancel the application as per Section 41.1 of Land Use Bylaw 1P2007.

Applicants are requested to contact the respective team members to resolve outstanding issues. Amended plans should not be submitted to the Planner until we are able to provide comments from all circulation referees.

CPAG endeavours to render decisions on applications within specific service standards. Please assist us in meeting these targets by ensuring your resubmission is made in a timely manner. Should you have any questions or concerns, please contact me at (403) 268-2142 or by email at kelsey.cohen@calgary.ca.

Sincerely,

KELSEY COHEN

Planner 1, Planning Implementation

cc: SUNSHINE HOME BUILDERS INC. 4 COVENTRY WAY NE CALGARY, AB T3K 5H3

> P.O. Box 2100, Postal Station M Calgary, Alberta, Canada, T2P 2M5, (403) 268-5311





Detailed Team Review 1 – Development Permit

Application Number:	DP2020-5865				
Application Description:	New: Multi-Residential Development				
Land Use District:	Multi-Residential - Contextual Low Profile				
Use Type:	Discretionary				
Site Address:	6508 RUNDLEHORN DR NE, 6520 RUNDLEHORN DR NI				
Community:	PINERIDGE				
Applicant:	SEIKA ARCHITECTURE				
Date DTR Sent:	November 4, 2020				
Response Due Date:	January 3, 2021				
CPAG Team: Planning KELSEY COHEN Development Engineering DAYNA FORSYTHE Transportation JEFF JOHNSTONE Parks KAREN MOUG	(403) 268-2142 (403) 268-8198 (403) 268-3499 (403) 268-1396	kelsey.cohen@calgary.ca Dayna.Forsythe@calgary.ca Jeff.Johnstone@calgary.ca Karen.Moug@calgary.ca			

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General Comments

This application proposes a 3-storey multi-residential building containing 38 units in the northeast community of Pineridge. The 2,606 square metre site is composed of two parcels designated as M-C1. The site neighbours multi-residential development of similar scale to the north and east; there is low density residential development to the south and west. The site is located close to Pinecliff Park and a number of public schools.

Comments on Relevant City Policies

Area Redevelopment Plan

There is no local area plan for Pineridge.

Municipal Development Plan/CTP

This site is within the Established Area of the Developed Residential Areas on the Urban Structures map. The policies within the Developed Residential Areas include an emphasis on moderate intensification at key locations or nodes, which respect the

existing scale and character of the neighbourhood.				
Section 3.5.1 General – Developed Residential Area Policies				
 (b) Redevelopment within predominantly multi-family areas should be compatible with the established pattern of development and will consider the following elements: i. Appropriate transitions between adjacent areas; and, ii. A variety of multi-family housing types to meet the diverse needs of present and future populations. 				
The proposed development would increase the variety and availability of housing options in the neighbourhood.				
	For multi-family housing, encourage vironment (e.g., consider landscape			
The surface parking is appropriately located at the rear of the site with the dwellings facing the street.				
Section 3.5.3 Esta	ablished Areas			
	t opportunities should be focused or hanges to other sites may provide o			
space, non-reside	rovide a sort-of Neighbourhood Acti ential uses, and multi-residential buil e intensification to occur in the form	dings. So this is an appropriate		
	ents in Established Areas should inc and a pedestrian-friendly environme etwork.			
Provision of a pub development.	blic sidewalk along Rundlehorn Drive	e is strongly recommended for this		
Bylaw Discrepa				
Regulation	Standard	Provided		
592 Building Setbacks (min.)	 (1) Unless otherwise referenced in subsection (2), the minimum building setback from a property line shared with a street is the greater of: (a) the contextual multi-residential building setback; or 	Unable to determine compliance. Contextual adjacent building information not provided for 6635 25 AV NE (North setback) and		
540 D	(1) Unless otherwise referenced in 6587/6613 Pinecliff GV NE (South setback).			

Regulation	Standard	Provided
592 Building Setbacks (min.)	 (1) Unless otherwise referenced in subsection (2), the minimum building setback from a property line shared with a street is the greater of: (a) the contextual multi-residential building setback; or 	Unable to determine compliance. Contextual adjacent building information not provided for 6635 25 AV NE (North setback) and 6587/6613 Pinecliff GV NE (South setback).
549 Projections Into Setback Areas (max.)	 (1) Unless otherwise referenced in subsections (2), (3), (4), (5), (6), and (7), a building or air conditioning units must not be located in any 	

	setback area.	
	(5) Eaves may project a maximum of 0.6m,	
	and window wells may project a maximum of 0.8m, into any setback area.	
594,13 Building Height and Cross Section (max.)	 (3) Where the parcel shares a property line with a street, the max. building height is: (a) 10.0m measured from grade within 3.0m of that shared property line; and (b) 14.0m measured from grade at a distance greater than 3.0m from that shared property line. 	Plans indicate portions of the roof on Building 1 and 3 are located in the maximum building height chamfers.
590 Density	(1) The max. density for parcels designated M-C1 District is 148 UPH.	Plans indicate 40 (+2) units or a UPH of 153.49 (+5.49).
550 General Landscaped Area Rules	(6) Unless otherwise referenced in subsections (7) and (8), all areas of a parcel, except for those portions specifically required for motor vehicle access, motor vehicle parking stalls, loading stalls, garbage facilities, or any purpose allowed by the Development Authority, must be a landscaped area.	Plans do not indicate the surface material of the area surrounding Building 1 and area surrounding the Moloks.
	(7) All setback areas adjacent to a street or another parcel, except for those portions specifically required for motor vehicle access, must be a landscaped area.	Plans indicate motor vehicle parking stalls in the East side setback area. Buildings 1 & 3 are also potentially in the North & South setback areas.
551 Specific Rules for Landscaped Areas	(2) Unless otherwiese referenced in section 553, a minimum of 40.0% of the area of a parcel must be a landscaped area.	Plans indicate a landscaped area of 526.91m ² (-515.49m ²) or 20.22% (-19.78%) of the parcel. It should be noted that an area of 41.93m ² (1.51%) was not counted towards the total landscaped area provided as the surface material was not indicated.
593 Landscaping	At least 90.0% of the required landscaped area must be provided at grade.	Plans indicate an at-grade landscaped area of 526.91m ² (-411.25m ²) or 50.55% (-39.45%) of the total landscaped area provided.
557 Amenity Space	(4) The req. min. amenity space is 5.0 m2 /unit.	Plans indicate a total amenity area of 105.82m ² (-94.18m ²). It should be noted that common outdoor amenity space was not included in the total amenity area provided as the area does not meet sections 557(9)(c)&(d).

	(8) Private amenity space must:	Plans indicate all balsonies have a depth less
	(b) have no minimum dimensions of	Plans indicate all balconies have a depth less than 2.0m.
	less than 2.0m	
	(9) Common amenity space:	
	(c) must have a contiguous area of	Plans indicate a common amenity space with
	not less than 50.0m ² , with no	a depth less than 6.0m.
	dimension less than 6.0m;	
	(9) Common amenity space:(d) must not be located in a required	Plans indicate a common amenity space in the
	setback area; and	East setback area.
	50 resident motor vehicle parking stalls required.	Plans indicate 34 (-16) resident parking stalls.
Motor Vehicle		Plans indicate 0 (-6) visitor parking stalls.
Parking Stalls	6 visitor motor vehicle parking stalls required.	It should be noted that 4 visitor stalls were not counted as they do not meet the minimum width requirement.
122 Standards for	7.2m aisle width required.	Plans indicate an aisle width of 6.01m (- 1.19m).
Motor Vehicle Parking Stalls	2.60m visitor stall width required.	Plans indicate a visitor stall width of 2.50m (- 0.10m).

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Prior to Decision Requirements

The following issues must be addressed by the Applicant through a written submission and amended plans prior to a decision by the Approving Authority. Applicants are encouraged to contact the respective team members directly to discuss outstanding issues or alternatively request a meeting with the CPAG Team.

Planning:

1. Submit a complete digital set of the amended plans in PDF format and a separate PDF response letter that provides a point-by-point explanation as to how each of the Prior to Decision conditions were addressed and/or resolved. If Prior to Release conditions have been addressed in the amended plans, include a point-by-point explanation for these items as well. The submitted plans must comprehensively address the Prior to Decision conditions as specified in the DTR document. Ensure that all plans affected by the revisions are amended accordingly. To arrange the digital submission, please contact the File Manager directly.

This information must be received, in its entirety, no later than 60 days from the date this DTR form was sent to the applicant and owner. If a complete submission is not received within the 60 day time frame, the development permit may be inactivated. Upon inactivation, the applicant and owner will receive written notice of the inactivation and of a further 30 day time frame within which the application may be reactivated subject to a reactivation fee. If the development permit application is not reactivated as per the written notification, it may be cancelled by Administration as per Land Use Bylaw 1P2007, Section 41.1.

In the event that the application needs to be recirculated, a recirculation fee may be applied.

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- 2. Amend plans to address bylaw discrepancies noted above. Where discrepancies cannot be resolved, provide a written rationale.
- 3. Amend plans to correct the following errors:
 - Correct spelling of 'Rundlehorn' on title page and all subsequent pages
 - On page A.01, number of units listed (38) is inconsistent with number of units shown on plans (40)
 - On page A.04a, the second floor plan has been duplicated in place of the third floor plan.
- 4. Additional comments may be forthcoming following completion of the notice posting process.
- 5. Building Regulations has provided comments in a separate document (attached) regarding code compliance issues that may affect the Development Permit. Please address these issues as part of your response.
- 6. Submit a letter from Enmax Corporation indicating that the following issues have been addressed. Please contact Ali Sharif at 403-604-8603 to resolve the issues. The proposed resolution may necessitate further CPAG review of amended plans.
 - The proposed location of the new building is in conflict with ENMAX's aboveground distribution line and its existing guy wire. Therefore, a new location for the building shall be suggested or bury ENMAX's aboveground line through <u>GetConnected@enmax.com</u>.

Development Engineering:

7. Submit a fire flow letter, prepared by a qualified professional engineer under seal and permit to practice stamp to the satisfaction of Development Approvals Team Leader, Water Resources. The fire flow letter shall identify the type of the development, address of the development, DP application and the fire flow required for the developing property. The available fire flow available in the adjacent City watermain is <u>15,000</u> LPM with 15m residual pressure under normal operating conditions. Please note that the hydrants in all directions are more than 75 m away from this site. Hydrant coverage and accessibility for fire protection for this site should be checked and confirmed by CFD.

In addition, if fire sprinkler / standpipe system is to be installed, please provide the design flow/pressure requirement in the required Fire Flow Letter, so Water Resources can evaluate if the existing public system can support the fire sprinkler/ standpipe system design. The Letter is to reference the Fire Underwriters Survey. If the City watermain does not have the flows available to meet the fire flow requirements of the developing property the City main must be upgraded at the cost of the developer. Letters required to be submitted via email to: WA-

ResourcesDevelopmentApprovals@calgary.ca for approval.

 Submit a Sanitary Servicing Study prepared by a qualified professional engineer under seal and permit to practice stamp, for review and acceptance to <u>WA-</u> <u>ResourcesDevelopmentApprovals@calgary.ca</u>. The report shall identify potential impact

and/or "pinch points" within the public sanitary sewer system caused by the ultimate flows generated by the proposed development and must be to the satisfaction of Water Resources.

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For further information, refer to the following:

Sanitary Servicing Study Guidelines

http://www.calgary.ca/PDA/pd/Documents/development/west-memorial-sanitaryservicing-study-guidelines.pdf

NOTE: Associated costs will be at the expense of the developer. For further information and details, contact the Leader – Development Approvals, Water Resources at 403-268-2855.

9. Amend the plans to:

Fire – Primary Fire Access Road Design

a. Indicate no parking signs on both sides of the fire access route as the road width is less than 7.49m.

Fire – Principal Entrance Locations

a. Indicate the principal building entrances to be within 15.0m of the fire access route for buildings greater than 600m² or more than 3 stories in height. As each building has at least two entrances, the 15.0m maximum distance will need to be dimensioned for each entrance.

Fire – Lockbox Location

a. Indicate a "Calgary Fire Department approved lockbox" on the access route gateway.

Fire – Fire Department Connection (Siamese) Location

Indicate the location of the Siamese location such that it is:

- a. No closer than 3m and not more than 15m from the principal entrance.
- b. Does not obstruct egress from the building.
- c. Provides 2m operational clearance left and right of each port.
- d. Facing the street or access route, not blocked by columns, planters or landscaping etc.

Fire – Alarm Panel Location

Indicate the location of the fire alarm panel such that:

- a. There is direct access from the principal entrance.
- b. An exterior strobe light is shown at the exterior door to the fire alarm panel location as there is no defined principal entrance.

Transportation:

10. Amend the plans to indicate the 4.5m x 4.5m corner cut dimensioned from the property lines on the corners of the site at the intersections of 24th AVE and Rundlehorn DR NE and 25th AVE and Rundlehorn DR NE as per the Highway Development and Protection Act. Ensure that no objects such as stairs, planters, trees, retaining walls, or portions of



the building are located within the 4.5m x 4.5m corner cut to provide sufficient sightlines for the intersection.

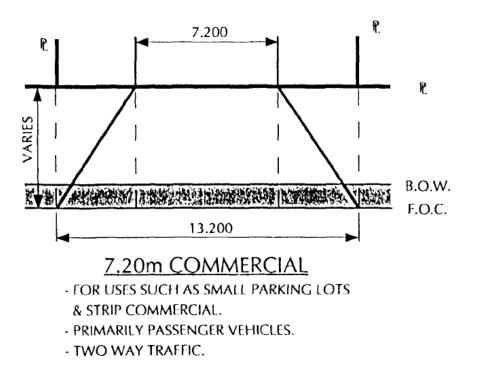
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- 11. As per the DGSS and City specifications with regards to Collector Roads, amend the plans and provide a provided either a 1.5m separate sidewalk or a 2.0m monolithic sidewalk along Rundlehorn DR. NE as existing utility pedestals and poles are in the way. It will be up to the applicant to relocate such infrastructure. Another option can be for the applicant to provide an access easement on site to provide the 1.5m separate sidewalk within the property line. Also show and label existing Wheel Chair Ramps as well as existing sidewalk.
- 12. As per the DGSS and City specifications with regards to Collector Roads and in particularly Rundlehorn DR, standard curb and gutter is required next to Multi-family sites, revise all curb and gutter along Rundlehorn DR, and 25th AVE NE to east property line.
- 13. Amend the plans to indicate a visibility triangle of 7.5m by 7.5m, measured from the face of curb, at 24th AVE and Rundlehorn DR NE and 25th AVE and Rundlehorn DR NE. No obstructions within this area are permitted to exceed 0.75m in height.



- 14. Regarding the proposed driveway aisle and driveway designs:
 - As per TAC standards and the City of Calgary guidelines revise the drive aisle to meet the minimum 7.2m width. The proposed 6.01/6.5m is not permitted.
 - Provide a 7.2m wide driveway crossing complete with 3.0m flares for the proposed driveways (curb returns are not permitted).





15. The Parallel Parking proposed adjacent to a 6.0m drive aisle shall be removed as the drive aisle shall be widened to 7.2m. Revise and remove the parallel parking.

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- 16. Provide two (2) boulevard cross sections along each of the three (3) adjacent roads and show the entire width of the road. Indicate the existing and proposed dimensions, elevations and slopes from the centerline of the three (3) streets, top of curb, back of sidewalk, property line and the main floor. A maximum 2% grade is permitted in the boulevard where achievable. Indicate that all adjacent boulevards are graded at 2% up from the top of curb to the existing or ultimate property line. Indicate the existing and proposed elevations and grades over utility rights-of-way, existing and ultimate property lines, curb and gutter, sidewalks, driveways and edge conditions of neighboring properties to the east. Note, survey information on the survey plan should correspond with same information on the site plan as there are some boulevard grades that show to be over 10%.
- 17. With the widening of the drive aisle from 6.0m to 7.2m, the turning radii and entrance turns will need to be revised for the Waste and Recycling truck (SU9), Bronto Fire Truck, and the largest design vehicle entering the site. All templates require to show the TAC turning template diagram with the design parameters of the vehicle. The minimum design speed is 15Km/h and no dry steering permitted. Follow all TAC guidelines for offset from curbs and other objects. Show radii of the vehicles entering and exiting the site in accordance with the TAC templates.
- 18. Amend the plans to provide the number of stalls required as per the Land Use Bylaw as per the bylaw parking requirement. The parking on site has a deficiency of sixteen (16) residential parking stalls and six (6) visitor parking stalls which is over the 10% allowed. Provide a rationale or revise drawings as to how the deficit will be rectified.

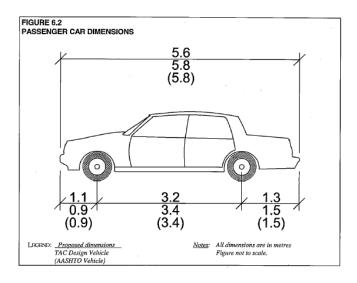
Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

Proposed Parking

Suite	Business Name	Use	# of Units	Section	Rate	Stalls Required
Motor Veh	nicle Parking Stalls					
Building	g 1	Multi-Residential Development	8	558(2)(a)(i) 1	1.25 1	10.00
Building	g 2	Multi-Residential Development	24	558(2)(a)(i) 1	1.25 1	30.00
Buliding	g 3	Multi-Residential Development	8	558(2)(a)(i) 1	1.25 1	10.00
IOTES:				Total S	Stalls Required	50.00
Parcel is	located in Area 1 of Map 7.			Total Stalls Requir	red (Rounded)	50
Developm			Parcel Stalls	34		
				Non-compliant Stalls (for info	ormation only)	0
					Stalls Deficient	-16
				5	stalls Delicient	-10
uite	Business Name	Use	# of Units	Section	Rate	Stalls Required
	Business Name king Stalls	Use	# of Units			
	king Stalls	Use Multi-Residential Development	# of Units		Rate	
isitor Parl	king Stalls g 1			Section	Rate 0.15 1	Stalls Required
isitor Parl Building	king Stalls g 1 g 2	Multi-Residential Development	8	Section 558(2)(a)(ii) C	Rate 0.15 1 0.15 1	Stalls Required
<mark>isitor Parl</mark> Building Building	king Stalls g 1 g 2	Multi-Residential Development Multi-Residential Development	8	Section 558(2)(a)(ii) C 558(2)(a)(ii) C 558(2)(a)(ii) C	Rate 0.15 1 0.15 1 0.15 1	Stalls Required
isitor Parl Building Building	king Stalls g 1 g 2	Multi-Residential Development Multi-Residential Development	8	Section 558(2)(a)(ii) C 558(2)(a)(ii) C 558(2)(a)(ii) C Total S	Rate 0.15 1 0.15 1 0.15 1 Stalls Required	Stalls Required 1.20 3.60 1.20
isitor Parl Building Building	king Stalls g 1 g 2	Multi-Residential Development Multi-Residential Development	8	Section 558(2)(a)(ii) C 558(2)(a)(ii) C 558(2)(a)(ii) C	Rate 0.15 1 0.15 1 0.15 1 Stalls Required	Stalls Required 1.20 3.60 1.20 6.00
Building Building	king Stalls g 1 g 2	Multi-Residential Development Multi-Residential Development	8 24 8	Section 558(2)(a)(ii) C 558(2)(a)(ii) C 558(2)(a)(ii) C Total S	Rate 0.15 1 0.15 1 0.15 1 Stalls Required red (Rounded) Parcel Stalls Parcel Stalls	Stalls Required 1.20 3.60 1.20 6.00 6

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19. The current turning templates for the parking does not meet City of Calgary standards. The vehicle shown is not a standard specified car as per TAC, and Canadian standards, as it is dimensioned less than TAC and Canadian standards. Revise and resubmit showing proper length and turning requirements.



Accordingly, the following dimensions are recommended for the passenger car ("P") design vehicle class:

Overall Length	5.6 m
Front Overhang	1.1 m
Wheelbase	3.2 m
Rear overhang	1.3 m
Minimum turning radius	6.3 m

Parks:

20. Urban Forestry requires additional information for this plan to provide the required public tree information as per the Public Tree Protection Bylaw, Complete Application Requirement List, and Parks' *Development Guidelines and Standard Specifications – Landscape Construction (current edition).* Additional comments may follow once public tree information is provided.

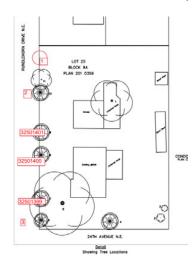


Amend the site plan AND landscape plan to indicate all existing public trees within 6.0 metres of the development site. As per the Tree Protection Bylaw, provide the following information:

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- a. Tree species
- b. Calliper of tree trunk (dbh)
- c. Height of tree
- d. Location of the centre point of the tree trunk
- e. Scaled outline of the tree canopy drip line

f. Indicate whether the tree is proposed to remain or to be removed



Tree/Serial	Species	Canopy (m)	Height (m)	Calliper (cm)	Status
1	Douglas Fir			9	
10(on survey)/2	Colorado Spruce			35	
9/T32501401	Colorado Spruce			27	
8/T32501400	Colorado Spruce			20	
7/T32501399	Colorado Spruce			26	
6(on survey)/3	Colorado Spruce			15	

21. Amend the site plan to re-align the proposed walkways so that it is located outside the drip lines OR 3.0m from the trunk of the existing boulevard trees located adjacent to the development parcel to the satisfaction of the Director, Parks. Without the Public Trees indicated on the site and landscape plan, existing tree setbacks are not able to be determined.

Prior to Release Requirements

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

Planning:



Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

- 22. The Prior to Release conditions will be finalised at the time of Development Authority decision, subject to the resolution of the Prior to Decision comments in the preceding section.
- 23. The two parcels composing this site must be consolidated into a single parcel.

Development Engineering:

24. The proposal to construct public infrastructure, storm sewer extension and service connections within City rights-of-way requires the developer to execute an Indemnification Agreement to the satisfaction of the Manager, Urban Development.

To initiate circulation and approval of the Work that will form part of the Indemnification Agreement, submit construction drawings online using your existing VISTA account at <u>calgary.ca/vista</u>. At the time of submission of the construction drawings, the following items shall also be submitted:

- a. An 8 1/2" x 11" site plan indicating the construction boundaries.
- b. Indicate who will be party to the agreement, provide contact information and a certificate of title for adjacent lands associated with the construction of the infrastructure.
- c. A detailed description of the Work that will form part of the Indemnification Agreement (cubic metres of asphalt and/or concrete, pipe diameters for sanitary, storm and watermains and their respective lengths in linear metres) within the City right of way.
- d. A detailed cost estimate for the scope of Work including GST prepared by the contractor.
- 25. Submit three (3) sets of the Development Site Servicing Plan details to Development Servicing, Inspections and Permits, for review and acceptance from Water Resources, as required by Section 5 (2) of the *Utility Site Servicing Bylaw 33M2005*. Contact <u>developmentservicing2@calgary.ca</u> for additional details.

For further information, refer to the following:

Design Guidelines for Development Site Servicing Plans

https://www.calgary.ca/PDA/pd/Documents/urban_development/publications/DSSP-Design-Guidelines.pdf

Development Site Servicing Plans CARL (requirement list) http://www.calgary.ca/PDA/pd/Documents/development/development-site-servicingplan.pdf

26. After the Development Permit is approved but prior to its release, the landowner shall execute an Off-Site Levy Agreement for the payment of off-site levies pursuant to Bylaw 2M2016.

The **preliminary** estimate based on a 2020 development permit approval date is **\$154,066.00**. Should payment be made prior to release of the development permit, an Off-Site Levy Agreement will not be required.

To obtain the off-site levy agreement, contact the Infrastructure Strategist, Calgary Approvals Coordination at 403-268-3509 or email <u>kyle.ross@calgary.ca</u>.



Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

27. The owner shall make satisfactory cost sharing arrangements with the adjacent developers for their proportionate share of the existing infrastructure that was paid for and/or constructed by the adjacent developers as they will be benefiting from the infrastructure installed by that developer.

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- a) The Developer shall make cost sharing arrangements with POINTE OF VIEW MARKETING & MANAGEMENT INC. for part cost of the sanitary sewers in the lane on the west boundary adjacent to the site, which was constructed by POINTE OF VIEW MARKETING & MANAGEMENT INC. through their PINERIDGE, Phase 01 DA2000-0016 Development Agreement.
- b) The Developer shall make cost sharing arrangements with POINTE OF VIEW MARKETING & MANAGEMENT INC. for part cost of the water mains in 25 AV NE adjacent to the site, which was constructed by POINTE OF VIEW MARKETING & MANAGEMENT INC. through their PINERIDGE, Phase 01 DA2000-0016 Development Agreement.
- c) The Developer shall make cost sharing arrangements with Carma Developers Ltd. for part cost of the water mains in 24 AV NE adjacent to the site, which was constructed by Carma Developers Ltd through their Pineridge, Phase 2 DA1973-0027 Development Agreement.
- d) Repayment to the City for part cost of the existing paving in Rundlehorn Dr NE adjacent to the west boundary of the site for the amount of \$39,226.14.
- e) Repayment to the City for part cost of the existing paving in 24 and 25 AV NE adjacent to the boundaries of the site for the amount of \$28,107.35.

Transportation:

28. 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% of the estimated cost of construction.

The developer is responsible to arrange for the construction of the infrastructure with their own forces and to enter into an Indemnification Agreement with Roads at the time of construction (the security deposit will be used to secure the work).

<u>Roads</u>

- a. Construction of new driveway crossings located on 24th AVE and 25th AVE NE,
- b. Construction of new sidewalks along Rundlehorn DR NE from 24th AVE NE to 25th AVE NE tying into the existing Wheel Chair Ramps,
- c. Construction of new standard Curb and gutter along Rundlehorn DR NE from east property line on 25th AVE NE to existing standard curb and gutter along 24th AVE NE,
- d. Rehabilitation of <u>existing driveway crossings</u>, <u>sidewalks</u>, <u>curb and gutter</u>, <u>etc.</u>, should it be deemed necessary through a site inspection by Roads personnel,

Parks:

29. Amend the plans to include a note stating 'An Urban Forestry Technician must be on-site during excavation of the proposed walkways in order to mitigate any damage to adjacent public trees. Contact Urban Forestry by phoning 311 at least three (3) business days in advance of excavation.' If canopies or root systems are damaged to the point where the tree becomes unstable, then Urban Forestry will require their removal using an approved indemnified tree contractor at applicant's expense, plus compensation.

Permanent Conditions

If this Development Permit is approved, the following permanent conditions shall apply:

Planning:

- 30. The Permanent Conditions will be finalised at the time of Development Authority decision, subject to the resolution of the Prior to Decision issues in the preceding section.
- 31. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
- 32. No changes to the approved plans shall take place unless authorized by the Development Authority.
- 33. A Development Completion Permit shall be issued for 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 403-268-5311 to request a site inspection for the Development Completion Permit.
- 34. All areas of soft landscaping shall be provided with an underground sprinkler irrigation system as identified on the approved plans.
- 35. Parking and landscaping areas shall be separated by a 150mm (6 inch) continuous, poured in place, concrete curb or equivalent material to the satisfaction of the Development Authority, where the height of the curb is measured from the finished hard surface.
- 36. Crushed aggregate or materials including but not limited to brick, pea gravel, shale, river rock and gravel are not permitted within required landscape areas.
- 37. All electrical servicing for freestanding light standards shall be provided from underground.
- 38. A lighting system to meet a minimum of 10 LUX with a uniformity ratio of 4:1 on pavement shall be provided.
- 39. Each parking stall, where located next to a sidewalk, shall have a properly anchored concrete wheel stop or equivalent material to the satisfaction of the Development Authority (100mm in height and 600mm from the front of the parking stall).
- 40. Handicapped parking stalls shall be located as shown on the approved plans released with this permit. Handicap parking stall(s) shall be clearly designated, signed and located close to the entrance of the building with barrier-free accessibility.

Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

41. The garbage containers shall be kept in a good state of repair at all times and the lids shall be kept closed while the enclosures are not actively in use for delivery or removal of refuse.

Development Engineering:

- 42. 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,
 - a. 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).
 - b. on City of Calgary lands or utility corridors, The City of Calgary, Environmental and Safety Management division shall be immediately notified (311).
- 43. The developer / project manager, and their site designates, shall ensure a timely and complete implementation, inspection and maintenance of all practices specified in erosion and sediment control report and/or drawing(s) which comply with Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control. Any amendments to the ESC documents must comply with the requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control.

For other projects where an erosion and sediment control report and/or drawings have not been required at the Prior to Release stage, the developer, or their designates, shall, as a minimum, 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 City of Calgary 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 City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: <u>www.calgary.ca/ud</u> (under publications).

For **all soil disturbing projects**, the developer, or their representative, shall designate a person to inspect all erosion and sediment control practices a minimum of every seven (7) days and during, or within 24 hours of, the onset of significant precipitation (> 12 mm of rain in 24 hours, or rain on wet or thawing soils) or snowmelt events. Note that some practices may require daily or more frequent inspection. Erosion and sediment control practices shall be adjusted to meet changing site and winter conditions.

- 44. Stormwater runoff must be contained and managed in accordance with the "Stormwater Management & Design Manual' all to the satisfaction of the Director of Water Resources.
- 45. The grades indicated on the approved Development Site Servicing Plan(s) must match the grades on the approved Development Permit plans. Upon a request from the Development Authority, the developer or owner of the titled parcel must confirm under seal from a Consulting Engineer or Alberta Land Surveyor, that the development was constructed in accordance with the grades submitted on the Development Permit and Development Site Servicing Plan.
- 46. Prior to issuance of a Development Completion Permit or any occupancy of the building, payment shall be made for off-site levies pursuant to Bylaw 2M2016. To

obtain a final estimate, contact the Infrastructure Strategist, Calgary Approvals Coordination at 403-268-3509 or email <u>kyle.ross@calgary.ca</u>

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Transportation:

- 47. 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, Transportation Planning. All work performed on public property shall be done in accordance with City standards.
- 48. 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, surface improvements, 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 Transportation Planning, 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.
- 49. The design of driveways must be approved by the City of Calgary Roads Department. New driveways including driveway modifications, removal and rehabilitations of unused driveway crossings or relocations, sidewalks, wheelchair ramps, and lane paving must be constructed to City standards at the developer's expense. Obstructions such as storm catch basins, hydrants, power poles, etc., must be relocated to City standards at developer's expense.
- 50. The approved driveway(s) required for this development must be constructed to the ramp grades as shown on the approved Development Permit plans. Negative sloping of the driveway within the City boulevard is not acceptable. If actual grades do not match the approved grades, the developer/owner shall be responsible for all costs to remove and reconstruct the entire driveway ramp in accordance with approved grades.

Parks:

- 51. Any damage to public parks, boulevards or trees resulting from development activity, construction staging or materials storage, or construction access 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. Contact 311 for an inspection.
- 52. Public trees located on the boulevard adjacent to the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to construction, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence.
- 53. In order to ensure the integrity of existing public trees and roots, no grade changes are permitted in the boulevard within drip lines.
- 54. In order to ensure the integrity of existing public trees and roots, there shall be a minimum 3 metre separation, ideally the full length of the canopy, between the trunk and any new/proposed structures, (i.e. driveways and walkways).



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55. Tree protection information given as per the approved development permit does not constitute Tree Protection Plan approval. Tree Protection Plan approval must be obtained separately through Urban Forestry. Visit <u>www.calgary.ca</u> or call 311 for more information.

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56. Applicant should indicate on the plans the location of new services in accordance with the Grade Slip granted by the City. However, if the servicing trench will be located within the drip line of an existing adjacent public tree, the applicant should contact Urban Forestry through 311 or contact Development Site Servicing directly in attempt to avoid this conflict.

Advisory Comments

The following advisory comments are provided as a courtesy to the Applicant and registered property owner. The comments represent some, but not all of the requirements contained in the Land Use Bylaw that must be complied with as part of this approval.

Planning:

- 57. The Advisory Comments will be finalized at the time of decision.
- 58. The Applicant may appeal the decision of the Development Authority, including any of the conditions of the development permit. If you decide to file an appeal, it must be submitted to the Subdivision and Development Appeal Board (4th Floor, 1212 31 Avenue NE, Calgary, AB T2E 7S8) [DJ3 Building] within 21 days after the date on which the decision is made. An appeal along with reasons must be submitted, together with payment of a \$100.00 fee, to the Subdivision and Development Appeal Board. An appeal may also be filed online at http://www.calgarysdab.ca or mailed to Subdivision and Development Appeal Board. An appeal may also be filed online at http://www.calgarysdab.ca or mailed to Subdivision and Development Appeal Board (#8110), P.O. Box 2100, Station M, Calgary AB T2P 2M5. To obtain an appeal form, for information on appeal submission options or the appeal process, please visit the website or call 403-268-5312.
- 59. All measures relating to handicapped accessibility in the design of this project shall be maintained and operable for the life of the development (building and site), including those which are required through the building permit process.
- 60. The approval of this Development Permit does not limit in any way the application of the regulations in the Alberta Building Code, nor does it constitute any permit or permission under the Alberta Building Code.
- 61. In addition to your Development Permit, you should be aware that Building Permit(s) are required. Once your Development Permit application has been approved, you may apply for Building Permit(s). Please contact Building Regulations at 403-268-5311 for further information.

Development Engineering:

62. The developer is responsible for ensuring that:



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a. The environmental conditions of the subject property and associated utility corridors meet appropriate regulatory criteria and appropriate environmental assessment, remediation or risk management is undertaken.

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- b. Appropriate environmental assessment(s) of the property has been undertaken and, if required, a suitable remedial action plan and/or risk management plan has been prepared, reviewed and accepted by the appropriate regulatory agency(s) including but not limited to Alberta Environment and Alberta Health Services.
- c. The development conforms to any reviewed and accepted remedial action plan/risk management plans.
- d. All reports are prepared by a qualified professional in accordance with accepted guidelines, practices and procedures that include but are not limited to those in the most recent versions of the Canadian Standards Association and City of Calgary Phase I & II Environmental Site Assessment Terms of Reference.
- e. The development is in compliance with applicable environmental approvals (e.g. Alberta Environment Approvals, Registrations, etc), Energy Resources Conservation Board approvals and related setback requirements, and landfill setback requirements as set out in the Subdivision and Development Regulation.

If the potential for methane generation or vapours from natural or contaminated soils and groundwater has been identified on the property, the developer is responsible for ensuring appropriate environmental assessment(s) of the property has been undertaken and appropriate measures are in place to protect the building(s) and utilities from the entry of methane or other vapours.

Issuance of this permit does not absolve the developer from complying with and ensuring the property is developed in accordance to applicable environmental legislation.

63. Site Servicing (hydrant location plan) is to be submitted and approved by the Fire Department prior to the Development Site Servicing Plan stage. One stamped plan is to be submitted with the Development Site Servicing Plan submission.

Required hydrants shall be in place, tested, and operational prior to the start of building construction.

- 64. Prior to the commencement of construction, alteration or demolition operations, a fire safety plan, **accepted in writing** by the Fire Department and the authority-having jurisdiction, shall be prepared for the site and conform to the requirements of the AFC 2014, Division B, 5.6.1.3.. This document is required as a Building Permit condition for approval.
- 65. Water connection is available from 24 AV NE.
- 66. Show details of servicing and metering on Development Site Servicing Plan. Provide adequate water meter locations (100mm or larger, room adjacent to an exterior wall, 50mm or less, label water meter location) where services enter building. If static pressure exceeds 550 kPa install pressure reducing device after meter.
- 67. Maintain a 3.0m separation between Enmax facilities (power poles, light standards, transformer pads, catch basins, etc.) with the proposed water service.
- 68. Review with Fire Prevention Bureau at 403-815-1114 for on-site hydrant coverage and Siamese connection location(s). A site servicing (hydrant location plan) stamped by the

Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

Fire Prevention Bureau is to be submitted at the Development Site Servicing Plan stage. (Principal entrance(s) are to be labeled on the plan.)

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- 69. Each unit must be individually metered.
- 70. Ensure that the water service separation from the foundation wall or piles is:
 - a. 4.0m (100mm service or larger), or
 - b. 3.0m (50mm service or smaller), or
 - c. 2.0m when the foundation wall or piles extends vertically a minimum of 2.0m below the invert of the water pipe.
- 71. The applicant must apply for water and sewer connections as per City Standards.
- 72. Sanitary sewer connection is available from the lane on the east side of the site.
- 73. Arrange for a video inspection by city personnel prior to the reuse of existing sanitary sewer(s) by contacting 3-1-1. If existing services are found to be unsuitable for reuse, new services shall be installed at the developer's expense.
- 74. A storm sewer extension along 24 AV NE is required to service the proposed development at the applicant's expense. Where extensions of City mains are required for the proposed development, an indemnification agreement must be entered into to undertake the work. Construction drawings shall be submitted to the City for approval prior to the Development Site Servicing Plan circulation approval.
- 75. Best Management Practices (BMPs) are activities or practices that are designed to reduce runoff volume and prevent or reduce the release of pollutants to receiving waters. Operation and maintenance manual and sample maintenance log shall be provided to the owner in case there are any BMPs located within the property as per the current "Stormwater Management & Design Manual" Section 4.13. Appropriate Source Control Practice checklists must be completed and submitted to Development Approvals (<u>http://www.calgary.ca/UEP/Water/Pages/Specifications/Submission-for-approval-/Development-Approvals-Submissions.aspx</u>). For more information contact Development Planning at 403-268-6449.
- 76. Drainage from all parkade ramps (minimum 75% covered), underground parkades, or other covered parking areas are to be directed towards the on-site sanitary sewer system.
- 77. The allowable stormwater run-off coefficient shall be 50L/s/ha.
- 78. The applicant is encouraged to explore and adopt stormwater volume control options for this development.
- 79. Surface ponding (trapped lows) should be designed to contain all the flow generated from the 100 year storm events.
- 80. Where possible, discharge of roof leaders should be directed onto grassed or pervious areas to help reduce the volume of runoff. Alternatively, the roof leaders may be directed to the on-site storm sewer system.
- 81. All on-site sewers are to be designed to City of Calgary specifications.

82. Ensure elevations of building slab and/or any building openings are 0.3m minimum above trap low spill elevations or the 100 year elevation, whichever is higher. The minimum grade within the lot adjacent to the trap low must be 0.3m higher than the 1:100 year elevation in the trap low or spill elevation, whichever is higher. This minimum grade must be achieved within a 6.0m distance from the common property line of the lot and the road right-of-way.

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- 83. Weeping tile is required to tie to the storm sewer **unless** a qualified soils consultant has determined otherwise. The consultant shall use the criteria set out in Section 3.3.6.8 of the *Stormwater Management & Design Manual*. A letter with the appropriate elevations (in metric geodetic) and information will be required by Water Resources.
- 84. As per The City of Calgary Drainage Bylaw 37M2005, the developer, and those under their control, are responsible for ensuring that a Drainage Permit is obtained from Water Resources prior to discharging impounded runoff (caused by rainfall and/or snowmelt) seepage or groundwater from construction site excavations or other areas to a storm sewer. The developer, and those under their control, is responsible for adhering to all conditions and requirements stipulated in the Drainage Permit at all times. For further information, contact the Corporate Call Centre at 311 or visit http://www.calgary.ca/UEP/Water/Pages/Watersheds-and-rivers/Erosion-and-sediment-control/Report-and-Drawings-Templates-and-Guides.aspx (Drainage Permit applications can be downloaded from this website).
- 85. Stormwater emergency escape routes must be to a public roadway.
- 86. For questions and concerns regarding waste storage facilities, refer to the "Development Reviews: Design Standards for the Storage and Collection of Waste" Found at: <u>http://www.calgary.ca/UEP/WRS/Pages/Commercial-Services/Development-Permits-Waste-Recycling.aspx</u>
- 87. Waste storage enclosures and collection areas shall be maintained and clear of snow and ice.

Transportation:

88. The City does not grant approval for the placement of underground irrigation sprinkler systems in City owned lands or boulevards that are adjacent to the development site and are installed at the developer's risk. The City of Calgary will not assume liability or responsibility for repair or replacement in event it has been damaged or destroyed during construction on City owned lands or boulevards by city workers or its authorized contractors.

Parks:

89. The Streets Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land. No person shall remove, move, cut, or prune a Public Tree or cause a Public Tree to be removed, moved, cut or pruned without prior written authorization from the Director, Parks. A copy of the bylaw can be found at <u>www.calgary.ca</u>. Parks does not permit the removal of public trees to facilitate development unless all options to retain and protect are exhausted.



- 90. If clearance pruning of public trees is required, Urban Forestry must be given (minimum two business days notice) and an approved tree contractor, who has met the City's minimum qualifications, must be used at the applicant's expense. Please contact Urban Forestry at 311 for more information.
- 91. An Urban Forestry Technician must be onsite to mitigate possible root damage to adjacent public trees during excavation of proposed walkways. Please contact Urban Forestry at 311 to make arrangements. Urban Forestry requires minimum two business days notice prior to meeting onsite.
- 92. As part of the Tree Protection Bylaw, a Tree Protection Plan will be required when a development, construction activity, or a disturbance occurring on the City Boulevard is within 6 metres of a boulevard tree. For more information about submitting your tree protection plan visit <u>www.calgary.ca</u> and search "protecting trees during construction and development;" alternatively, call 311.
- 93. The applicant will be required to provide compensation to the City of Calgary for any Public Trees that are removed or damaged. The Public Tree(s) adjacent to this development is/are valued at **\$22,142.84**. Applicants that are unfamiliar with tree protection or tree appraisal are advised to consult an arborist. Arborists are found in the telephone directory under "Tree Service".
- 94. No stockpiling or dumping of construction materials is permitted on the adjacent boulevard.

Seika Architecture ltd

Architecture

 Urban Design
 Planning

Principal: Ajith Karunasena, Architect, AAA & Urban designer

- 4

Written reply for Detailed Team Review comments for Development permit Number DP2020-5865

March 25th 2021

Bylaw Discrepancies

(1)592 Building Setbacks

Answer- Building B provides the required setback according to the bylaw requirement. Building A and Building C setback from the property line is 1.5m (balcony is cantilevered within the setback area)

(2) 594,13 Building Height and Cross Section (max.)

Answer- Building B provides the required Building Height and Cross Section setback according to the bylaw requirement. Building A and Building C Height and Cross Section setback from the property line is 1.5m. According to Bylaw required 594(3), we need to provide 3.00m cross section setback. We need a 1.1m parapet height relaxation for the buildings façade facing the public road.

(3)590 Density Answer- Building A, B, C total number of units is 38.

(4)550 General Landscaped Area Rules Answer- Refer landscape drawings prepared by LA West landscape architectural company for details.

(5)551 Specific Rules for Landscaped Areas Answer- Refer landscape drawings prepared by LA West landscape architectural company for details.

(6)593 Landscaping Answer- Refer landscape drawings prepared by LA West landscape architectural company for details.

(7)557 Amenity Space

Answer- we have provided a 59.2m2 common amenity space within the site. Next to the common amenity space, we arranged the public walkway connection from 24th ave NE and Rundlehorn dive NE through the site. Site has allocated land for the public walkway. One of the main public park space, Pinecliff park is located 127m north of the site. The public park (located at 26 ave NE) is a 5-minute walk from the site. Each unit provides a balcony space to comply with the fire department requirement.

(8) Motor Vehicle Parking Stalls

Answer- Proposed development provided the 6 visitor parking stalls. 26 parking stalls are provided for the units owners. The remaining 12 unit owners will receive a 3-year bus pass, which promotes the public transit system. In addition, all unit owners (38 unit owners) will get two secure bicycle parking stalls in the basement. TIA study provide more details regarding the parking relaxation requirements.

(9)122 Standards for Motor Vehicle Parking Stalls

Answer- The buildings (Building A, B and C building area is less than 600m2) do not require fire truck access at the main entrance. Required aisle width is 4.82m. Provided aisle width is 6.12m. Provided additional width of 1.3m for the aisle.

Prior to Decision Requirements

Planning:-

(10) Building Regulations has provided comments in a separate document (attached) regarding code compliance issues that may affect the Development Permit. Please address these issues as part of your response.

Answer- Revised plans comply with the building regulations.

(11) Submit a letter from Enmax Corporation indicating that the following issues have been addressed. Please contact Ali Sharif at 403-604-8603 to resolve the issues. The proposed resolution may necessitate further CPAG review of amended plans.

Answer- We will send the written details to the Enmax Corporation indicating the issues that have been resolved.

Development Engineering:

(12) Submit a fire flow letter, prepared by a qualified professional engineer under seal and permit to practice stamp to the satisfaction of Development Approvals Team Leader, Water Resources. The fire flow letter shall identify the type of the development, address of the development, DP application and the fire flow required for the developing property. The available fire flow available in the adjacent City watermain is 15,000 LPM with 15m residual pressure under normal operating conditions. Please note that the hydrants in all directions are more than 75 m away from this site. Hydrant coverage and accessibility for fire protection for this site should be checked and confirmed by CFD.

Answer- Richview Engineering (site servicing consultants) will submit the required details.

(13) Submit a Sanitary Servicing Study prepared by a qualified professional engineer under seal and permit to practice stamp, for review and acceptance.

Answer- Richview Engineering (site servicing consultants) will submit the required details.

(14) Fire – Primary Fire Access Road Design

a. Indicate no parking signs on both sides of the fire access route as the road width is less than 7.49m.

Answer- Revised site plan indicates the required details.

Fire – Principal Entrance Locations

a. Indicate the principal building entrances to be within 15.0m of the fire access route for buildings greater than 600m₂ or more than 3 stories in height. As each building has at least two entrances, the 15.0m maximum distance will need to be dimensioned for each entrance. Answer-The buildings (Building A, B and C building area is less than 600m₂) do not require fire truck access at the main entrance.

Fire – Lockbox Location

a. Indicate a "Calgary Fire Department approved lockbox" on the access route gateway. Answer-See the above answer. No need for the Fire Department's approved lockbox.

Fire – Fire Department Connection (Siamese) Location Answer-See the above answer. No need a Fire Department Connection (Siamese).

Fire – Alarm Panel Location

Answer-See the above answer. No need an Alarm Panel Location.

Transportation:

(15) Amend the plans to indicate the 4.5m x 4.5m corner cut dimensioned from the property lines on the corners of the site at the intersections of 24th AVE and Rundlehorn DR NE and 25th AVE and Rundlehorn DR NE as per the Highway Development and Protection Act. Ensure that no objects such as stairs, planters, trees, retaining walls, or portions the building are located within the 4.5m x 4.5m corner cut to provide sufficient sightlines for the intersection.

Answer- See the revised site plan. Development complies with all of the above requirements.

(16)As per the DGSS and City specifications with regards to Collector Roads, amend the plans and provide a provided either a 1.5m separate sidewalk or a 2.0m monolithic sidewalk along Rundlehorn DR. NE as existing utility pedestals and poles are in the way.

It will be up to the applicant to relocate such infrastructure. Another option can be for the applicant to provide an access easement on site to provide the 1.5m separate sidewalk within the property line. Also show and label existing Wheel Chair Ramps as well as existing sidewalk.

Answer- See the revised site servicing (Richview Engineering) drawings for details.

(17) As per the DGSS and City specifications with regards to Collector Roads and in particularly Rundlehorn DR, standard curb and gutter is required next to Multi-family sites, revise all curb and gutter along Rundlehorn DR, and 25th AVE NE to east property line.

Answer- See the revised site servicing (Richview Engineering) drawings for details.

(18) Amend the plans to indicate a visibility triangle of 7.5m by 7.5m, measured from the face of curb, at 24th AVE and Rundlehorn DR NE and 25th AVE and Rundlehorn DR NE. No obstructions within this area are permitted to exceed 0.75m in height.

Answer- See the revised site plan for details.

(19) Regarding the proposed driveway aisle and driveway designs:

 \Box As per TAC standards and the City of Calgary guidelines revise the drive aisle to meet the minimum 7.2m width. The proposed 6.01/6.5m is not permitted.

□ Provide a 7.2m wide driveway crossing complete with 3.0m flares for the proposed driveways (curb returns are not permitted).

Answer- See land use bylaw 122 for details. Required aisle width is 4.82m. Provided aisle width is 6.12m. Provided additional 1.3m width for the aisle.

(20) The Parallel Parking proposed adjacent to a 6.0m drive aisle shall be removed as the drive aisle shall be widened to 7.2m. Revise and remove the parallel parking.

Answer- See land use bylaw 122 for details. One-way traffic within the site (vehicle entrance from 24th ave NE and exit from 25th ave NE). The bylaw allows for a 6.12m aisle width

(21) Provide two (2) boulevard cross sections along each of the three (3) adjacent roads and show the entire width of the road. Indicate the existing and proposed dimensions, elevations and slopes from the centerline of the three (3) streets, top of curb, back of sidewalk, property line and the main floor. A maximum 2% grade is permitted in the boulevard where achievable. Indicate that all adjacent boulevards are graded at 2% up from the top of curb to the existing or ultimate property line. Indicate the existing and proposed elevations and grades over utility rights-of-way, existing and ultimate property lines, curb and gutter, sidewalks, driveways and edge conditions of neighboring properties to the east. Note, survey information on the survey plan should correspond with same information on the site plan as there are some boulevard grades that show to be over 10%.

Answer- See the revised site plan. See the site servicing & grading drawings for more details.

(22) With the widening of the drive aisle from 6.0m to 7.2m, the turning radii and entrance turns will need to be revised for the Waste and Recycling truck (SU9), Bronco Fire Truck, and the largest design vehicle entering the site. All templates require to show the TAC turning template diagram with the design parameters of the vehicle. The minimum design speed is 15Km/h and no dry steering permitted. Follow all TAC guidelines for offset from curbs and other objects. Show radii of the vehicles entering and exiting the site in accordance with the TAC templates

Answer- See land use bylaw 122 for details. One-way traffic within the site (vehicle entrance from 24th ave NE and exit from 25th ave NE). The bylaw allows for a 6.12m aisle width. See drawings 2b, 2c and 2d for details.

(23) Amend the plans to provide the number of stalls required as per the Land Use Bylaw as per the bylaw parking requirement. The parking on site has a deficiency of sixteen (16) residential parking stalls and six (6) visitor parking stalls which is over the 10% allowed. Provide a rationale or revise drawings as to how the deficit will be rectified.

Answer- TIA report submitted supports the provided parking within the site.

Parks:

(24) Urban Forestry requires additional information for this plan to provide the required public tree information as per the Public Tree Protection Bylaw, Complete Application Requirement List, and Parks' *Development Guidelines and Standard Specifications – Landscape Construction (current edition)*. Additional comments may follow once public tree information is provided.

Answer- L.A. West landscape architect has confirmed that the existing trees are not part of Urban Forestry. City has accepted and the CPAG parks member sent the approval details in writing on January 7th, 2021.

(25) Amend the site plan to re-align the proposed walkways so that it is located outside the drip lines OR 3.0m from the trunk of the existing boulevard trees located adjacent to the development parcel to the satisfaction of the Director, Parks. Without the Public Trees indicated on the site and landscape plan, existing tree setbacks are not able to be determined.

Answer- revised landscape plan provided by L.A. West landscape architect includes all of the required details.

Prior to Release Requirements

Consultants agreed to comply with DTR comments item # 22 to 29 before DP release.

Note-See attached appendix 1 for city agreed details.

Sincerely

Ajith Karunasena

Architect AAA, and Urban Designer

B.Sc. (BE), M.Sc. (Arch), MUDS (M.Sc. Urban), RIB

APPENDIX 1

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AJITH KARUNASENA

From:	Cohen, Kelsey L. <kelsey.cohen@calgary.ca></kelsey.cohen@calgary.ca>	
Sent:	Friday, March 5, 2021 11:20 AM	
То:	AJITH KARUNASENA; Johnstone, Jeff; Piechotta, Cole; Forsythe, Dayna; Moug, Karen	
Cc:	Justin Barrett; Barry Gonnelly; Robin Li	
Subject:	RE: DP2020-5865	

Good morning Ajith,

The information below is correct. I have confirmed with Transportation that we can accept a DTR response including the items below. Please note that all other bylaw discrepancies and CPAG comments should also be addressed in the DTR response. We are currently reviewing the mechanism(s) to document and track the proposed transit subsidy TDM, and this will need to be reflected in the COA to be finalized at time of decision.

I would also like to see the amenity space in the southwest corner rearranged to be more functional for users – the current placement of trees might limit the usability of the space.

If you need any further information, please don't hesitate to let me know.

Regards Kelsey

From: AJITH KARUNASENA <a jith.karu@seikaarchitecture.com>

Sent: Thursday, March 4, 2021 8:43 PM

To: Cohen, Kelsey L. <Kelsey.Cohen@calgary.ca>; Johnstone, Jeff <Jeff.Johnstone@calgary.ca>; Piechotta, Cole
 <Cole.Piechotta@calgary.ca>; Forsythe, Dayna <Dayna.Forsythe@calgary.ca>; Moug, Karen <Karen.Moug@calgary.ca>
 Cc: AJITH KARUNASENA <ajith.karu@seikaarchitecture.com>; Justin Barrett <jcbarrett@jcbengineering.ca>; Barry
 Gonnelly <barry@lawestinc.ca>; Robin Li <Robin@richvieweng.com>
 Subject: [EXT] DP2020-5865

Hi Cole /Kelsey/ Jeff/ Justin

As we have agreed to the following in the toady's meeting (March 4th 2021)

- (1) Remove the loading stall from the site . Loading the along 25th ave NE.
- (2) Total number of units 38. Provide 6 visitors parking stalls (within the site)
- (3) Total parking stalls within the site 32. Allocated visitors parking stalls 6. 26 parking stalls for unit rental owners.
- (4) 12 parking stalls are not provided for 12 rental units. We are providing 2 years transit pass for the 12 rental unit owners.
- (5) Each rental unit includes two bicycle parking stalls (hangs on the wall in the basement)
- (6) Justin (Transportation engineer) will update the report based on the above details.
- (7) Public sidewalk connection from 24th ave NE to Rundlehorn Drive is within the site.
- (8) Total landscape area required 815m2. Provided landscape area 613m2. We are short of 212m2 due to the public side walk connection mentioned in the item # 7.

Sincerely,

Ajith Karunasena

Architect AAA & Urban Designer

B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP



May 18, 2021

SEIKA ARCHITECTURE 651 MACEWAN DR NW CALGARY, AB T3K 3R1, CAN

Dear Sir/Madam:

RE: Detailed Team Review (DTR)

Development Permit Number: DP2020-5865

Based on the plans received April 12, 2021, the Corporate Planning Applications Group (CPAG) has completed a detailed review of your application in order to determine compliance with the Land Use Bylaw and applicable City policies. Any variance from the Land Use Bylaw or City policies may require further discussion or revision prior to a decision being rendered.

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A written response to the Prior to Decision issues in this DTR is required from the Applicant by the end of the sixty (60) calendar day response due date. Following the expiration of the response due date, the application may be inactivated with a thirty (30) calendar day timeline for a reactivation by the Applicant. In the case of a non-responsive or incomplete application, the General Manager – Planning, Development and Assessment may cancel the application as per Section 41.1 of Land Use Bylaw 1P2007.

Applicants are requested to contact the respective team members to resolve outstanding issues. Amended plans should not be submitted to the Planner until we are able to provide comments from all circulation referees.

CPAG endeavours to render decisions on applications within specific service standards. Please assist us in meeting these targets by ensuring your resubmission is made in a timely manner. Should you have any questions or concerns, please contact me at (403) 268-2142 or by email at kelsey.cohen@calgary.ca.

Sincerely,

KELSEY COHEN

Planner 1, Planning Implementation

cc: HONEYWELL CUSTOM HOMES INC. 219 HOWSE DR NE CALGARY, AB T3P 1K4

> P.O. Box 2100, Postal Station M Calgary, Alberta, Canada, T2P 2M5, (403) 268-5311







Detailed Team Review 2 – Development Permit

Application Number: Application Description: Land Use District: Use Type: Site Address: Community: Applicant: Date DTR Sent: Response Due Date:	DP2020-5865 New: Multi-Residential Deve Multi-Residential - Contextua Discretionary 6508 RUNDLEHORN DR NE PINERIDGE SEIKA ARCHITECTURE May 18, 2021 July 17, 2021	•
CPAG Team: Planning KELSEY COHEN Development Engineering DAYNA FORSYTHE Transportation JEFF JOHNSTONE Parks KAREN MOUG	(403) 268-2142 (587) 228-3648 (587) 576-1844 403-200-7328	kelsey.cohen@calgary.ca Dayna.Forsythe@calgary.ca Jeff.Johnstone@calgary.ca Karen.Moug@calgary.ca

General Comments

This application proposes a 3-storey multi-residential building containing 38 units in the northeast community of Pineridge. The 2,606 square metre site is composed of two parcels designated as M-C1. The site neighbours multi-residential development of similar scale to the north and east; there is low density residential development to the south and west. The site is located close to Pinecliff Park and a number of public schools.

Comments on Relevant City Policies

Area Redevelopment Plan

There is no local area plan for Pineridge.

Municipal Development Plan/CTP

This site is within the Established Area of the Developed Residential Areas on the Urban Structures map. The policies within the Developed Residential Areas include an emphasis on moderate intensification at key locations or nodes, which respect the

existing scale and character of the neighbourhood.

DP2020-5865

Section 3.5.1 General – Developed Residential Area Policies		
 (b) Redevelopment within predominantly multi-family areas should be compatible with the established pattern of development and will consider the following elements: i. Appropriate transitions between adjacent areas; and, ii. A variety of multi-family housing types to meet the diverse needs of present and future populations. 		
The proposed development would increase the variety and availability of housing options in the neighbourhood.		
Section 3.5.1 (d) For multi-family housing, encourage parking that is well integrated into the residential environment (e.g., consider landscape buffering, smaller lots).		
The surface parking is appropriately located at the rear of the site with the dwellings facing the street.		
Section 3.5.3 Established Areas		
 b) Redevelopment opportunities should be focused on the Neighbourhood Activity Centres, though changes to other sites may provide opportunities for redevelopment over time. 		
This node does provide a sort-of Neighbourhood Activity Centre in that it has open space, non-residential uses, and multi-residential buildings. So this is an appropriate area for moderate intensification to occur in the form of an apartment style building of 3 storeys.		
c) New developments in Established Areas should incorporate appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network.		
Provision of a public sidewalk along Rundlehorn Drive is strongly recommended for this development.		
Bylaw Discrepa	ncies	
Regulation	Standard	Provided
592 Building Setbacks (min.)	 (1) Unless otherwise referenced in subsection (2), the minimum building setback from a property line shared with a street is the greater of: (a) the contextual multi-residential building setback; or 	Unable to determine compliance. Contextual adjacent building information not provided for 6635 25 AV NE (North setback) and
549 Projections Into Setback Areas (max.)	 (1) Unless otherwise referenced in subsections (2), (3), (4), (5), (6), and (7), a building or air conditioning units must not be located in any 	6587/6613 Pinecliff GV NE (South setback).

	setback area.	
	(5) Eaves may project a maximum of 0.6m,	
	and window wells may project a maximum of 0.8m, into any setback area.	
	(3) Where the parcel shares a property line with a street, the max.	
594,13 Building Height and Cross Section (max.)	 building height is: (a) 10.0m measured from grade within 3.0m of that shared property line; and (b) 14.0m measured from grade at a distance greater than 3.0m from that shared property line. 	Plans indicate portions of the roof on all buildings are located in the maximum building height chamfers.
	(4) The maximum area of a horizontal cross section through a building at 12.0m above average grade must not be greater than 40.0% of the maximum area of a horizontal cross section through the building between average grade and 10.0m	Plans indicate a horizontal cross section area of 404.44m ² (+73.08m ² - at 12.0m above average grade) or 48.82% (+8.82%) of the largest cross section area between average grade and 10.0m.
550 General Landscaped Area Rules	(6) Unless otherwise referenced in subsections (7) and (8), all areas of a parcel, except for those portions specifically required for motor vehicle access, motor vehicle parking stalls, loading stalls, garbage facilities, or any purpose allowed by the Development Authority, must be a landscaped area.	Plans do not indicate the surface material of portions of the parcel.
	(7) All setback areas adjacent to a street or another parcel, except for those portions specifically required for motor vehicle access, must be a landscaped area.	Plans indicate motor vehicle parking stalls in the East side setback area. Buildings 1 & 3 are also potentially in the North & South setback areas.
551 Specific Rules for Landscaped Areas	(2) Unless otherwise referenced in section 553, a minimum of 40.0% of	Plans indicate a landscaped area of 595.74m ² (-446.66m ²) or 22.86% (-17.14%) of the parcel.
	the area of a parcel must be a landscaped area.	It should be noted that an area of 5.44m ² (0.21%) was not counted towards the total landscaped area provided as the surface material was not indicated.
593 Landscaping	At least 90.0% of the required landscaped area must be provided at grade.	Plans indicate an at-grade landscaped area of 595.74m ² (-342.42m ²) or 57.15% (-32.85%) of the total landscaped area provided.

552 Planting Requirements	(4) Deciduous trees min. calliper of 50mm, at least 50.0% of the provided trees must have min. calliper of 75mm	Plans do not show a breakdown of calliper sizes for each deciduous tree species. Unable to determine compliance.
	(5) Coniferous trees min. height of 2.0 m, at least 50.0 % of the provided trees must have a min. height of 3.0m	Plans do not show a breakdown of heights for each coniferous tree species. Unable to determine compliance.
557 Amenity Space	(8) Private amenity space must:(b) have no minimum dimensions of less than 2.0m	Plans indicate all balconies have a depth less than 2.0m.
	(9) Common amenity space: (c) must have a contiguous area of not less than 50.0m ² , with no dimension less than 6.0m;	Plans indicate 2 common outdoor amenity spaces with a depth less than 6.0m.
	(9) Common amenity space:(d) must not be located in a required setback area; and	Plans indicate a common amenity space in the East setback area.
Motor Vehicle Parking Stalls	48 resident motor vehicle parking stalls required.	Plans indicate 26 (-22) resident parking stalls.
	6 visitor motor vehicle parking stalls required.	Plans indicate 2 (-4) visitor parking stalls. It should be noted that 4 visitor stalls were not counted as they do not meet the minimum width requirement.
122 Standards for Motor Vehicle Parking Stalls	3.0m visitor stall width required where 60d parking is provided.	Plans indicate 4 visitor stalls with a width of 2.89m (-0.11m).

Prior to Decision Requirements

The following issues must be addressed by the Applicant through a written submission and amended plans prior to a decision by the Approving Authority. Applicants are encouraged to contact the respective team members directly to discuss outstanding issues or alternatively request a meeting with the CPAG Team.

Planning:

1. Submit a complete digital set of the amended plans in PDF format and a separate PDF response letter that provides a point-by-point explanation as to how each of the Prior to Decision conditions were addressed and/or resolved. If Prior to Release conditions have been addressed in the amended plans, include a point-by-point explanation for these items as well. The submitted plans must comprehensively address the Prior to Decision conditions as specified in the DTR document. Ensure that all plans affected by the revisions are amended accordingly. To arrange the digital submission, please contact the File Manager directly.

This information must be received, in its entirety, no later than 60 days from the date this DTR form was sent to the applicant and owner. If a complete submission is not received within the 60 day time frame, the development permit may be inactivated. Upon inactivation, the applicant and owner will receive written notice of the inactivation and of a further 30 day time frame within which the application may be reactivated subject to a reactivation fee. If the development permit application is not reactivated as per the written notification, it may be cancelled by Administration as per Land Use Bylaw 1P2007, Section 41.1.

In the event that the application needs to be recirculated, a recirculation fee may be applied.

- 2. Amend plans to address bylaw discrepancies noted above. The application is largely expected to comply with all rules for the district. Where discrepancies cannot be resolved, provide a written rationale to support the relaxation. Please note that bylaw relaxations **may** be supported where a strong planning rationale is supplied. As this application results in a large number of bylaw discrepancies, **a reduction in the number of units is strongly advised** in order to meet the requirements of the Land Use Bylaw.
- 3. Amend plans to correct the spelling of 'Rundlehorn' on title page and all subsequent pages. Ensure that amended plans are free of printing errors such as the double-printed floor plan on page A-05.
- 4. Use the <u>Applicant Outreach Toolkit (calgary.ca)</u> to undertake robust engagement with the Community Assocation and interested neighbours. Provide a report explaining what engagement was undertaken and how community concerns have been addressed.
- 5. Submit a letter from Enmax Corporation indicating that the following issues have been addressed. Please contact Ali Sharif at 403-604-8603 to resolve the issues. The proposed resolution may necessitate further CPAG review of amended plans.
 - The proposed location of the new building is in conflict with ENMAX's aboveground distribution line and its existing guy wire. Therefore, a new location for the building shall be suggested or bury ENMAX's aboveground line through <u>GetConnected@enmax.com</u>.

Development Engineering:

No comments.

Transportation:

No comments.

Parks:

No comments.

Prior to Release Requirements

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

Planning:

- 6. The Prior to Release conditions will be finalised at the time of Development Authority decision, subject to the resolution of the Prior to Decision comments in the preceding section.
- 7. The two parcels composing this site must be consolidated into a single parcel.

Development Engineering:

8. The proposal to construct public infrastructure, storm sewer extension and service connections within City rights-of-way requires the developer to execute an Indemnification Agreement to the satisfaction of the Manager, Urban Development.

To initiate circulation and approval of the Work that will form part of the Indemnification Agreement, submit construction drawings online using your existing VISTA account at <u>calgary.ca/vista</u>. At the time of submission of the construction drawings, the following items shall also be submitted:

- a. An 8 1/2" x 11" site plan indicating the construction boundaries.
- b. Indicate who will be party to the agreement, provide contact information and a certificate of title for adjacent lands associated with the construction of the infrastructure.
- c. A detailed description of the Work that will form part of the Indemnification Agreement (cubic metres of asphalt and/or concrete, pipe diameters for sanitary, storm and watermains and their respective lengths in linear metres) within the City right of way.
- d. A detailed cost estimate for the scope of Work including GST prepared by the contractor.
- 9. Submit three (3) sets of the Development Site Servicing Plan details to Development Servicing, Inspections and Permits, for review and acceptance from Water Resources, as required by Section 5 (2) of the *Utility Site Servicing Bylaw 33M2005*. Contact <u>developmentservicing2@calgary.ca</u> for additional details.

For further information, refer to the following:

Design Guidelines for Development Site Servicing Plans

https://www.calgary.ca/PDA/pd/Documents/urban_development/publications/DSSP-Design-Guidelines.pdf

Development Site Servicing Plans CARL (requirement list)

http://www.calgary.ca/PDA/pd/Documents/development/development-site-servicingplan.pdf

10. After the Development Permit is approved but prior to its release, the landowner shall execute an Off-Site Levy Agreement for the payment of off-site levies pursuant to Bylaw 2M2016.

The **preliminary** estimate based on a 2020 development permit approval date is **\$154,066.00**. Should payment be made prior to release of the development permit, an Off-Site Levy Agreement will not be required.

To obtain the off-site levy agreement, contact the Infrastructure Strategist, Calgary Approvals Coordination at 403-268-3509 or email <u>kyle.ross@calgary.ca</u>.

- 11. The owner shall make satisfactory cost sharing arrangements with the adjacent developers for their proportionate share of the existing infrastructure that was paid for and/or constructed by the adjacent developers as they will be benefiting from the infrastructure installed by that developer.
 - a) The Developer shall make cost sharing arrangements with POINTE OF VIEW MARKETING & MANAGEMENT INC. for part cost of the sanitary sewers in the lane on the west boundary adjacent to the site, which was constructed by POINTE OF VIEW MARKETING & MANAGEMENT INC. through their PINERIDGE, Phase 01 DA2000-0016 Development Agreement.
 - b) The Developer shall make cost sharing arrangements with POINTE OF VIEW MARKETING & MANAGEMENT INC. for part cost of the water mains in 25 AV NE adjacent to the site, which was constructed by POINTE OF VIEW MARKETING & MANAGEMENT INC. through their PINERIDGE, Phase 01 DA2000-0016 Development Agreement.
 - c) The Developer shall make cost sharing arrangements with Carma Developers Ltd. for part cost of the water mains in 24 AV NE adjacent to the site, which was constructed by Carma Developers Ltd through their Pineridge, Phase 2 DA1973-0027 Development Agreement.
 - d) Repayment to the City for part cost of the existing paving in Rundlehorn Dr NE adjacent to the west boundary of the site for the amount of \$39,226.14.
 - e) Repayment to the City for part cost of the existing paving in 24 and 25 AV NE adjacent to the boundaries of the site for the amount of \$28,107.35.

Transportation:

- 12. Revise the drawings and remove the dashed line from within both corner cut areas within the site to prevent any confusion or issues with regards to the line in question.
- 13. 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% of the estimated cost of construction.

The developer is responsible to arrange for the construction of the infrastructure with their own forces and to enter into an Indemnification Agreement with Roads at the time of construction (the security deposit will be used to secure the work).

Roads

- a. Construction of new driveway crossings located on 24th AVE and 25th AVE NE,
- b. Construction of new sidewalks along Rundlehorn DR NE from 24th AVE NE to 25th AVE NE tying into the existing Wheel Chair Ramps,
- c. Construction of new standard Curb and gutter along Rundlehorn DR NE from east property line on 25th AVE NE to existing standard curb and gutter along 24th AVE NE,

d. Rehabilitation of <u>existing driveway crossings</u>, <u>sidewalks</u>, <u>curb and gutter</u>, <u>etc.</u>, should it be deemed necessary through a site inspection by Roads personnel,

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Parks:

No comments.

Permanent Conditions

If this Development Permit is approved, the following permanent conditions shall apply:

Planning:

- 14. The Permanent Conditions will be finalised at the time of Development Authority decision, subject to the resolution of the Prior to Decision issues in the preceding section.
- 15. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
- 16. No changes to the approved plans shall take place unless authorized by the Development Authority.
- 17. A Development Completion Permit shall be issued for 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 403-268-5311 to request a site inspection for the Development Completion Permit.
- 18. All areas of soft landscaping shall be provided with an underground sprinkler irrigation system as identified on the approved plans.
- 19. Parking and landscaping areas shall be separated by a 150mm (6 inch) continuous, poured in place, concrete curb or equivalent material to the satisfaction of the Development Authority, where the height of the curb is measured from the finished hard surface.
- 20. Crushed aggregate or materials including but not limited to brick, pea gravel, shale, river rock and gravel are not permitted within required landscape areas.
- 21. All electrical servicing for freestanding light standards shall be provided from underground.
- 22. A lighting system to meet a minimum of 10 LUX with a uniformity ratio of 4:1 on pavement shall be provided.
- 23. Each parking stall, where located next to a sidewalk, shall have a properly anchored concrete wheel stop or equivalent material to the satisfaction of the Development Authority (100mm in height and 600mm from the front of the parking stall).



Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

- 24. Handicapped parking stalls shall be located as shown on the approved plans released with this permit. Handicap parking stall(s) shall be clearly designated, signed and located close to the entrance of the building with barrier-free accessibility.
- 25. The garbage containers shall be kept in a good state of repair at all times and the lids shall be kept closed while the enclosures are not actively in use for delivery or removal of refuse.

Development Engineering:

- 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,
 - a. 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).
 - b. on City of Calgary lands or utility corridors, The City of Calgary, Environmental and Safety Management division shall be immediately notified (311).
- 27. The developer / project manager, and their site designates, shall ensure a timely and complete implementation, inspection and maintenance of all practices specified in erosion and sediment control report and/or drawing(s) which comply with Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control. Any amendments to the ESC documents must comply with the requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control.

For other projects where an erosion and sediment control report and/or drawings have not been required at the Prior to Release stage, the developer, or their designates, shall, as a minimum, 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 City of Calgary 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 City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: <u>www.calgary.ca/ud</u> (under publications).

For **all soil disturbing projects**, the developer, or their representative, shall designate a person to inspect all erosion and sediment control practices a minimum of every seven (7) days and during, or within 24 hours of, the onset of significant precipitation (> 12 mm of rain in 24 hours, or rain on wet or thawing soils) or snowmelt events. Note that some practices may require daily or more frequent inspection. Erosion and sediment control practices shall be adjusted to meet changing site and winter conditions.

- 28. Stormwater runoff must be contained and managed in accordance with the "Stormwater Management & Design Manual' all to the satisfaction of the Director of Water Resources.
- 29. The grades indicated on the approved Development Site Servicing Plan(s) must match the grades on the approved Development Permit plans. Upon a request from the Development Authority, the developer or owner of the titled parcel must confirm under seal from a Consulting Engineer or Alberta Land Surveyor, that the development was

Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

constructed in accordance with the grades submitted on the Development Permit and Development Site Servicing Plan.

30. Prior to issuance of a Development Completion Permit or any occupancy of the building, payment shall be made for off-site levies pursuant to Bylaw 2M2016. To obtain a final estimate, contact the Infrastructure Strategist, Calgary Approvals Coordination at 403-268-3509 or email kyle.ross@calgary.ca

Transportation:

- 31. 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, Transportation Planning. All work performed on public property shall be done in accordance with City standards.
- 32. 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, surface improvements, 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 Transportation Planning, 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.
- 33. The design of driveways must be approved by the City of Calgary Roads Department. New driveways including driveway modifications, removal and rehabilitations of unused driveway crossings or relocations, sidewalks, wheelchair ramps, and lane paving must be constructed to City standards at the developer's expense. Obstructions such as storm catch basins, hydrants, power poles, etc., must be relocated to City standards at developer's expense.
- 34. The approved driveway(s) required for this development must be constructed to the ramp grades as shown on the approved Development Permit plans. Negative sloping of the driveway within the City boulevard is not acceptable. If actual grades do not match the approved grades, the developer/owner shall be responsible for all costs to remove and reconstruct the entire driveway ramp in accordance with approved grades.

Parks:

- 35. Any damage to public parks, boulevards or trees resulting from development activity, construction staging or materials storage, or construction access 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. Contact 311 for an inspection.
- 36. Public trees located on the boulevard adjacent to the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to construction, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence.
- 37. In order to ensure the integrity of existing public trees and roots, no grade changes are permitted in the boulevard within drip lines.

Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

38. In order to ensure the integrity of existing public trees and roots, there shall be a minimum 3 metre separation, ideally the full length of the canopy, between the trunk and any new/proposed structures, (i.e. driveways and walkways).

Advisory Comments

The following advisory comments are provided as a courtesy to the Applicant and registered property owner. The comments represent some, but not all of the requirements contained in the Land Use Bylaw that must be complied with as part of this approval.

Planning:

- 39. The Advisory Comments will be finalized at the time of decision.
- 40. The Applicant may appeal the decision of the Development Authority, including any of the conditions of the development permit. If you decide to file an appeal, it must be submitted to the Subdivision and Development Appeal Board (4th Floor, 1212 31 Avenue NE, Calgary, AB T2E 7S8) [DJ3 Building] within 21 days after the date on which the decision is made. An appeal along with reasons must be submitted, together with payment of a \$100.00 fee, to the Subdivision and Development Appeal Board. An appeal may also be filed online at http://www.calgarysdab.ca or mailed to Subdivision and Development Appeal Board. An appeal may also be filed online at http://www.calgarysdab.ca or mailed to Subdivision and Development Appeal Board (#8110), P.O. Box 2100, Station M, Calgary AB T2P 2M5. To obtain an appeal form, for information on appeal submission options or the appeal process, please visit the website or call 403-268-5312.
- 41. All measures relating to handicapped accessibility in the design of this project shall be maintained and operable for the life of the development (building and site), including those which are required through the building permit process.
- 42. The approval of this Development Permit does not limit in any way the application of the regulations in the Alberta Building Code, nor does it constitute any permit or permission under the Alberta Building Code.
- 43. In addition to your Development Permit, you should be aware that Building Permit(s) are required. Once your Development Permit application has been approved, you may apply for Building Permit(s). Please contact Building Regulations at 403-268-5311 for further information.

Development Engineering:

- 44. The developer is responsible for ensuring that:
 - a. The environmental conditions of the subject property and associated utility corridors meet appropriate regulatory criteria and appropriate environmental assessment, remediation or risk management is undertaken.
 - b. Appropriate environmental assessment(s) of the property has been undertaken and, if required, a suitable remedial action plan and/or risk management plan has been prepared, reviewed and accepted by the appropriate regulatory agency(s) including but not limited to Alberta Environment and Alberta Health Services.



- c. The development conforms to any reviewed and accepted remedial action plan/risk management plans.
- d. All reports are prepared by a qualified professional in accordance with accepted guidelines, practices and procedures that include but are not limited to those in the most recent versions of the Canadian Standards Association and City of Calgary Phase I & II Environmental Site Assessment Terms of Reference.
- e. The development is in compliance with applicable environmental approvals (e.g. Alberta Environment Approvals, Registrations, etc), Energy Resources Conservation Board approvals and related setback requirements, and landfill setback requirements as set out in the Subdivision and Development Regulation.

If the potential for methane generation or vapours from natural or contaminated soils and groundwater has been identified on the property, the developer is responsible for ensuring appropriate environmental assessment(s) of the property has been undertaken and appropriate measures are in place to protect the building(s) and utilities from the entry of methane or other vapours.

Issuance of this permit does not absolve the developer from complying with and ensuring the property is developed in accordance to applicable environmental legislation.

45. Site Servicing (hydrant location plan) is to be submitted and approved by the Fire Department prior to the Development Site Servicing Plan stage. One stamped plan is to be submitted with the Development Site Servicing Plan submission.

Required hydrants shall be in place, tested, and operational prior to the start of building construction.

- 46. Prior to the commencement of construction, alteration or demolition operations, a fire safety plan, **accepted in writing** by the Fire Department and the authority-having jurisdiction, shall be prepared for the site and conform to the requirements of the AFC 2014, Division B, 5.6.1.3.. This document is required as a Building Permit condition for approval.
- 47. Water connection is available from 24 AV NE.
- 48. Show details of servicing and metering on Development Site Servicing Plan. Provide adequate water meter locations (100mm or larger, room adjacent to an exterior wall, 50mm or less, label water meter location) where services enter building. If static pressure exceeds 550 kPa install pressure reducing device after meter.
- 49. Maintain a 3.0m separation between Enmax facilities (power poles, light standards, transformer pads, catch basins, etc.) with the proposed water service.
- 50. Review with Fire Prevention Bureau at 403-815-1114 for on-site hydrant coverage and Siamese connection location(s). A site servicing (hydrant location plan) stamped by the Fire Prevention Bureau is to be submitted at the Development Site Servicing Plan stage. (Principal entrance(s) are to be labeled on the plan.)
- 51. Each unit must be individually metered.
- 52. Ensure that the water service separation from the foundation wall or piles is:
 - a. 4.0m (100mm service or larger), or
 - b. 3.0m (50mm service or smaller), or

- c. 2.0m when the foundation wall or piles extends vertically a minimum of 2.0m below the invert of the water pipe.
- 53. The applicant must apply for water and sewer connections as per City Standards.
- 54. Sanitary sewer connection is available from the lane on the east side of the site.
- 55. Arrange for a video inspection by city personnel prior to the reuse of existing sanitary sewer(s) by contacting 3-1-1. If existing services are found to be unsuitable for reuse, new services shall be installed at the developer's expense.
- 56. A storm sewer extension along 24 AV NE is required to service the proposed development at the applicant's expense. Where extensions of City mains are required for the proposed development, an indemnification agreement must be entered into to undertake the work. Construction drawings shall be submitted to the City for approval prior to the Development Site Servicing Plan circulation approval.
- 57. Best Management Practices (BMPs) are activities or practices that are designed to reduce runoff volume and prevent or reduce the release of pollutants to receiving waters. Operation and maintenance manual and sample maintenance log shall be provided to the owner in case there are any BMPs located within the property as per the current "Stormwater Management & Design Manual" Section 4.13. Appropriate Source Control Practice checklists must be completed and submitted to Development Approvals (<u>http://www.calgary.ca/UEP/Water/Pages/Specifications/Submission-for-approval-/Development-Approvals-Submissions.aspx</u>). For more information contact Development Planning at 403-268-6449.
- 58. Drainage from all parkade ramps (minimum 75% covered), underground parkades, or other covered parking areas are to be directed towards the on-site sanitary sewer system.
- 59. The allowable stormwater run-off coefficient shall be 50L/s/ha.
- 60. The applicant is encouraged to explore and adopt stormwater volume control options for this development.
- 61. Surface ponding (trapped lows) should be designed to contain all the flow generated from the 100 year storm events.
- 62. Where possible, discharge of roof leaders should be directed onto grassed or pervious areas to help reduce the volume of runoff. Alternatively, the roof leaders may be directed to the on-site storm sewer system.
- 63. All on-site sewers are to be designed to City of Calgary specifications.
- 64. Ensure elevations of building slab and/or any building openings are 0.3m minimum above trap low spill elevations or the 100 year elevation, whichever is higher. The minimum grade within the lot adjacent to the trap low must be 0.3m higher than the 1:100 year elevation in the trap low or spill elevation, whichever is higher. This minimum grade must be achieved within a 6.0m distance from the common property line of the lot and the road right-of-way.

Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

- 65. Weeping tile is required to tie to the storm sewer **unless** a qualified soils consultant has determined otherwise. The consultant shall use the criteria set out in Section 3.3.6.8 of the *Stormwater Management & Design Manual*. A letter with the appropriate elevations (in metric geodetic) and information will be required by Water Resources.
- 66. As per The City of Calgary Drainage Bylaw 37M2005, the developer, and those under their control, are responsible for ensuring that a Drainage Permit is obtained from Water Resources prior to discharging impounded runoff (caused by rainfall and/or snowmelt) seepage or groundwater from construction site excavations or other areas to a storm sewer. The developer, and those under their control, is responsible for adhering to all conditions and requirements stipulated in the Drainage Permit at all times. For further information, contact the Corporate Call Centre at 311 or visit <u>http://www.calgary.ca/UEP/Water/Pages/Watersheds-and-rivers/Erosion-and-sedimentcontrol/Report-and-Drawings-Templates-and-Guides.aspx</u> (Drainage Permit applications can be downloaded from this website).
- 67. Stormwater emergency escape routes must be to a public roadway.
- 68. For questions and concerns regarding waste storage facilities, refer to the "Development Reviews: Design Standards for the Storage and Collection of Waste" Found at: <u>http://www.calgary.ca/UEP/WRS/Pages/Commercial-Services/Development-Permits-Waste-Recycling.aspx</u>
- 69. Waste storage enclosures and collection areas shall be maintained and clear of snow and ice.

Transportation:

70. The City does not grant approval for the placement of underground irrigation sprinkler systems in City owned lands or boulevards that are adjacent to the development site and are installed at the developer's risk. The City of Calgary will not assume liability or responsibility for repair or replacement in event it has been damaged or destroyed during construction on City owned lands or boulevards by city workers or its authorized contractors.

Parks:

- 71. The Streets Bylaw (20M88) and the Tree Protection Bylaw (23M2002) contain clauses intended to protect trees growing on Public Land. No person shall remove, move, cut, or prune a Public Tree or cause a Public Tree to be removed, moved, cut or pruned without prior written authorization from the Director, Parks. A copy of the bylaw can be found at <u>www.calgary.ca</u>. Parks does not permit the removal of public trees to facilitate development unless all options to retain and protect are exhausted.
- 72. If clearance pruning of public trees is required, Urban Forestry must be given (minimum two business days notice) and an approved tree contractor, who has met the City's minimum qualifications, must be used at the applicant's expense. Please contact Urban Forestry at 311 for more information.
- 73. As part of the Tree Protection Bylaw, a Tree Protection Plan will be required when a development, construction activity, or a disturbance occurring on the City Boulevard is within 6 metres of a boulevard tree. For more information about submitting your tree

Track your application on-line with VISTA. Go to: <u>www.calgary.ca/vista</u> and enter your JOB ACCESS CODE (JAC) from the application form or call Planning Services Counter at (403) 268-5311.

protection plan visit <u>www.calgary.ca</u> and search "protecting trees during construction and development;" alternatively, call 311.

74. No stockpiling or dumping of construction materials is permitted on the adjacent boulevard.



From:	AJITH KARUNASENA
То:	Cohen, Kelsey L.; White, Josh; Mahler, Thom; Dalgleish, Stuart
Cc:	AJITH KARUNASENA
Subject:	RE: [EXT] Re: DP2020-5865
Date:	Wednesday, July 21, 2021 12:13:52 PM
Attachments:	Ajith Email Mayor & councilor.pdf
	Pineridge Community Association Response.pdf
	Rundlehorn Project- Suport letter.pdf
	50% suport letters.pdf

Hi Kelsey,

See attached pdf- I have sent to the Mayor & councilor. It explained the area that we have agreed to fixed on behalf of the city (providing our own land and at our own cost)

Community concern-

Community association (see attached pdf) had concerns that they discussed during the land use stage with a different landowner (not me or my landowner). They Not legally bound documents. Revised development permit drawings comply with the land use bylaw requirements and parking study requirements based on the city of Calgary's transportation guidelines. We also provide public transit passes (throughout the year) for 7 units rental owners (rented half basement units). Provided transit passes support the citizens use of the public transit facility.

Community support-

The recently conducted community engagement, community is really unhappy with the city abandoning the public sidewalk (along Rundlehorn). We have received 25 supporting letter that support our revised DP drawings .

I have done a number of large scale projects (from the year 2005 to today), none of the city planners have requested these details in the DP drawings stage.

Sincerely,

Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 ajith.karu@seikaarchitecture.com http://www.seikaarchitecture.com

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Sent: Wednesday, July 21, 2021 11:38 AM
To: AJITH KARUNASENA <ajith.karu@seikaarchitecture.com>
Subject: RE: [EXT] Re: DP2020-5865

Hi Ajith,

I had time to review the letters today and have added them to the file. I was hoping that you had included a written summary of **all feedback received from the CA, Ward Councillor, and public engagement, which describes how you have adapted the application to respond to those concerns**. Can you please submit this as soon as possible so that we can begin circulation of the revised plans?

Thank you Kelsey

From: Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>>
Sent: Tuesday, July 20, 2021 9:22 AM
To: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>>
Subject: Re: [EXT] Re: DP2020-5865

Received. Thanks Ajith.

Kelsey

On Jul 20, 2021, at 8:51 AM, AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> wrote:

Hi Kelsey See email below. Could you please respond to my email.

Sincerely, Ajith Karunasena **Architect AAA & Urban Designer** B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban)),RIBA, AIA,(SL),MRAIC, LEED AP

Sent from my iPhone

On Jul 19, 2021, at 1:35 PM, AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> wrote:

Hi Kelsey, See email below. I have attached support letters from the

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community. Please let me know that you have received the above details. Sincerely,

Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 ajith.karu@seikaarchitecture.com http://www.seikaarchitecture.com

From: AJITH KARUNASENA <ajith.karu@seikaarchitecture.com>
Sent: Monday, July 19, 2021 1:30 PM
To: 'naheed.nenshi@calgary.ca' <<u>naheed.nenshi@calgary.ca</u>>; Carra,
Gian-Carlo S. <<u>Gian-Carlo.Carra@calgary.ca</u>>; Cohen, Kelsey L.
<<u>Kelsey.Cohen@calgary.ca</u>>; White, Josh <<u>Josh.White@calgary.ca</u>>
Cc: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>>
Subject: DP2020-5865

Mayor City of Calgary/ Councilor Carra, Gian-Carlo S.

Response to Pineridge community association-

Proposed Multi Residential development at 6508 & 6520 ,Rundlehorn Drive NE Calgary

(Plan 2010359, BLOCK 9A, Lot 25 & Plan 1280 AJ, BLOCK 9A, Lot 11 & 12)

We have posted the notice board in the city public road (city sent the guidelines to post the notice board) on October 27th 2020. My client (the landowner) had discussed the project with some surrounding residence. No objections were received.

File manager forwarded the letter she received (community association did not send the letter to me or forwarded a copy for me or my client) from the community association (letter dated May 14th 2021- After 7 months after the sign board was posted) on May 18th 2021.

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I have decided to develop the proposed development based on the land use MC-1. Based on the submitted DP drawings, we received the DTR comments from the city of Calgary's CPAG team. Our development has faced two major challenges (unexpected increase development cost) due to the city of Calgary's neglect of two major areas. We need to fix the above at our own cost.

- City of Calgary did not build the sidewalk along the Rundlehorn NE (this area is under developed land and the sidewalk should have been built long time earlier). We have to build the sidewalk at our own cost.
- (2) We have to connect the sidewalk from 24th ave NE to Rundlehorn NE. Due to existing level difference between the two sidewalk locations, we have to dedicate part of our development site land area to fix the connection between 24th ave NE to Rundlehorn NE.
- (3) The exiting transformer is located close to the road (city did not properly co-ordinate the work with Enmax). The transformer is at an incorrect location. We have to fix the walkway connection from 24th ave NE to Rundlehorn NE along with fixing the above issue.

Revised development permit drawings comply with the land use bylaw requirements and parking study requirement based on the city of Calgary's transportation guidelines. We also provide public transit passes (throughout the year) for 7 units rental owners (rented half basement units). Provided transit passes support the citizens use of the public transit facility.

As we have recently discussed with surrounding citizens about the proposed development, citizens are unhappy with the walkway abandoned on Rundlehorn NE by the City, but they are impressed with the proposed development. We have received a number of citizen support letters (over 25 letters to support the development). Two letters provide comments about the different design requirements, but support building of the sidewalk along the Rundlehorn NE. All the letters have been sent to the file manager – City of Calgary.

Sincerely,

Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 ajith.karu@seikaarchitecture.com http://www.seikaarchitecture.com

NOTICE -

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Thanks Ajit for sharing the information about the project and I understand the building looks nice once completed specially this block is been neglected for a while . I think townhouse development might be the better fit for this parcel of land . I understand even though this area is surrounded by the buildings ,all Condo buildings but thats my opinion.

Nellie Rarangol

It has been a long time Rundlehorn Drive does not have a sidewalk in this block Even though i support this development because of this block looks ugly nobody is taking care of it. I think one building could be better instead of two buildings .

Imelda Tote

AJITH KARUNASENA

From:	AJITH KARUNASENA
Sent:	Monday, July 19, 2021 1:30 PM
To:	'naheed.nenshi@calgary.ca'; Carra, Gian-Carlo S.; Cohen, Kelsey L.; White, Josh
Cc:	AJITH KARUNASENA
Subject:	DP2020-5865
Attachments:	Owner's letter to City.pdf; Rundlehorn Project- Suport letter.pdf; 50% suport letters.pdf

Mayor City of Calgary/ Councilor Carra, Gian-Carlo S.

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Revised development permit drawings comply with the land use bylaw requirements and parking study requirement based on the city of Calgary's transportation guidelines. We also provide public transit passes (throughout the year) for 7 units rental owners (rented half basement units). Provided transit passes support the citizens use of the public transit facility.

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Sincerely,

Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 <u>ajith.karu@seikaarchitecture.com</u> <u>http://www.seikaarchitecture.com</u>

This block is an ugly sight. It is about time they develop it to go with the theme of multi family residential in that area. This will be the final addition that will stop the horror. It is not pleasant to see a seemingly abandoned property in the middle of the new development. I am pro-development of this patch of land. Plus, we will get a sidewalk that connects the street, who does not want safe walking?

Mandaje Marianne Alindayo

Opportunity of having a sidewalk from 24th Ave to 26th Ave is a great idea. More people are coming out and we are going to need more space to walk and enjoy the outdoors while staying at least two metres apart. It is about time. –

Annie Arguilla

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The development will complement the whole block of 24th Ave and 25th Ave. It is meant to be as it has been an eye sore for the longest time. All the multi-family development in one area will complete it. Finally, that block there will look great plus a sidewalk is going to connect the streets avoiding having to cross the road because of the unavailable sidewalk. Great job for this developer. Why did the city or community have left this part of Pineridge? We need to enjoy what we are paying as taxpayers.





The community of Pineridge deserves a sidewalk on that block. Every time we go for a walk, we need to cross the road just to avoid this block as it does not have the sidewalk. Kudos for the exceloper for putting one in. Where did our tax money go for all this time? Where are the community leaders who should have promoted the welfare of its community? We need a sidewalk!





I am in favor of the City working with developers to add affordable and attainable housing to our neighborhoods. But we strongly believe that such housing should be responsible, reasonable, and respectful of existing neighborhoods. It is also our belief that the development currently proposed for 6508 and 6520 Rundlehorn Drive satisfies only one of these objectives: It adds housing units as well as it creates the opportunity to have a sidewalk that will finally connect the 24th Ave

Irene Manglallan

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This development which brings about the development of the sidewalk is particularly important for families with young children, as playgrounds are closed, and a walk or bike ride is often the only outdoor activity they can do together. We need this and hoping that the city will listen. It is our money anyway but, in this case, the developer will make it happen which was neglected by the city in forever!

Aisa Sabio

I just wish the community will see the need of this parcel of land to be developed. It looks like, it does not belong in Pineridge especially with the surrounding developments that has been going on in the recent months. This needs to go as it looks like an old fart in the middle of blooming teenagers... literally. It will be a fresh addition to the other multifamily houses in the area.

Romeo Dela Cruz

We are calling for the City of Calgary and the community of Pineridge to create more space for people walking, running or cycling. This block of 24th Ave does not have a sidewalk. If the developer will build one, we can maintain safe physical distances this summer. This is an easy, low cost (as developer pays for it) and responsible approach, which is particularly important during this time, when the only activity is to go explore the neighborhood

Jojo Respicio

Thank you, Seika Architecture, for sharing the projects details. Finally, somebody is willing to take up and do some work for the community and specially for this site, and thank you to the Developer.

This site is been abandon by the city, nobody is been taking care of the site and specially for the side walk. Where our tax money is going, how come Our counsellor and community association is not doing anything. Please share the information with them



This building development will be a good fit. There are already few multi family residential in the area so it is nice to break that old multi family buildings just behind the Pineridge Plaza. That is starting to look like a ghetto so a newer development few blocks away will at least change the air in Pineridge. Hopefully, this new sight will bring a much better crowd in the community



Great effort has been made from the developer and design team to blend the project into the fabric of the neighbourhood. It features a striking design, interesting materials, generous public space at the street level, and human-scale elements. It's an example of good design and a developer making an effort to incorporate design, character, and community...I believe that the community should work together and partner for our community growth

Zijian Wong

This is a beautiful project that will bring some more life into the area. It is about time that ugly, eye sore will be removed. We need a better housing project. What are we protecting by the way, that old looking house and empty sheds that looks abandoned lot? Let us get this developed to give way for a new sidewalk as well.

B.Tiwae Benjamin Tiwac

Let us stop and think through. Unfortunately, some redevelopment I think is inevitable, and in many ways desirable. For one, I often favor a degree of "densification", to make better use of resources. I guess my bottom line is some growth and redevelopment is an ongoing necessity to preserve vibrancy and an opportunity to have a better living, like a new sidewalk that will connect 24th Ave where people especially children can now walk safely and not to have to cross the road. A poor redevelopment however can certainly have negative results too though

Mieb literat

Michael Frank

It would be great to knockdown those old crappy houses and replace them with modern buildings that meet free market demand and talk about developing a sidewalk where it has been forgotten by the community leaders or the city? Where is the taxpayer's money? How come we never had a sidewalk on that side of the road?

edui Dolludi Edwin Dollente

Hi Ajith, thanks for sharing the project details. It is really good project. It is very compatible to the area. All the Multifamily surrounding these buildings. Most importantly it is not going to be abundant site anymore. I am really wants to know please share the information with us once you talk to the city where out tax money was going .How come no body pay attention about the sidewalk . What our counselor and the community association been doing. thanks

Harnes des feiri

Haminder Saini

Thanks S<u>eika</u> Architecture for sharing the project details .I fully support the project .Building design ,Architecture definitely will give good value to the neighborhood .Specially adding the Side walk in this block ,That is really good for the community .

R.C. uph Rupinder Singh

I am writing this letter to strongly agree with this development. The size of the proposed development is a fit with the land use plan. The proposed development is in a multi-family area. The focus is for ground oriented multifamily housing, such as townhomes, to be placed along Rundlehorn Drive. The sight right now is an eye sore. It must be taken out so that it will blend with the other properties in the area.

Gray Layton

This proposed development follows the guidelines provided by the residential bylaws to protect and respect residential neighbourhoods and retain their character and form. It should be allowed for the benefit of the community and the city, allowing an opportunity for a sidewalk. This land has been rezoned already for multi-family, so it just suited the neighborhood. Where was the city by the way all these years? Why did they not make a sidewalk in that part of Pineridge?

Arsenio Grayda

Concrete sidewalks typically receive the most foot traffic behind driveways. If this development brings about a sidewalk, I am all for it. It has been a long time that this part of Rundlehorn Drive does not have a sidewalk. Often, I see people just walking on the street which is not safe at all as they are too close to the cars that are going by the main road. It is about time that we get the benefit of our own money, but I heard the developer is taking care of that cost as well which benefits the city in terms of its cost.

Jorgie Hidalgo

We never had a functioning sidewalk in this part of Pineridge. The property in that block of 24th street to 26th street is bad. It does not suit the land use as it is already surrounded by all multi family residential properties. I propose for the development to continue as it will look aesthetically better and will also bring that sidewalk we need for the longest time. They should review the development right away and get t started as soon as possible.

Jeffrey Chen

The city has neglected this area. The City Engineering office seemed like they have forgotten this part of Rundlehorn Drive. The city has to address the improvements in the neighborhood such as the installation of a sidewalk. I have been living in Pineridge for 10 years and for all these years, I have not seen the attention of the ward councillor or the city to install a sidewalk. Where did our taxpayer's money go all this time? We deserve improvement.

A Liang Mah

The developer has complied with all the city requirements regarding this development. The area is surrounded by all multi family houses. A building has just been erected with 60 units I believe so I don't understand why this development is taking a while. Parking should not be an issue as it is already complied. Developer is also required to develop the sidewalk which was supposed to be the city's responsibility. I proposed this will be taken cared of by the city as soon as possible as that land already is becoming an eye sore. It does not suit the area.

White like John Robert

SDAB2021-0075

I am not concerned at all in this development because, the zoning of the houses in the neighbouring block is already multi family. The developer has no city by law violation or exceptions in this, so I don't really understand the delay. My concern is the unsightly property that looks like a dump yard which is in the middle of all the new developments in the area. Please approve the building development right away so we can have a much more beautiful sight in this part of Rundlehorn Drive.

July to-

William Kimmel

Ajith, thanks for sharing the development details at 6508/6520 Rundlehorn Drive. I fully support the development. You and your developer are already complying all the city guidelines and requirements for the development of this parcel. Development will add the value to the neighbourhood specially by providing the Sidewalk to the residents of the Neighbourhood. I really admire the developer for taking the steps. I don't see any problem or hurdles from the city for not approving this project.

Veronce Anderen

Veronica Anderson

After reviewing the information shared by the Ajith, I support the development .Lots of good things about the development, Removing the old structure seems like nobody ever wanted to take care of the parcel is already a huge thing, No side walk which developer is going o provide and saving the tax payers money but at the same time question arises that why our counselors and community association leaders never take up on this. They just want to hold the public office and get paid from taxpayer's money and do what? nothing. Not just that even the city officials literally neglected this area.

STA

Grace Eugenio

From:	Rodger, Jennifer
То:	"ajith.karu@seikaarchitecture.com"
Cc:	Cohen, Kelsey L.
Subject:	DP2020-5865 6520 Rundlehorn DR NE - Code Compliance Issues
Date:	Thursday, October 29, 2020 2:08:00 PM
Attachments: DP2020-5865 - New Buildings 9.10.14 Group C.pdf	
	image001.jpg
	image002.jpg
	image003.jpg
	image004.jpg
	image005.png

Hello Ajith,

Please find attached Building and Energy Code review comments from Building Safety. These comments are an overview of the Building Code items that are required to be addressed prior to your Building Permit application. The comments provided are advisory in nature and do not act as an approval of your development permit. Please note that a full plans review has not been completed and further issue may arise upon full building permit application review.

For any questions concerning your development permit status, please contact your development permit file manager.

Thank you

Jennifer Rodger, B.Arch.

Safety Codes Officer

Calgary Building Services | PD |The City of Calgary Municipal Building - 800 Macleod Tr. S.E. P.O. Box 2100, Station M, Calgary, AB Canada T2P 2M5 Mail code: #8114 | T 403.268.1667 | F 403.268.2147



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PRELIMINARY BUILDING AND ENERGY CODE REVIEW

159

Name	Ajith Karunasena ajith.karu@seikaarchitecture.com
Development Permit No. :	DP2020-5865
Development Description:	Multi-Residential
Building Address :	6520 Rundlehorn DR NE

IMPORTANT NOTICE

A preliminary review for compliance with the National Building Code – 2019 Alberta Edition has been completed based on the Development Permit Application Drawings. The following comments may affect the design concept of the building and shall be addressed prior to the application for a Building Permit. A Building Permit shall be obtained from the Building Regulations Division before construction.

The proposed development has code compliance issues that may affect this Development Permit due to alterations required to bring the proposed development into compliance with the National Building Code – 2019 Alberta Edition. This may result in a new or revised development permit being required if not addressed at this time.

The following items in bold, but not limited to, are required to be addressed

National Building Code – 2019 Alberta Edition Comments (advisory)

- Division B, 3.2.2./9.10.14 Provide a complete Building code review at time of Building Permit application. The building classification shall be included as required by Division C, 2.2. The fire separations and fire resistance ratings shall be clearly identified on the drawings. (Floor loading, fire resistance ratings, spatial separations, construction of exposing building face, occupant loads, exiting, etc)
- 2. Division B, 3.2.3/9.10.14 Provide spatial separation calculations for ALL buildings, new and existing, please note the requirements for rated assemblies and provide tested listed assemblies that provide the required fire resistance rating (FRR). Please note the requirements for fire rated assemblies of exposed building faces, permitted type of construction/cladding (combustible or non-combustible) and provide tested listed assemblies and/or material specifications that support these requirements. In the case that there is no property line to calculate limiting distance, an arbitrary line is drawn between the two buildings and limiting distance is calculated to this line for both buildings. Provide all calculations, confirmation of all

existing exposed building face construction/closures, confirmation of existing building uses, and identify the line of limiting distance used between the existing and new buildings on the plans.

3. Division B, 9.9.9.1) b) An Exit doorway must be located so that is not more than 1.5m above adjacent grade. 2) Where a *dwelling unit* is not located above or below another *suite*, the travel limit from a floor level in the *dwelling unit* to an *exit* or egress door may exceed 1 *storey* where that floor level is served by an openable window

a) providing an unobstructed opening of not less than 1 m in height and 0.55 m in width, and

- b) located so that the sill is not more than
- i) 1 m above the floor, and
- ii) 7 m above adjacent ground level.

3) The travel limit from a floor level in a *dwelling unit* to an *exit* or egress door may exceed 1 *storey* where that floor level has direct access to a balcony.

4. Division B 9.9.9.3. Shared Egress Facilities 1) Except for *dwelling units* in a house with a *secondary suite*, a *dwelling unit* shall be provided with a second and separate *means of egress* where an egress door from the *dwelling unit* opens onto a) an *exit* stairway serving more than one *suite*,

- 5. Division C, 2.4. Please note full professional involvement will be required for the design and building permit submittal for this project. Please ensure Architectural, Structural, Mechanical, Electrical, and Geotechnical professionals are retained, and provide drawings from each discipline will be required for Building Block 2 Others will required 4) Plans and specifications must be imprinted with the seals or stamps of either a *registered architectural professional*, or one or more *registered engineering professionals* qualified to engage in the appropriate combination of those branches of engineering that are applicable to *building* design and construction for a *building* that is a) 3 *storeys* or less in *building height* and classified as a *residential occupancy*, containing at least 5 but not more than 20 *dwelling units*, b) classified as an *industrial occupancy* and the *occupant load* is 28 m2 per person or greater, or c) classified as more than one *occupancy* group, if i) the *major occupancy* of the *building* is industrial, ii) the *occupant load* is 28 m2 per person or greater, and iii) any *occupancy* other than the *major occupancy* does not exceed 400 m2 in *building area*.
- 6. Division B, 9.9.10.1 All bedrooms must have access to egress window. Not all are shown with windows
- 7. Provide engineer's design of all tall walls.
- 8. Division B, 9.15.4.3. Provide engineer's design and review for openings in foundation wall exceeding 1.2m (4'0") prior to foundation inspection.
- Division B, Part 8 Please note shoring and/or underpinning may be required based on site conditions, depth of excavation, and distance to property line, refer to ABC requirements.
 10.
- 11. Division B, 3.2.5 Ensure provisions for firefighting are met.
- 12. Please note proof of Alberta New Home Warrantee may need to be provided at time of Building Permit application: refer to http://homewarranty.alberta.ca/.

- 13. The Province of Alberta requires all residential builders to have a builder license to construct residential projects including multi-residential. Accordingly, the City of Calgary is required to check for evidence of the builder license for any building permits that include residential dwelling units in the scope of work. Any questions related to builder licensing can be directed to builderlicensing@gov.ab.ca.
- 14. Partial Permit: Please note that a partial permit application may be made at the time of your building permit application or anytime thereafter (in consultation with your building permit file manager SCO). The scope of a partial permit may vary please specify proposed scope of the partial permit at the time of the application. Please refer to the following document for information necessary when applying for a partial permit on this project. http://www.calgary.ca/PDA/pd/Documents/building/commercial-partial-permit.pdf
- 15. Please submit each building within this scope of this development permit as a separate building permit application. The first application shall demonstrate fire department access for the entire site. The first building permit application associated with this development permit shall address fire department provisions and spatial separation assessment for the entire site.

National Energy Code of Canada for Building 2017 (advisory)

 NBC AE 2019 Division B, 9.36.1.3. This building meets the compliance requirements of Division B, 9.36. The National Energy Code for Buildings 2017 may be used in lieu of 9.36. Please advise us to which code you will be used at building permit application. Refer to <u>www.Calgary.ca/936</u> for further information on submission requirements.

Date: 29 October 2020

Jennifer Rodger Safety Codes Officer - Buildings T.403-268-1667 Development Approvals and Building Safety - Division #8114 Calgary Building Services P.O. BOX 2100, POSTAL STATION M-, CALGARY, AB. T2P 2M5

Please note that a full plans review has not been completed and further issue may arise upon full building permit application review. Be aware that any envelope changes that are required at building permit stage in order to achieve compliance with NBC2019 - Alberta Edition or NECB 2017 may result in a new or revised development permit being required.



ENMAX Power Corporation 141 – 50 Avenue SE Calgary, AB T2G 4S7 Tel (403) 514-3000 enmax.com

July 13, 2021

File No: DP2020-5865 Location: 6520 Rundlehorn Dr NE

ENMAX Power Corporation (EPC) has reviewed the above permit application dated Oct 8, 2020 and based on the information provided and as of the above noted date the proposed development does not conflict with ENMAX facilities in respect of the requirements set forth in 10-002 Overhead System (Table 7) and 12-002 Underground Systems of the Alberta Electrical Utility Code (AEUC) under the *Safety Codes Act* (Alberta). This non-conflict letter does not reduce or limit responsibility to comply will all laws and regulations regarding utility facilities and all requirements under the *Occupational Health & Safety Act* (Alberta) (OHS) and the applicant shall observe all such laws and regulations when commencing any work related to the permit application. If a situation arises where there is a discrepancy between ENMAX required setbacks and the AEUC or the OHS, the stricter set of requirements shall govern.

Pursuant to Section 225(1) of Part 17 of the *Occupational Health and Safety Code* (Alberta) (Code) anyone working near overhead powerlines must maintain safe limits of approach as provided for in Schedule 4, Table 1 of the Code or Table 1 in the AEUC and anyone excavating must contact Alberta One-Call prior to performance of such excavation. As a condition of this no-conflict letter, and despite any existence of a permit, the applicant must contact EPC (Powerline Inspections (403) 514-3117) prior to the commencement of any construction where any workers or equipment will be within 7.0m of existing overhead EPC facilities If EPC is contacted in accordance with the above, no construction work shall be commenced thereafter unless and until EPC determines the minimum safe limit of approach distance in relation to the overhead facilities present at the project site.

CONFLICT RESOLVED:

Based on revised drawings provided on July 13, 2021 by the applicant, ENMAX agrees to release the applicant from previously noted conflict(s).

**NOTE: This letter provided by ENMAX Power Corporation is intended for information purposes only and is not in any manner intended to nor shall be construed to derogate from applicant's obligations to follow any applicable law. The provision of this no-conflict letter is not a representation that work will meet any legislative or regulatory obligations. This no-conflict letter is provided as of the date first note above – the applicant is still required to perform their own due diligence prior to any development activities and resolve any conflicts (new or existing) at the Developer's sole expense. ENMAX expressly disclaims any liability related to applicant's responsibility to comply with such laws and regulations and ENMAX's required setbacks.

If you require any additional information regarding this Development Permit, please contact the Project Administrator at EPC_Permits@enmax.com.

Sincerely,

Kimt

Younglae Kim, P.Eng. Permits and Circulations



ENMAX Power Corporation 141 – 50 Avenue SE Calgary, AB T2G 4S7 Tel (403) 514-3000 enmax.com

October 22, 2020

File No: DP2020-5865

Development Circulation (#3783)

Location: 6520 Rundlehorn Dr NE

We would like to advise you that the proposed development does not meet "Alberta Electrical Utility Code" under the Alberta Safety Codes Act and/or ENMAX Power Corporation requirements.

We have identified the following conflict:

The proposed location of the new building is in conflict with ENMAX's aboveground distribution line and its existing guy wire. Therefore, a new location for the building shall be suggested or bury ENMAX's aboveground line through <u>GetConnected@enmax.com</u>.

Please contact Ali Sharif at asharif@enmax.com or at 403-604-8603 to further discuss resolution options for this conflict.

Until the above noted safety concerns are adequately addressed, this Development permit is not acceptable to ENMAX Power Corporation. Please contact the Project administrator at <u>EPC_Permits@enmax.com</u> if you have any further concerns, or require additional information regarding this Development Permit.

Sincerely,

Ali Sharif, P.Eng, M.Eng Distribution Engineering



From:	CirculationsGrowthandImprovement	
То:	DP Circ	
Subject:	[EXT] Response to: Electronic Circulation of DP2020-5865	
Date:	Thursday, October 29, 2020 1:17:49 PM	
Attachments:	image001.png	
	image002.jpg	
	image003.jpg	
	image004.jpg	
	image005.png	

Good Afternoon

Please see our response below.

The Distribution Engineering Growth Department of ATCO Gas Distribution has reviewed the above named plan and approves the work provided the following conditions are met:

There are existing ATCO facilities in the area. If it should be necessary to lower, relocate or make any alterations to the existing facilities and/or appurtenances due to this project, please contact ATCO Gas Distribution at 403-245-7888 with a minimum of one (1) year notice to enable an adequate and timely response. Note all alteration costs will be borne by the developer / owner. "If working around existing gas main, please email South Land Administration@atco.cul.ca> to obtain a crossing/proximity agreement.

There are abandoned ATCO facilities in the work area. Please contact ATCO South Operations Dispatch at 403-245-7220 to confirm status of the gas lines at least 48 hours prior to excavation.

If gas service is required, to avoid delays, the owner / developer should follow the steps listed on the ATCO website (<u>https://www.atco.com/en-ca/for-business/natural-gas/products-services/service-requests.html</u>) or contact ATCO Customer Assistance Centre at 310-5678, or their local ATCO Gas Distribution agency office at their earliest convenience to discuss the service contract, gas load requirements, timing details and any associated costs. To avoid delays a minimum notice of 6 months is recommended. Note, each lot / unit is to have a separate service line. For further information and requirements for natural gas servicing, please refer to the "Guide to Natural Gas Servicing" found on the ATCO website.

There is an existing ATCO service in the area. If it should be necessary to lower, relocate, or make any alteration to our existing service due to this proposal, please contact ATCO Customer Assistance Centre at 310-5678 to discuss a service alteration. Note all alteration costs will be borne by the developer / owner. If the existing service line requires demolition or cutback please contact the Calgary Service Applications at 403-254-6200 or email gascalgaryserviceapps@atco.com for an application.

There is an existing service line in the area. The developer must determine the exact location of the existing service line by arranging for an in-field location with Alberta One-Call at 1-800-242-3447, or albertaonecall.com. Subsequent to this subdivision, if any portion of the existing service line is not located within the parcel it serves, it will have to be relocated at the developer's expense. Alternatively, an easement of a size and specification satisfactory to ATCO may be registered to protect that portion of the service line in trespass. All costs associated with the acquisition and registration of such easements is the responsibility of the developer. Please contact our Land Department at 403-245-7845 regarding easement requirements.

Due to this proposal, a gas main upgrade may be required to the existing distribution system. It is required that the owner/developer contact ATCO Engineer: Heather Zhao at <u>Heather.Zhao@atco.com</u>

This development may benefit from ATCO's Construction Energy Services. Contact <u>naturalgassales@atco.com</u> or visit our <u>Construction Energy Webpage</u> for more Information

There are ATCO stopper fittings in the area. There may be fittings that extend above the pipe.

ATCO has valves in the area. 1.0m clearance must be maintained at all times, and above ground access must be maintained during and after construction.

There are ATCO sensitive mechanical coupling (dresser) fittings in the area. If a dresser fitting is exposed at any time, please contact ATCO South Operations Dispatch at 403-245-7220 immediately.

Contact Alberta One Call where there's any excavation with gas lines in the area

It will always remain the responsibility of the proponent to verify exact location and depths of nearby facilities by arranging for an in-field location with Alberta One-Call at 1-800-242-3447 or albertaonecall.com. Please contact Alberta One-Call Corporation prior to any surface construction.

(1) Contact Alberta One Call (1-800-242-3447) for locates to verify alignment of the existing gas facilities.

(2) Contact ATCO South Operations Dispatch at 403-245-7220 for an inspection of the exposed lines (including hydrovac holes) prior to backfill. Inspection services are available Monday to Friday, 8am – 4pm.

(3) Hydrovac or hand expose facilities to verify horizontal and vertical alignment of all gas mains in conflict areas. This should be done as soon as possible to determine if the main will need to be relocated.

(4) If existing gas mains require lowering or relocation due to the proponent's project, notification must be given to our ATCO Gas Distribution Engineering Department with a minimum of one (1) year notice. Forward plans and requirements to the ATCO Gas Distribution Engineering Department at 909 – 11th Ave. SW Calgary, AB, T2R 1L8.

Please refer to the "Working Around Natural Gas" Safety Handbook found on our website at: <u>https://www.atco.com/en-ca/for-business/natural-gas/safety-business/safety-resources.html</u>

If you have any **questions or concerns regarding this reply**, please contact me "**Heather Zhao**" <u>Heather.Zhao@atco.com</u>

Sincerely,

Christine Riddell Administrative Coordinator ATCO Gas Distribution

From: DP Circ <<u>DP.Circ@calgary.ca</u>>
Sent: Thursday, October 8, 2020 2:54 PM
Cc: DP Circ <<u>DP.Circ@calgary.ca</u>>; Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>>
Subject: Electronic Circulation of DP2020-5865

Caution – This email is from an external source. If you are concerned about this message, please forward it to spam@atco.com for analysis.

Calgary banner (generic).png	
?	For more information CALGARY.CA/PD DISPATCH ENEWSLETTER
	2

Good day,

Please find attached the circulation package for the above noted Development Permit application.

Included are the following documents:

- 1. Circulation Package
 - Request for Comment Sheet
 - Complete Set of Plans
- 2. Community Association Feedback Form *Please note, you can also <u>submit feedback online</u>.*

Please respond electronically to <u>DP.Circ@calgary.ca</u>.

Thank you.

Cyrille Samnick (Sam) Applications Processing Representative Planning & Development The City of Calgary | Mail Code: 8108 E cyrille.samnick@calgary.ca



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and any copies.

From:	Project Manager - Southern Alberta < ProjectManagerSouthernAlberta@sjrb.ca>
Sent:	Tuesday, October 13, 2020 9:13 AM
То:	DP Circ
Subject:	[EXT] RE: Electronic Circulation of DP2020-5865

Please be advised Shaw Cablesystems does not have any objections to the proposed application.

Thank you,

Shaw Calgary Planning

Shaw Communications Inc. 2400 32 Ave NE, Calgary, AB

E: projectmanagersouthernalberta@sjrb.ca

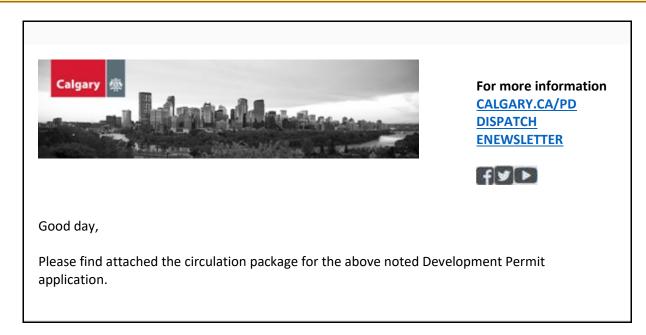
Shaw)

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From: DP Circ <<u>DP.Circ@calgary.ca</u>>
Sent: Thursday, October 8, 2020 2:54 PM
Cc: DP Circ <<u>DP.Circ@calgary.ca</u>>; Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>>
Subject: Electronic Circulation of DP2020-5865

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Included are the following documents:

- 1. Circulation Package
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Please respond electronically to <u>DP.Circ@calgary.ca</u>.

Thank you.

Cyrille Samnick (Sam) Applications Processing Representative Planning & Development The City of Calgary | Mail Code: 8108 E cyrille.samnick@calgary.ca



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From:	EAWard10 - Lesley Stasiuk
То:	DP Circ
Cc:	Cohen, Kelsey L.; Pineridge; Pineridge, Mikkel
Subject:	RE: Electronic Circulation of DP2020-5865 New: Multi Residential (Pineridge)
Date:	Tuesday, October 13, 2020 7:39:32 AM
Attachments:	image001.png
	image002.jpg
	image003.jpg
	image004.jpg
	image005.png

Hi Kelsey,

I'm sending this email message to you on behalf of CLLR Jones as he has no comments on this application.

Feel free to contact me directly should you require anything further.

Lesley Stasiuk EA & Sr. Communications Assistant to **Councillor Ray Jones, Ward 10** T: (403) 268-1659 F: (403) 268-8091

From: Samnick, Cyrille On Behalf Of DP Circ
Sent: Thursday, October 8, 2020 2:54 PM
Cc: DP Circ ; Cohen, Kelsey L.
Subject: Electronic Circulation of DP2020-5865

Calgary banner (generic).png	For more information CALGARY.CA/PD DISPATCH ENEWSLETTER
Good day,	
Please find attached the circulation package for the above application.	noted Development Permit
Included are the following documents:	
 Circulation Package Request for Comment Sheet Complete Set of Plans 	

2. Community Association Feedback Form *Please note, you can also <u>submit feedback online</u>.*

Please respond electronically to <u>DP.Circ@calgary.ca</u>.

Thank you.

Cyrille Samnick (Sam) Applications Processing Representative Planning & Development The City of Calgary | Mail **Code**: 8108 **E cyrille.samnick@calgary.ca**





VIA EMAIL

May 14, 2021

CIRCULATION CONTROL PLANNING & DEVELOPMENT CITY OF CALGARY, CALGARY, ALBERTA Email: cpag.circ@calgary.ca; Kelsey.cohen@calgary.ca

Attention: Kelsey Cohen

Ref: DP2020-5865

Location Address: 6508 & 6520 Rundlehorn Drive NE

Dear Kelsey:

I am responding on behalf of the Pineridge Community Association and its members.

We do not have an objection to the Land Use Redesignation to M-C1 for both side-to-side lots and we agreed with the previous owner/developer, Sunshine Home Builders, that the change to rezone to allow for Multi-Family development is in the best interest of our community overall.

We do, however, object to the Development Permit DP2020-5865 from Honeywell Custom Homes. It is our opinion that this proposed development has not addressed the concerns that we have previously relayed and, therefore, is not acceptable to our community for the following reasons:

- Lack of consultation with the community association and/or residents;
- Lack of notification that the developer has changed and that the scope of the project has changed significantly from original proposal for this parcel of land;
- Density of the proposed development we believe too many units are proposed to reasonably fit in the land area available at this site;
- Parking must be as per current City of Calgary guidelines we are firmly opposed to exceptions to the guidelines; and
- Increased traffic in the area with no adjustments to current traffic flow patterns, especially given this proposed development's proximity to a nearby playground and recreation area.

If you have any questions or comments, I can be reached by reply email or by phone, 403-585-3710.

Regards Mariorie/Rov President (Interim)/First VP

cc Ward 10 & Councillor G.C.Carra, Ward 9 Mikkel Nannan, Second VP, Pineridge CA

> 6024 Rundlehorn Drive NE, Calgary, Alberta T1Y 2X1 Telephone: 403-280-2774 Email: info@pineridgeyyc.ca Website: www.pineridgeyyc.ca

Jason Lammers
Cohen, Kelsey L.
CAWard10 - Bethel Afework
[EXT] 6510-6520 Rundlehorn Dr. NE Development Permit - Relaxed Parking
Sunday, May 9, 2021 3:11:54 PM
DP2020-1467 - Conditions of Approval (1).pdf

Dear Ms. Kelsey Cohen,

I am writing you in regards to the proposed development of a 38-unit apartment complex on 6510-6520 Rundlehorn Dr. The developer is requesting relaxed parking for a 38-unit apartment complex. My issue with this is with regards to the City Landuse Bylaw which requires each suite to have at least one motor vehicle parking stall provided wholly on the parcel which does not interfere with the existing required motor vehicle parking stalls. I recently went through the development permit process where the City of Calgary was very adamant about me having a parking stall on my property for each unit. When asked about relaxing the request I was told this was not possible. I have attached my development permit requirements for reference. I do not think this consideration is fair if a single unit suite is not considered for relaxation when there is ample space available in front of my house and there is one additional space available on my property. This would be a blatant double standard and a complete disregard for anyone who is being told they must abide by the current City of Calgary rules.

The developer is required by the city bylaw to accommodate one parking spot per unit plus 15% space for visitors. In total that would be a 38 parking stall for each unit and 6 stalls for visitors totaling 44 parking stalls. The developer is proposing a total of 26 stalls for the units and 6 stalls for visitors.

If this proposal is approved for anything less than what is required by the bylaw I would ask that my application be reconsidered. Relaxing bylaws for large development companies show a bias towards large businesses and handicaps everyday citizens who pay the same taxes. The bylaws are for all people to abide by regardless of it being a company or individual citizen.

I would appreciate feedback and a follow-up by you at your earliest convenience.

Regards,

Jason Lammers

From:	wenbcalm@gmail.com
To:	Cohen, Kelsey L.
Subject:	[EXT] 6520 RUNDLEHORN DR NE - DP2020-5865 - Comment from Development Map - Sat 5/8/2021 4:50:16 PM
Date:	Saturday, May 8, 2021 4:50:20 PM

Application: DP2020-5865

Submitted by: WENDY DREGER

Contact Information

Address: 6327 RUNDLEHORN DR NE

Phone: Email:

Feedback:

Hello, I wanted to provide some comments with regards to this proposed development. I support increasing density within our community, however, there needs to be sufficient parking provided. I understand this is a 38 unit proposal with less than 40 parking stalls. This is not enough and will cause congestion along streets that already have limited parking. There needs to be enough parking for each unit PLUS visitor parking. At minimum there should be 45 stalls to avoid negative impact on the surrounding streets. Thank you for considering my feedback.

From:	Debra McIsaac
То:	Cohen, Kelsey L.
Cc:	CAWard10 - Bethel Afework; president@pineridgeyyc.ca
Subject:	Re: [EXT] Re: CAWard10 - Bethel Afework shared "Revised DP2020-5865
Date:	Friday, May 7, 2021 6:55:34 PM

Thanks Kelsey, having lived here for 42 years, walking distance to neighbourhood amenities is really in the eye of the beholder. The reality of walking to either coop (Monterey and Village Square) is a chore especially in the winter. The bus does not get close enough to Monterey mall to lug groceries etc. The bus stops at 22 nd avenue and a person literally has to walk an equivalent to almost four blocks to get groceries at Monterey coop. Village coop might be alittle better to catch the bus but still carrying groceries from Village Square Coop to the other end of the mall to catch the bus is fairly long. To say that people would be able to walk to amenities in Pineridge is a statement from someone who has driven the route and thinks this is an easy route to walk. Don't get me wrong, I live close to this area and on nice days when I just need one or two things I can walk to Monterey coop, but in a cold snowy winter day, it would be difficult to do.

So, habitant for Humanity and the Horizon complex with 65 units is being built right now are all accessible affordable housing and now you think it is appropriate to add another 38 units of affordable housing on the same avenue? Do you take that into consideration?

The owner is willing to do all of this to get the complex built, but tell me what happens when the complex is built and the owner decides not to subsidize the bus passes, rents to people with more than one vehicle and jacks up the rent because he can? What is done is done, no more parking spaces can be built and the community is left with the aftermath of too many vehicles on the road.

Thank you Debra McIsaac

Sent from my iPhone

On May 7, 2021, at 3:36 PM, Cohen, Kelsey L. <Kelsey.Cohen@calgary.ca> wrote:

Good afternoon Debra,

Thank you for sharing your concerns. I will add them to the file along with your previous comments.

Regarding your commentary on parking and good neighbours, we have had long and detailed discussions with the applicant about this. They are requesting a parking relaxation, but they are also proposing ample secure bicycle parking, subsidized transit passes, and will build a portion of sidewalk that is currently missing from Rundlehorn Drive. The site is close to frequent bus service and walking distance to neighbourhood amenities. These are all factors that we consider when an applicant requests a parking relaxation, in order to provide a more affordable housing option for those Calgarians

who do not wish (or are not able) to drive.

In this case, a decision still has not been rendered on this application, including the proposed parking relaxation. Once a decision has been rendered, you will have the option to appeal.

Warm regards,

Kelsey Cohen Planner 1, Community Planning North Planning & Development The City of Calgary (587) 225-5816 | <u>kelsey.cohen@calgary.ca</u>

From: Debra McIsaac <debramcisaac@shaw.ca>
Sent: Thursday, May 6, 2021 9:44 PM
To: CAWard10 - Bethel Afework <CAWard10@calgary.ca>
Cc: Cohen, Kelsey L. <Kelsey.Cohen@calgary.ca>; president@pineridgeyyc.ca
Subject: [EXT] Re: CAWard10 - Bethel Afework shared "Revised DP2020-5865

One more thing, please. What the city needs to realize is that many of the houses along 24 avenue and Rundlehorn Drive were built 40 or 50 years ago. For many homes the back yards have been fenced off and used for recreation, there has been no need or no place to park in the back, and street parking has been the main form of parking for those home owners. By allowing builders to limit parking stalls for apartment units and the over flow ends up parking on streets where home owners have parked for years creates chaos and frustration. You just need to come and look at Rundlehorn Drive when a snow alert has been called and people are supposed to move their vehicles off the street and they don't. Vehicles pretty much snowed in as the snow plow weaves around them. Vehicles that haven't been moved for months remain surrounding by snow until spring and the snow melts, and you just want to add to the chaos by allowing a builder to not put in enough parking for each unit and add visitor parking. I am done, thank you.

Debra McIsaac

Sent from my iPad

On May 6, 2021, at 9:19 PM, Debra McIsaac <<u>debramcisaac@shaw.ca</u>> wrote:

Hi Bethel, thank you for sending me the drawings. I have a few questions that I would like to ask.

- There are 38 units in the drawings, there are 32 parking spots available,

so I am guessing there is NOT designated parking for each unit. If I am building a house, do I have to show that I have off street parking in order to get a building permit, if I am building a legal basement suite, do I have to show I have additional parking for the unit before I get a building permit? Why is this apartment any different?

Six of the 32 parking stalls are for visitors and 3 parking stalls are handicapped accessible and that includes one that is designated for visitor parking. So by my old math skills that is 24 regular parking spots for 38 units? That does not divide equally so it will be " the person who gets there first parks there" or the renter whose car no longer works and it sits for a year taking up in a parking stall (yeah, I know... not your problem, not mine either but it becomes the problem of everyone else who lives close to the apartment building) and the rest will become the bad neighbours who clogs up the public streets parking their numerous vehicles (yeah, I know...not your problem).

Since these are rental properties the landlord doesn't care as long as the tenants pay rent, right? I am sharing a picture of the screen which shows that there is a parking reduction bylaw of 10% losing 4 stalls so goes from 44 to 38 including visitor parking . I do not agree with this reduction and I certainly do not agree with the parking that has been provided in the design for a total of 32 parking stalls including 6 parking. <image1.jpeg>

This is, quite frankly, why people are opposed to these new developments, this is NOT being a good neighbour.

- are these parking stalls big enough for a regular pickup truck?
- angle parking, one way in and one way out. Again, exit on 25 avenue, a busy avenue already without this added traffic and add big garbage trucks twice a week exiting into an avenue across from 24 households of multiple kids and more traffic once the Horizon apartment is completed and has tenants.

I get the owner wants as many apartments as possible with as much income as possible but they have to be **good neighbours**. Pineridge is a residential community, people come here to live with their families. In my view, by jamming in these apartments in a small space and not ensuring there is enough parking, the city of Calgary and their planners are not participating in the good neighbour philosophy that councillors Carra and Chahal seems to be very keen on, you are setting us all up for failure, neighbourhood disputes and generally bad feelings. This is so frustrating. Thank you,

Debra McIsaac 171 Pinecliff Close NE

Sent from my iPad

On May 6, 2021, at 7:10 PM, Debra McIsaac < www.wrote:

Sent from my iPad

Begin forwarded message:

From: CAWard10 - Bethel Afework <<u>no-</u> reply@sharepointonline.com> Date: May 6, 2021 at 3:27:04 PM MDT To: Cc: CAWard10 - Bethel Afework <<u>CAWard10@calgary.ca</u>> Subject: CAWard10 - Bethel Afework shared "Revised DP2020-5865 (2)" with you. Reply-To: <u>CAWard10@calgary.ca</u>

<image002.png>

CAWard10 - Bethel Afework shared a file with you

Hey Debra,

This will link you to the full development plans. Please let me know of any further questions.

> Kind regards, Bethel

<image004.png> Revised DP2020-5

	<u>865 (2)</u>	
<634f4c20-9bb0- 44ab-8ec3- bb81bcbf84ba.png>	This link only works for the direct recipients of this message.	
Open [if !vml] <image005.png> <!--[endif]--></image005.png>		

<3239ec59-323d-4402-8ca0-90c8b17a5c61>

<image007.png>

Privacy Statement

<image008.jpg>

Samnick, Cyrille

From:	Krizan, Madeleine
Sent:	Tuesday, August 17, 2021 4:18 PM
То:	'vp2@pineridgeyyc.ca'
Cc:	Cohen, Kelsey L.
Subject:	DP2020-5865 Approval Notification
Attachments:	DP2020-5865 NOD Aug 17 2021.pdf; DP2020-5865 COA Aug 17 2021.pdf;
	DP2020-5865 Bylaw Discrepancies.pdf; DP2020-5865_Decision_Rendered_Plans.pdf

Good Afternoon,

This is to notify you that DP2020-5865 for a New: Multi-Residential Development (2 building) located at 6508 & 6520 Rundlehorn DR NE was approved today, August 17, 2021 (advertising to start on August 19, 2021). Please see attached for the applicant's notification of decision letter (NOD) and conditions of approval (COA). A table of the bylaw relaxations granted has also been attached.

Since the initial circulation of the plans, the applicant has reduced the number of dwelling units from 38 to 35.

Regards,

Madeleine Krizan BFA, MPLAN

Planner 2 | North Community Planning | Planning & Development





Check out <u>www.developmentmap.calgary.ca</u> to learn more about the development activity in your community.



The City of Calgary Planning and Development

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Development Authority Response to Notice of Appeal

Appeal number: SDAB2021-0075

Development Permit number: DP2020-5865

Address: 6508 & 6520 Rundlehorn Drive NE

Description: New: Multi-Residential Development (3 Buildings)

Land Use: Multi-Residential - Contextual Low Profile

Community: Pineridge

Jurisdiction Criteria:

Is this application subject to any license, permit, approval, or other authorization from the National Resources Conservation Board, the Energy Resources Conservation Board, the Alberta Energy Regulator, the Alberta Energy and Utilities Board, the Alberta Utilities Commission or the Minister of Environmental and Parks? **No**

DA Attendance: Yes

Use: Discretionary

Notice Posted: Yes

The Development Authority may provide additional submissions prior to the merit hearing.

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Appeal Board rec'd: October 27, 2021 Submitted by: A. Karunasena, applicant

Seika Architecture ltd

Principal: Ajith Karunasena, Architect, AAA & Urban designer

SDAB 2021-0075

6508 RUNDLEHORN DR NE, 6520 RUNDLEHORN DR NE

DP2020-5865

(1)The development permit applies to 6508 RUNDLEHORN DR NE, 6520 RUNDLEHORN DR NE on Sep 17, 2020

(2) The signboard display at proposed development site on October 27, 2020 regarding the detailed information to the public about the development permit.

See Appendix 1 for more information

(3) None of the surrounding residence or community association sent comments or requests for information to the city's file manager or applicant from October 27, 2020 to May 18, 2021 (7 months).

(4) Based on the DTR1 City comments, consultants DTR response report. Report provided logical approaches to the site with respect to the site constraint, how to recover the investment, and build the missing city's public walkway along Rundlehorn Drive NE.

(5) Appendix 3 include the details: Image of Rundlehorn Drive NE & 24TH Avenue NE-Abandoned public sidewalk. Rundlehorn road sidewalk cannot be built and connected with 24 Ave NE existing sidewalk due to the level difference of surrounding conditions. In addition to that, the Enmax utility box is located at Rundlehorn Drive NE. Proposed development dedicates land area to connect the 24th Ave NE sidewalk & proposed Rundlehorn Drive sidewalk. Developer agrees to build the proposed sidewalk along Rundlehorn Drive at their own cost and according to the City of Calgary's standards.

(6) We received DTR comments 2 on May 18th 2021. Consultants have reviewed the comments and prepared the revised drawings. We have discussed with the city of Calgary's file manager regarding the revised landscape plan.

See appendix 4 for more details.

The LA West Landscape Architect's email on May 7th 2021 officially informed the City of Calgary's file manager that the revised landscape drawings comply with all the of details requested by the City of Calgary's Landscape department.

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(7) We have conducted proper community presentation based on to the DTR 2 comments revised drawings.

See Appendix 5 for more details

(8) Land owners contacted the surrounding residences and discussed the proposed development & the way we are going to build the Rundlehorn Drive's public sidewalk at the developer's expense. We received 25 community support letters from the surrounding residences.

See appendix 6 for more details

(9) Consultants have submitted the revised drawings based on city of Calgary guidelines and procedures.

See Appendix 7 for DTR 2 response report.

(10) Architect has informed the city of Calgary's mayor, area councilor (Carra, Gian-Carlo) and city of Calgary's file manager regarding details of the proposed development and surrounding residences letters of support.

See Appendix 8 for details.

(11) Shadow study report confirms that shadows will be casted within the property line from March to September.

See Appendix 9 for details.

(12) Conditionally approved DP drawings - Appendix 10

Landscape plan – Conditionally approved DP drawings – Appendix 11

Sincerely Ajith Karunasena Architect AAA, and Urban Designer B.Sc. (BE), M.Sc. (Arch), MUDS (M.Sc. Urban), RIB

Appendix 1



AJITH KARUNASENA

From:	Kayla Ecklin <kecklin@westcanadian.com></kecklin@westcanadian.com>
Sent:	Tuesday, October 27, 2020 10:46 AM
То:	AJITH KARUNASENA
Cc:	Vadim Gorbach
Subject:	Completion photo

Hi Ajith please see attsched completion photo.

Cheers, Kayla Ecklin | Project Coordinator - Signage West Canadian Digital Imaging Inc. 2004 Alyth Place SE, Calgary, AB, T2G 3K9

D 403.541.5208 C 403.999.9679

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Appendix 2



Principal: Ajith Karunasena, Architect, AAA & Urban designer

<u>Written reply for Detailed Team Review comments for Development permit</u> <u>Number DP2020-5865</u>

March 25th 2021

Bylaw Discrepancies

(1)592 Building Setbacks

Answer- Building B provides the required setback according to the bylaw requirement. Building A and Building C setback from the property line is 1.5m (balcony is cantilevered within the setback area)

(2) 594,13 Building Height and Cross Section (max.)

Answer- Building B provides the required Building Height and Cross Section setback according to the bylaw requirement. Building A and Building C Height and Cross Section setback from the property line is 1.5m. According to Bylaw required 594(3), we need to provide 3.00m cross section setback. We need a 1.1m parapet height relaxation for the buildings façade facing the public road.

(3)590 Density Answer- Building A, B, C total number of units is 38.

(4)550 General Landscaped Area Rules Answer- Refer landscape drawings prepared by LA West landscape architectural company for details.

(5)551 Specific Rules for Landscaped Areas Answer- Refer landscape drawings prepared by LA West landscape architectural company for details.

(6)593 Landscaping Answer- Refer landscape drawings prepared by LA West landscape architectural company for details.

(7)557 Amenity Space

Answer- we have provided a 59.2m2 common amenity space within the site. Next to the common amenity space, we arranged the public walkway connection from 24th ave NE and Rundlehorn dive NE through the site. Site has allocated land for the public walkway. One of the main public park space, Pinecliff park is located 127m north of the site. The public park (located at 26 ave NE) is a 5-minute walk from the site. Each unit provides a balcony space to comply with the fire department requirement.

(8) Motor Vehicle Parking Stalls

Answer- Proposed development provided the 6 visitor parking stalls. 26 parking stalls are provided for the units owners. The remaining 12 unit owners will receive a 3-year bus pass, which promotes the public transit system. In addition, all unit owners (38 unit owners) will get two secure bicycle parking stalls in the basement. TIA study provide more details regarding the parking relaxation requirements.

(9)122 Standards for Motor Vehicle Parking Stalls

Answer- The buildings (Building A, B and C building area is less than 600m2) do not require fire truck access at the main entrance. Required aisle width is 4.82m. Provided aisle width is 6.12m. Provided additional width of 1.3m for the aisle.

Prior to Decision Requirements

Planning:-

(10) Building Regulations has provided comments in a separate document (attached) regarding code compliance issues that may affect the Development Permit. Please address these issues as part of your response.

Answer- Revised plans comply with the building regulations.

(11) Submit a letter from Enmax Corporation indicating that the following issues have been addressed. Please contact Ali Sharif at 403-604-8603 to resolve the issues. The proposed resolution may necessitate further CPAG review of amended plans.

Answer- We will send the written details to the Enmax Corporation indicating the issues that have been resolved.

Development Engineering:

(12) Submit a fire flow letter, prepared by a qualified professional engineer under seal and permit to practice stamp to the satisfaction of Development Approvals Team Leader, Water Resources. The fire flow letter shall identify the type of the development, address of the development, DP application and the fire flow required for the developing property. The available fire flow available in the adjacent City watermain is 15,000 LPM with 15m residual pressure under normal operating conditions. Please note that the hydrants in all directions are more than 75 m away from this site. Hydrant coverage and accessibility for fire protection for this site should be checked and confirmed by CFD.

Answer- Richview Engineering (site servicing consultants) will submit the required details.

(13) Submit a Sanitary Servicing Study prepared by a qualified professional engineer under seal and permit to practice stamp, for review and acceptance.

Answer- Richview Engineering (site servicing consultants) will submit the required details.

(14) Fire – Primary Fire Access Road Design

a. Indicate no parking signs on both sides of the fire access route as the road width is less than 7.49m.

Answer- Revised site plan indicates the required details.

Fire – Principal Entrance Locations

a. Indicate the principal building entrances to be within 15.0m of the fire access route for buildings greater than 600m₂ or more than 3 stories in height. As each building has at least two entrances, the 15.0m maximum distance will need to be dimensioned for each entrance. Answer-The buildings (Building A, B and C building area is less than 600m₂) do not require fire truck access at the main entrance.

Fire – Lockbox Location

a. Indicate a "Calgary Fire Department approved lockbox" on the access route gateway. Answer-See the above answer. No need for the Fire Department's approved lockbox.

Fire – Fire Department Connection (Siamese) Location Answer-See the above answer. No need a Fire Department Connection (Siamese).

Fire – Alarm Panel Location

Answer-See the above answer. No need an Alarm Panel Location.

Transportation:

(15) Amend the plans to indicate the 4.5m x 4.5m corner cut dimensioned from the property lines on the corners of the site at the intersections of 24th AVE and Rundlehorn DR NE and 25th AVE and Rundlehorn DR NE as per the Highway Development and Protection Act. Ensure that no objects such as stairs, planters, trees, retaining walls, or portions the building are located within the 4.5m x 4.5m corner cut to provide sufficient sightlines for the intersection.

Answer- See the revised site plan. Development complies with all of the above requirements.

(16)As per the DGSS and City specifications with regards to Collector Roads, amend the plans and provide a provided either a 1.5m separate sidewalk or a 2.0m monolithic sidewalk along Rundlehorn DR. NE as existing utility pedestals and poles are in the way.

It will be up to the applicant to relocate such infrastructure. Another option can be for the applicant to provide an access easement on site to provide the 1.5m separate sidewalk within the property line. Also show and label existing Wheel Chair Ramps as well as existing sidewalk.

Answer- See the revised site servicing (Richview Engineering) drawings for details.

(17) As per the DGSS and City specifications with regards to Collector Roads and in particularly Rundlehorn DR, standard curb and gutter is required next to Multi-family sites, revise all curb and gutter along Rundlehorn DR, and 25th AVE NE to east property line.

Answer- See the revised site servicing (Richview Engineering) drawings for details.

(18) Amend the plans to indicate a visibility triangle of 7.5m by 7.5m, measured from the face of curb, at 24th AVE and Rundlehorn DR NE and 25th AVE and Rundlehorn DR NE. No obstructions within this area are permitted to exceed 0.75m in height.

Answer- See the revised site plan for details.

(19) Regarding the proposed driveway aisle and driveway designs:

□ As per TAC standards and the City of Calgary guidelines revise the drive aisle to meet the minimum 7.2m width. The proposed 6.01/6.5m is not permitted.

□ Provide a 7.2m wide driveway crossing complete with 3.0m flares for the proposed driveways (curb returns are not permitted).

Answer- See land use bylaw 122 for details. Required aisle width is 4.82m. Provided aisle width is 6.12m. Provided additional 1.3m width for the aisle.

(20) The Parallel Parking proposed adjacent to a 6.0m drive aisle shall be removed as the drive aisle shall be widened to 7.2m. Revise and remove the parallel parking.

Answer- See land use bylaw 122 for details. One-way traffic within the site (vehicle entrance from 24th ave NE and exit from 25th ave NE). The bylaw allows for a 6.12m aisle width

(21) Provide two (2) boulevard cross sections along each of the three (3) adjacent roads and show the entire width of the road. Indicate the existing and proposed dimensions, elevations and slopes from the centerline of the three (3) streets, top of curb, back of sidewalk, property line and the main floor. A maximum 2% grade is permitted in the boulevard where achievable. Indicate that all adjacent boulevards are graded at 2% up from the top of curb to the existing or ultimate property line. Indicate the existing and proposed elevations and grades over utility rights-of-way, existing and ultimate property lines, curb and gutter, sidewalks, driveways and edge conditions of neighboring properties to the east. Note, survey information on the survey plan should correspond with same information on the site plan as there are some boulevard grades that show to be over 10%.

Answer- See the revised site plan. See the site servicing & grading drawings for more details.

(22) With the widening of the drive aisle from 6.0m to 7.2m, the turning radii and entrance turns will need to be revised for the Waste and Recycling truck (SU9), Bronco Fire Truck, and the largest design vehicle entering the site. All templates require to show the TAC turning template diagram with the design parameters of the vehicle. The minimum design speed is 15Km/h and no dry steering permitted. Follow all TAC guidelines for offset from curbs and other objects. Show radii of the vehicles entering and exiting the site in accordance with the TAC templates

Answer- See land use bylaw 122 for details. One-way traffic within the site (vehicle entrance from 24th ave NE and exit from 25th ave NE). The bylaw allows for a 6.12m aisle width. See drawings 2b, 2c and 2d for details.

(23) Amend the plans to provide the number of stalls required as per the Land Use Bylaw as per the bylaw parking requirement. The parking on site has a deficiency of sixteen (16) residential parking stalls and six (6) visitor parking stalls which is over the 10% allowed. Provide a rationale or revise drawings as to how the deficit will be rectified.

Answer- TIA report submitted supports the provided parking within the site.

<u>Parks:</u>

(24) Urban Forestry requires additional information for this plan to provide the required public tree information as per the Public Tree Protection Bylaw, Complete Application Requirement List, and Parks' *Development Guidelines and Standard Specifications – Landscape Construction (current edition).* Additional comments may follow once public tree information is provided.

Answer- L.A. West landscape architect has confirmed that the existing trees are not part of Urban Forestry. City has accepted and the CPAG parks member sent the approval details in writing on January 7th, 2021.

(25) Amend the site plan to re-align the proposed walkways so that it is located outside the drip lines OR 3.0m from the trunk of the existing boulevard trees located adjacent to the development parcel to the satisfaction of the Director, Parks. Without the Public Trees indicated on the site and landscape plan, existing tree setbacks are not able to be determined.

Answer- revised landscape plan provided by L.A. West landscape architect includes all of the required details.

Prior to Release Requirements

Consultants agreed to comply with DTR comments item # 22 to 29 before DP release.

Note-See attached appendix 1 for city agreed details.

Sincerely

Ajith Karunasena

Architect AAA, and Urban Designer

B.Sc. (BE), M.Sc. (Arch), MUDS (M.Sc. Urban), RIB

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Honeywell Townhouses Parking Assessment

DP2020 - 5865

Prepared for:



By:



January 18, 2021

JCB Engineering Ltd.

(403) 714-5798 jcbarrett@jcbengineering.ca www.jcbengineering.ca



JCB Engineering Ltd. (403) 714-5798 jcbarrett@jcbengineering.ca www.jcbengineering.ca

January 18, 2021

Seika Architecture 651 MacEwan Drive NW Calgary, AB T3K 3R1

Attn: Ajith Karunasena

Re: Parking Assessment – Honeywell Townhouses City of Calgary; DP2020-5865

JCB Engineering Ltd. is pleased to present Seika Architecture our parking assessment for a proposed townhouse development in the City of Calgary. This study is to support a request for a relaxation from the bylaw parking requirements as part of a land use redesignation application.

This document has been prepared by Justin Barrett, P. Eng., PTOE; if there are any questions regarding the findings or recommendations in this document, please contact:

Justin Barrett, P. Eng., PTOE President, JCB Engineering Ltd. (403) 714-5798 jcbarrett@jcbengineering.ca

PERMIT TO PRACTICE JCB ENGINEERING LTD.

RM SIGNATURE:

RM APEGA ID #: 77644

DATE: January 18, 2021

PERMIT NUMBER: P012310 The Association of Professional Engineers and Geoscientists of Alberta (APEGA)

Justin Barrett, P. Eng., PTOE

JCB Engineering Ltd. APEGA Permit to Practice #12310



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Appendices

- A. Development Plans
- B. Project Correspondence
- C. Parking Surveys

Honeywell Townhouses Parking Assessment

The purpose of this study is to conduct a parking assessment of a proposed townhouse development in the City of Calgary. This development is located at 6508 and 6520 Rundlehorn Drive NE; the following figure shows the location of the development, and plans designed by Seika Architecture of the proposed development are provided in *Appendix A*.



Figure i-1: Proposed Development Location

(Image courtesy of Google)

1. Development Information

The proposed development will consist of 38 residential units that are multi-storey townhouses. The residential units are to be marketed to people that do not plan to own a vehicle while they live in these condominiums; the ideal resident would be someone who prefers to use active transportation and transit for their trips.

Vehicle parking will be provided in an at-grade parking area in the rear (east side) of the property, a total of 32 vehicle stalls. There is a common basement that has storage for the townhouses, and 2 class 1 bicycle parking stalls per dwelling unit to accommodate a total of 76 bicycles. There is also a bicycle rack at the rear of the building that provides 12 class 2 bicycle stalls.

The plans provided in *Appendix A* provide more detail on what is proposed for this development.



2. Scope of Work

In addition to calculating the minimum parking requirements for this type of development based on the City of Calgary Land Use Bylaw 1P2007 there needs to be a review of transit and active transportation connections to the subject site to help support other modes of travel. There are concerns by the City that vehicle ownership may be greater than one vehicle per dwelling unit for this type of development, so a relaxation in vehicle parking will need to be offset by strong support for other trip modes. A survey of on-street parking will also need to be conducted to determine if there is any vehicle parking spillover it will not have a significant impact on the community. A copy of the e-mail correspondence regarding the scope for this study is provided in *Appendix B*.

3. Land Use Classification and Parking Requirements

The area where the proposed development is located is classified as Multi-Residential – Contextual Low Profile (MC-1). The general rules for multi-residential development must be used for the minimum parking requirements from Part 6, Division 1, Sections 558 to 562 in the Land Use Bylaw.

- 1.0 vehicle parking stall per dwelling unit for residents
- 0.15 vehicle parking stall per dwelling unit for visitors
- 0.5 bicycle parking class 1 per dwelling unit
- 0.1 bicycle parking class 2 per dwelling unit, minimum of 2 stalls

There is a 10% reduction allowed for the resident vehicle parking requirements due to proximity to transit, which this development does qualify for because it is within 150 metres of a roadway with frequent bus service (see *Section 3*). In addition to the parking requirements listed previously, the minimum loading stall requirements are from Part 3, Division 6, Section 123 (7) of the Land Use Bylaw. Loading stalls are required if a multi-residential building has 20 dwelling units or more. Based on this information the following table was created summarizing the Land Use Bylaw parking requirements for the proposed development.

Land Use and Size	Veh	icle	Bicycle	Bicycle	Looding	
Land Use and Size	Resident	Visitor	Class 1	Class 2	Loading	
38 Dwelling Units	34	6	19	4	1	
Provided on Site	26	6	76	12	1 *	

Table 3-1: Minimum Land Use Bylaw Parking Requirements

Strategies will be provided in this report to address the variance for resident vehicle parking stalls and support a relaxation from the land use bylaw requirements.

The visitor parking, loading and bicycle parking requirements are either met or exceeded, but the development will require a relaxation in vehicle parking for residents. It should be noted that the loading stall is actually shared with 2 of the visitor parking stalls, during specific times of the day these 2 stalls are reserved as a loading stall. Following is an excerpt from the Urban Land Institute (ULI) Shared Parking Manual that lists the weekday time of day adjustments for residential parking¹.

¹ Shared Parking, Figure 2-4; Urban Land Institute; 3rd Edition, 2020



Land use		6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 p.m.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 a.m.
Residential guest	Visitors	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Resident reserved	Residents	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential suburban	Residents	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%	100%
Residential urban	Residents	95%	85%	75%	65%	60%	55%	50%	50%	50%	55%	60%	65%	70%	75%	80%	85%	95%	97%	100%

Figure 3-1: Residential Parking Weekday Time of Day Adjustments

Residential visitor (i.e. guest) parking is underutilized for the majority of the day, only until 6:00 PM on a typical weekday is more than 50% of the parking required. Having 2 of the visitor stalls reserved as a loading stall from 6:00 AM to 5:00 PM on a weekday will likely not result in there being a shortfall in visitor parking; 60% of the visitor parking will be available throughout the day when only 20-40% is typically needed. From the ULI manual the residential visitor parking time of day adjustments are the same on a typical weekend² as they are on a weekday, so the visitor parking stalls can still be reserved for loading on a weekend. However, it is recommended that this reserved use only be from 6:00 AM to 12:00 PM as it is likely that visitor parking will be in greater demand on a weekend afternoon than on a weekday.

4. Existing and Proposed Transportation Network

This development is proposed in a well established residential community in the northeast of the City of Calgary, *Figure 4-1* illustrates the existing transit and active transportation infrastructure in this community. The roadways all have sidewalks on at least one side, most have sidewalks on both sides, and there is a signed on-street bikeway along Rundlehorn Drive NE that connects to a similar bikeway on 22 Avenue NE, which then connects to a regional pathway at the intersection with 68 Street NE. There is also a bikeway along 26 Avenue NE that also connects to the regional pathway system on the east side of 68 Street NE, and there are traffic signals at both intersections on 68 Street NE to assist bicyclists and pedestrians with crossing this major roadway. This results in a safe and efficient network for walking and bicycling around the community in the vicinity of the subject development.

One location that does not have a sidewalk in this area is on the east side of Rundlehorn Drive NE from 24 Avenue NE to 25 Avenue NE; on the site plan in *Appendix A*, it is shown that this missing link will be constructed as part of the subject development. This development will provide improved pedestrian connectivity by filling in a gap between the existing sidewalks on 24 Avenue NE and 25 Avenue NE. There are still some gaps in the sidewalk network in the area enclosed by 25 Avenue NE, 26 Avenue NE, Rundlehorn Drive NE and 66 Street NE, but the recent development in the southwest corner of this enclosed area included sidewalks along 25 Avenue NE and Rundlehorn Drive NE. As this enclosed area is developed it is assumed that the sidewalk gaps will be filled in until all four boundary roadways have sidewalks on both sides.

Following Rundlehorn Drive NE north there is Pinecliff Park and to the southwest is the Pineridge Community Hall, where there are recreational facilities and a community commercial complex, Pineridge Plaza. There is a larger commercial complex in the northeast quadrant of 16 Avenue and 68 Street NE

² Shared Parking, Figure 2-5; Urban Land Institute; 3rd Edition, 2020

that includes a large grocery store, and while it is 800 metres to the southeast of the subject site there are pedestrian and bicycling connections.

The nearest transit stops to the subject development are listed in the following table along with the route numbers and the frequency of service. These stops are all connected to the subject site by existing sidewalks, the measurements in the table are assuming the use of those connections.

Transit	Headway	(Minutes)	Nearest Stop to Development
Route	Peak	Non-Peak	(Using Existing Sidewalks)
34	20	30	150 metres (southeast of the intersection of Rundlehorn
34	20	30	Drive and 26 Avenue NE)
40	20	20	180 metres (northeast of the intersection of Rundlehorn
48	20	30	Drive and 26 Avenue NE)
69	35	35	475 metres (southwest of the intersection of 68 Street and
68	35	35	26 Avenue NE)

Table 4-1: Typical Weekday Transit Service

Figure 4-1: Transit and Active Transportation Infrastructure





There is excellent support for transit and active transportation trips within the community that the subject development is proposed. A resident or visitor may not need to use a vehicle for the majority of trips.

5. On-Street Parking

In *Appendix C* there are the results of an on-street parking survey conducted by JCB, and *Figure 5-1* is an illustration of the roadways reviewed in the survey in an approximate two block radius of the subject development. There are no public parking locations observed in the scope of the survey, all off-street parking in the area is for the private use of residents, businesses and institutions. The following observations regarding on-street parking use were made during the site visit by JCB, conducted on January 5 (7:00 to 7:30 PM) and 6 (5:30 to 6:00 AM), 2021.

- There are few restrictions with regards to on-street parking in this area, there are no parking restrictions from residential permit parking or time restricted parking. There are various locations that are reserved for accessible parking, these are highlighted on *Figure 5-1*.
- There are parking restrictions along Pinecliff Grove NE for a fire lane and there is a section of permit parking, but there is no residential parking code.
- Construction was underway in the northwest quadrant of the intersection of 25 Avenue and 66 Street NE for a new residential building during the time of the survey. The adjacent sections of 25 Avenue NE and 66 Street NE were blocked off with cones likely to keep the area clear of other vehicles during construction.
- Most of the housing, including some of the multi-family buildings, had parking off of a rear lane, similar to what is proposed for the subject development.
- At the intersection of 65 Street and 23 Avenue NE there is a cul-de-sac and 4 vehicles were observed parked perpendicular to the curb in the southwest corner during both times that the area was surveyed. These vehicles were not counted as observed vehicles in the survey, and the curb along the edge of the cul-de-sac was also not counted as available for on-street parking. This is because vehicles are not supposed to be parked perpendicular to the curb in a cul-de-sac; so, neither the parked vehicles nor the cul-de-sac were part of the survey results.
- When a property was adjacent to both Rundlehorn Drive NE and another roadway, there appeared to be a preference to park on the other roadway. This is likely because Rundlehorn Drive NE is a collector roadway through the community and drivers would prefer to park their vehicles on the lower volume roadways.

It should be noted that during the days that the survey was conducted there were restrictive measures in place due to the COVID-19 pandemic. The result is that many people were staying at home, limiting travel and visitors.

The tables in the appendix have the data collected during the on-street parking surveys conducted, each survey was started at the time shown and took approximately 30 minutes to complete. No license plate data was recorded, no information was collected on where the vehicle drivers walked to after parking, or for how long each vehicle was parked at a location. The survey information collected was to determine



how much parking demand exists and where supply is available. The surveys were conducted in the evening and early morning as these times are when residential demand is highest as the majority of people would be home from work.

The on-street parking capacity was determined by measuring the length of the curb where vehicles could legally park (transit stops, accessible stalls and driveways were removed from the available curb length), then dividing by a typical distance of 8 metres that a vehicle requires for parallel parking. Both the average and maximum utilization of on-street parking was calculated, to determine the on-street parking supply for this assessment the maximum utilization was used. This is a very conservative approach to determining supply as various sections of roadway surveyed had the maximum number of vehicles parked at different times of the day instead of all at the same time.

From the number of parking stalls available along the roadways surveyed there is a substantial amount of on-street parking to accommodate the needs of the subject development, should it be needed. On the roadways adjacent to the subject site there are the following available on-street parking:

- East side of Rundlehorn Drive NE from 24 Avenue NE to 25 Avenue NE 8 vehicles
- North side of 24 Avenue NE from Rundlehorn Drive NE to 65 Street NE 8 vehicles
- South side of 25 Avenue NE from Rundlehorn Drive NE to 66 Street NE 4 vehicles

From *Table 3-1*, there is a shortfall of only 8 resident vehicle parking stalls, this could be accommodated on Rundlehorn Drive NE immediately adjacent to the subject site without any impact on the other on-street parking in the area.

There is one section of roadway within the survey limits where the on-street parking is at its capacity that is directly across the roadway from the subject site, the west side of Rundlehorn Drive NE from 24 Avenue NE to 25 Avenue NE. However, the entire shortfall of resident vehicle parking can be accommodated on the east side of this section of Rundlehorn Drive NE without impact to the west side. Even if some vehicles were displaced from the west side of Rundlehorn Drive NE by the new residents, there is sufficient on-street parking nearby for the drivers to relocate to without impacting the ability for others to use on-street parking.

The result of the parking survey is that with a shortfall of only 8 resident parking stalls for the development, there would be minimal disruption to the availability of on-street parking if those 8 residents had to utilise on-street parking.





Figure 5-1: On-Street Parking Availability and Restrictions

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(Image courtesy of Google)

	No Restrictions	No Parking
	Permit Parking Only	Accessible Parking Only
10	Available Deuking (Consein Mauine	- n of Ohaam (od Mahialaa Darl(od)

10 Available Parking (Capacity – Maximum Number of Observed Vehicles Parked)

6. Compliance with Parking Policy

In the City of Calgary Parking Policies³, the subject site is outside of the 'downtown' area, there are no area specific parking strategies identified for the site location, only the city-wide strategies are applicable. All of the following policies from Section 5.2.1 of the Parking Policies (Parking in Activity Centres, Corridors and Transit Oriented Development Areas) need to be met to support a significant reduction in parking on site for the residential component of the subject development.

• **Policy 1a** – As stated in *Section 4* of this report, the subject development is within 150 metres of frequent bus service, but this does not qualify as primary transit. <u>This policy is not achieved</u>

³ City of Calgary Parking Policies; City of Calgary, Transportation Department; July 2017



because primary transit currently does not operate within 300 metres of the subject development.

- **Policy 1b** As mentioned in *Section 5* of this report, all off street parking in the area is for the private use of residents, businesses and institutions. <u>This policy is not achieved.</u>
- **Policy 1c** As illustrated on *Figure 5-1* of this report, there are few on-street parking restrictions in the vicinity of the proposed development. This parking assessment is reviewing the impact of the parking demands of the development and how this will impact on-street parking is the area, as discussed in *Section 5*. This policy is achieved.
- Policy 1d The developer is providing a surplus of class 1 bicycle parking to offset vehicle parking demand, and in this report there are additional parking management strategies being recommended (see *Section 7*) to further assist in reducing the vehicle parking demand for the subject development. <u>This policy is achieved.</u>
- **Policy 1e** The developer is having a parking assessment conducted for the subject development; this report by JCB is that assessment. <u>This policy is achieved.</u>
- **Policy 2** The developer has expressed no interest in wanting to support residents obtaining residential parking permits. The developer is proposing targeting these residential units to "millennials" who are not planning to own vehicles at this stage of their lives and embrace the "urban" lifestyle of using transit and active transportation to travel to their destinations around the City. Because of this the residents are not likely to own vehicles and so should not have issue with not being able to apply for a residential parking permit. <u>This policy is achieved.</u>

In **Table 6-1** it is illustrated that the subject development does not meet all of the policies from Section 5.2.1 from the City of Calgary Parking Policies to allow for zero parking or significant parking reductions for a multi-family residential building. Two of the six policies are not achieved, there is currently no primary transit service and there is no publicly accessible parking in the vicinity of the subject development.

In *Section 7* of this report are parking management strategies to assist in mitigating the impact of the resident vehicle parking stall shortfall from the Land Use Bylaw parking requirements.



Table 6-1: Compliance with Parking Policies (Section 5.2.1)

Policy	Compliance	Comments
(1a) The building is located within the Centre City, a Major Activity Centre or directly on an Urban Corridor as defined in Map 1 of the Municipal Development Plan, and LRT or other Primary Transit Service (as defined in the Calgary Transportation Plan) is currently provided within 300 metres actual walking distance of the building.	No	The subject site does not meet these requirements, there is frequent bus service within 150 metres of the site, but this does not qualify as primary transit service.
(1b) Publicly accessible surface or structured parking is located within 300 metres actual walking distance of the building. The parking must be accessible to the public, twenty-four hours a day, seven days a week.	No	All off street parking in the area is for the private use of residents, businesses and institutions.
(1c) The building is located in or adjacent to areas where parking management practices are in place, including time restrictions, paid parking or permit-restricted parking. In areas where such parking management practices are not in place, a study should be conducted by the applicant to evaluate whether the potential offsite parking impacts would be unacceptable for the area in question.	Yes	Few parking management practices are in place for on-street parking. This study is reviewing and addressing the impact of the development parking demands on the area.
(1d) The developer must actively facilitate at least one alternative travel option for residents (including, but not limited to, monthly or annual transit passes, additional onsite bicycle parking, onsite carshare spaces, carshare memberships, live-work units, etc.) to the satisfaction of The City. Provision of multiple high-quality options is strongly encouraged.	Yes	The developer is providing a surplus of class 1 bicycle parking on the site, and other recommendations are being provided from this parking assessment for additional strategies for parking management.
(1e) The applicant has completed a parking study to determine any potential short stay parking impacts, due to any proposed reductions in on-site visitor parking supply, when the building is located within or physically adjacent to a Business Revitalization Zone or other commercial area. The development authority may recommend against reductions to visitor parking if it is determined by the authority that on-street impacts, or visitor accessibility, would be unacceptable.	Yes	The developer has hired JCB Engineering to conduct a parking assessment.
(2) Residents of multi-family residential buildings with no parking, or with significant parking reductions, are not eligible for Residential Parking Program (RPP) permits. This restriction will be implemented by The City, and communicated to the CPA, at the subdivision or development permit phase.	Yes	The developer is marketing the residential units to people that would not own vehicles, and so does not support residential parking permits.



7. Parking Management Strategies

From the ITE Journal (February 2013) there was an article titled "*Do Land Use, Transit, and Walk Access Affect Residential Parking Demand?*" In this article was information about a study conducted by King County Metro in the Seattle Region (Washington State, USA) to provide better data and context for decisions to vary parking supplies for multi-family residential land uses. Following are some key points from that article:

- Recent trends in the United States have shown decreases in auto ownership, licensed drivers, and vehicle miles traveled, especially among young people.
- Key to future planning will be finding opportunities where low or zero auto ownership households can be matched with high quality public transportation services.
- Providing corridors or centres with access to jobs and services in addition to frequent, reliable, and safe transportation options can provide an opportunity for multi-family development with a lower parking supply.
- A similar relationship (referencing the above point) existed between multi-family residential parking utilization and transit access.
- The relationship between the price of parking and parking utilization showed utilization declining as the percentage of parking cost to rent increased.
- A site with a high level of transit service, good walk access, and shorter block spacing has a reasonable potential to provide lower parking supply for a multi-family residential project.

A major conclusion of this study is that parking utilization is influenced by as much as 50% based on the key factors of block size, population and job density, and walk and transit access to trip destinations. This study took perceptions about parking utilization and verified them with data and fact; since the completion of the initial 2013 study there is now an online multi-family residential parking calculator for King County, Washington. There is also a Model Code and Guide, and a Multi-Family Parking Strategies Toolkit for other municipalities to use; more information can be found at www.rightsizeparking.org. From the toolkit the following were identified as potential tools to reduce parking demand at the subject development, along with the parking demand reduction from the model code:

- Unbundling of parking (20% reduction) A resident vehicle parking stall will not be assigned to
 each dwelling unit; each buyer would have to request a stall and pay an extra fee for it. This
 strategy may attract buyers that already do not own vehicles or if they do, will only have one even
 if there are multiple residents in the dwelling unit. The maximum reduction in stalls from this
 strategy would be 6 stalls.
- Subsidizing of transit passes (up to 20% reduction) It has been proposed by the developer to
 provide transit passes for one year to new buyers to promote the use of the existing transit system
 in the area. This may attract buyers who are already using transit or want to reduce personal
 vehicle use for their trips. The maximum reduction in stalls from this strategy would be 6 stalls.



Providing additional bicycle facilities (1 parking stall removed for 4 secure bicycle parking stalls provided, up to a maximum of 25% reduction) – As mentioned there is a surplus of class 1 bicycle parking provided in the basement storage of the development; a total of 57 additional stalls. This would result in a maximum reduction of 14 vehicle stalls, which would be a 40% reduction from the 34 required resident vehicle parking stalls. Capping the reduction at 25% would be a reduction of 8 parking stalls.

In addition to the tools to reduce parking requirements, it is stated in the model code that parking requirements can be reduced due to the presence of transit. In the model code, this reduction is either 25% or 50% depending on the distance to and the frequency of transit. However, the City of Calgary already provides a vehicle stall reduction for proximity to transit and this was already applied to the number of resident vehicle parking stalls.

Providing all of these strategies for residents would justify the parking relaxation requested for the subject development:

Bylaw Requirements	34 Parking Spaces	
Unbundle Parking	- 6 Parking Spaces	28 Parking Spaces
Subsidizing Transit Passes	 6 Parking Spaces 	22 Parking Spaces
Secure Bicycle Facilities	- 8 Parking Spaces	14 Parking Spaces

A relaxation of only 8 resident vehicle parking stalls is required, the combination of these parking strategies exceeds that with a total of 20 stalls that could be reduced. It is unlikely that this total parking surplus would be achieved, but it does demonstrate that even if each of the proposed reductions in parking demand does not reach its full potential the combination of them will likely result in reducing parking demand below the on site parking supply. If each of the parking reductions is only 50% effective, there will not be a shortfall of parking on site. It should also be noted that the parking demand reduction for the subsidized transit passes only occurs during the time period that the passes are provided. Even if this reduction is no longer available, there would still be a surplus of parking based on the other reductions.

8. Conclusions

The following table summarizes the minimum parking requirements from the Land Use Bylaw and the parking currently proposed for the subject development.

Land Line and Size	Veh	icle	Bicycle	Bicycle	Looding
Land Use and Size	Resident	Visitor	Class 1	Class 2	Loading
38 Dwelling Units	34	6	19	4	1
Provided on Site	26	6	76	12	1

Table 8-1: Land Use Bylaw Requirements and On-Site Parking Provided

All of the parking requirements are achieved or exceeded, with the exception of 8 resident vehicle stalls. The subject development does not meet all of the policies from Section 5.2.1 from the City of Calgary Parking Policies to allow for zero parking or significant parking reductions for a multi-family residential



building. Two of the six policies are not achieved, there is currently no primary transit service and there is no publicly accessible parking in the vicinity of the subject development.

The loading stall is shared with 2 of the visitor stalls, but recommended to be reserved for loading from 6:00 AM to 5:00 PM on a weekday and from 6:00 AM to 12:00 PM on a weekend. ULI Shared Parking data shows that residential visitor parking is underutilized until 6:00 PM, so having 2 stalls reserved for a loading stall earlier in the day will not result in a shortfall of visitor parking.

There is excellent support for transit and active transportation trips within the community that the subject development is proposed, there is a bikeway on Rundlehorn Drive NE adjacent to the site and there is frequent transit service within 150 metres. A resident or visitor may not need to use a vehicle for the majority of trips as there supporting infrastructure and nearby recreational and commercial land uses.

From the number of parking stalls available along the roadways surveyed there is a substantial amount of on-street parking to accommodate the needs of the subject development, should it be needed. On the roadways adjacent to the subject site there are the following available on-street parking:

- East side of Rundlehorn Drive NE from 24 Avenue NE to 25 Avenue NE 8 vehicles
- North side of 24 Avenue NE from Rundlehorn Drive NE to 65 Street NE 8 vehicles
- South side of 25 Avenue NE from Rundlehorn Drive NE to 66 Street NE 4 vehicles

With a shortfall of only 8 resident vehicle parking stalls, this could be accommodated on Rundlehorn Drive NE immediately adjacent to the subject site without any impact on the other on-street parking in the area. There would be minimal disruption to the availability of on-street parking in the community if those 8 residents had to utilise on-street parking.

By unbundling resident vehicle parking for the development, providing subsidized transit passes and there being a surplus of class 1 bicycle parking, a resident vehicle parking relaxation of 8 stalls can be supported. The combination of these parking management strategies could result in an up to 20 parking stall relaxation, so even if they are not entirely effective the requested relaxation would still be supported.



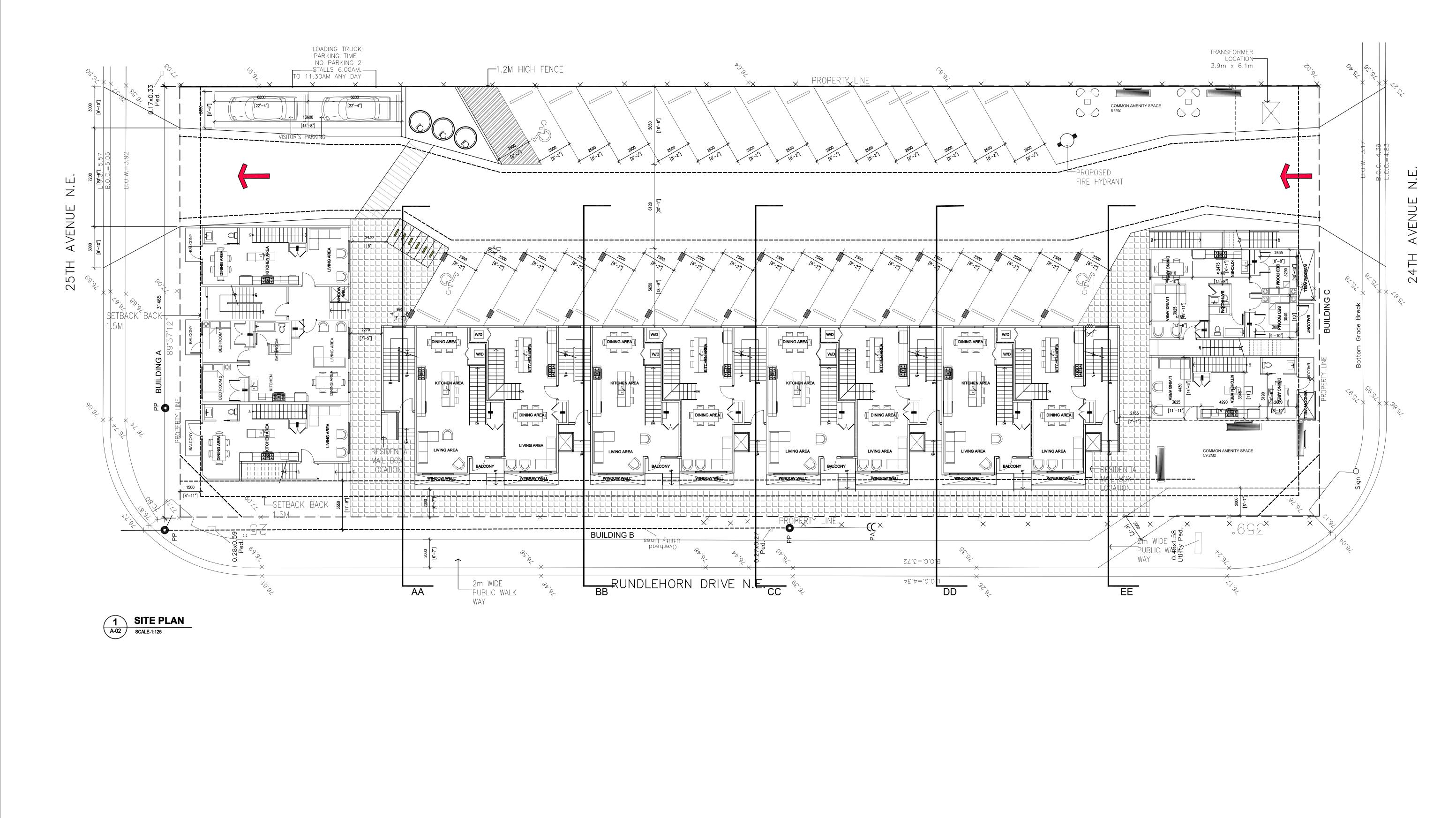
Appendix A

Development Plans



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CUSTOM HOMES INC	NC PROPOSED MULTI RESIDENTIAL DEVELOPMENT AT 6508 & 6520 RUNDLEHORNE DRIVE N.E.							
	DEVELOPMENT PERMIT DRA	WINGS						
к <u>д</u>	SITE LAYOUT							
chitecture Ltd	PROJECT NUMBER	DRAWING NUMBER	ISSUE/REVISION					
CALGARY ALBERTA, T3K 3R1 5085	SE-140	A-02	01					

Project Correspondence



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DP2020-5865 - Parking Assessment Scope of Work

Piechotta, Cole <Cole.Piechotta@calgary.ca>

Wed, Dec 16, 2020 at 9:35 AM

To: Justin Barrett <jcbarrett@jcbengineering.ca> Cc: AJITH KARUNASENA <ajith.karu@seikaarchitecture.com>, "Johnstone, Jeff" <Jeff.Johnstone@calgary.ca>

Hi Justin,

I am indeed the engineer to confirm this scope with.

This is an interesting file.

Our survey data indicates auto-ownership for this type of residences in this part of the City is still greater than 1 vehicle per unit. Based on this knowledge, the minimum provision of resident motor vehicle parking that we can support is one stall per unit, plus provision of the bylaw visitor parking. Based on the current development proposal this equates to 44 total stalls (38 resident and 6 visitor stalls). Note that all stall dimensions, angles, and drive aisles must comply with Part 3, Division 6, 122 (1) – please ensure these are adhered to.

As advisory I will add that provision of 1 resident stall per unit would still constitute a variance from the bylaw requirements and that this may be one specific relaxation that a neighbour could choose to include in an appeal if this DP ultimately is approved by the Development Authority.

Regarding your proposed scope:

- · Include the TDM considerations as identified in the first bullet below
- Include the transit, ped, bike connections and recommend any improvements/modifications to these, as identified in the third bullet
- · Regarding loading (second bullet) agree on following the bylaw requirements
- Regarding bicycle parking (second bullet) the TDM considerations and "bike connections" need to be considered; if there is a proposed variance (reduced provision) of resident motor vehicle stalls, strong consideration for additional bicycle storage (class 1) should be factored; TDS recommends provision of one class 1 storage per unit, OR alternatively quantify the increased mode share for bikes correlated with the reduced auto mode share and provide bike storage accordingly
- Include a survey of on-street parking within a two-block catchment of the site and quantify utilization to confirm that any spillover (resulting from reduced provision of motor vehicle parking on site) will not have a significant or adverse impact on the surrounding community

If you would like to discuss this scope further please advise. Otherwise please proceed by factoring/including the above requirements in your study.

Regards,

From: Justin Barrett <jcbarrett@jcbengineering.ca>
Sent: Thursday, December 10, 2020 4:42 PM
To: Piechotta, Cole <Cole.Piechotta@calgary.ca>
Cc: AJITH KARUNASENA <ajith.karu@seikaarchitecture.com>; Johnstone, Jeff <Jeff.Johnstone@calgary.ca>
Subject: [EXT] DP2020-5865 - Parking Assessment Scope of Work

Cole,

I have another project that I wanted to discuss with you regarding the scope of work for a parking assessment, this one for a residential development at 6508 and 6520 Rundlehorne Drive NE; please see the attached DTR comments (#18). You were not listed as the City staff member to confirm a scope of work for the parking assessment with, but I thought I would start by reaching out to you and hopefully you can assist me with this.

Here is what I propose for the scope of work for the parking assessment:

• As this is a residential development, the LUB parking requirements are still in place and the variance between the provided on site parking and bylaw requirements in the DTR comments will need to be addressed. This will be done by creating transportation demand management strategies to reduce the need and desire for residents to rely on personal vehicles. Any strategies will be in accordance with the Calgary Parking Policies.

• We will still base class 1 and 2 bicycle parking, and loading stall requirements from the LUB, and make sure we meet those requirements.

• Connections to transit, pedestrian and bicycling infrastructure will be reviewed to help promote other trip modes, and potentially reduce the need for vehicle parking on site. Any needed connections to transit stops, sidewalks, bicycle routes and pathways will be identified.

Please let me know if you have any comments with the proposed scope of work for this parking assessment.

Thank you,

Justin Barrett, P. Eng., PTOE

403-714-5798

jcbarrett@jcbengineering.ca

www.jcbengineering.ca

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Appendix C

Parking Surveys



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Time Period		Number of Parked Vehicles Observed														
				Rundlehor	n Drive NE			Pinehill Road NE		65 Street NE		66 Street NE				
	22 to 24 Ave		24 to 25 Ave		25 to 26 Ave		26 Ave to Pinebrook		South of 24 Ave		23 to 24 Ave		Pinecliff to 25 Ave		25 to 26 Ave	
	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E
5-Jan 7:00 PM	9	6	8	1	3	4	0	0	3	6	4	1	3	0	1	1
6-Jan 5:30 AM	6	6	9	1	4	4	0	0	2	6	4	0	3	0	0	3
Capacity	20	20	9	9	8	9	8	7	6	7	8	7	4		8	8
Average Observed	8	6	9	1	4	4	0	0	3	6	4	1	3		1	2
Average Utilized	40%	30%	100%	11%	50%	44%	0%	0%	50%	86%	50%	14%	75%	N/A	13%	25%
Maximum Utilized	45%	30%	100%	11%	50%	44%	0%	0%	50%	86%	50%	14%	75%		13%	38%
Available Parking	11	14	0	8	4	5	8	7	3	1	4	6	1		7	5

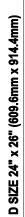
Time Period		Number of Parked Vehicles Observed																
	23 Avenue NE East of 65 St		24 Avenue NE									Pinecliff Grove NE 25				26 Avenue NE		
			62 St to Pinehill		Pinehill to Rundle		Rundle to 65 St		E of 65 St		W of 66 St		Rundle to 66 St		62 St to Rundle		Rundle to 66 St	
	Ν	S	N	S	N	S	N	S	N	S	N	S	Ν	S	N	S	N	S
5-Jan 7:00 PM	4	3	9	6	4	5	0	2	3	5	0	2	12	13	7	18	0	0
6-Jan 5:30 AM	6	4	7	9	5	5	0	2	3	6	0	1	10	14	7	18	0	0
Capacity	11	11	9	10	6	7	8	7	10	10	-	6	21	18	20	21	19	17
Average Observed	5	4	8	8	5	5	0	2	3	6		2	11	14	7	18	0	0
Average Utilized	45%	36%	89%	80%	83%	71%	0%	29%	30%	60%	N/A	33%	52%	78%	35%	86%	0%	0%
Maximum Utilized	55%	36%	100%	90%	83%	71%	0%	29%	30%	60%	:	33%	57%	78%	35%	86%	0%	0%
Available Parking	5	7	0	1	1	2	8	5	7	4		4	9	4	13	3	19	17

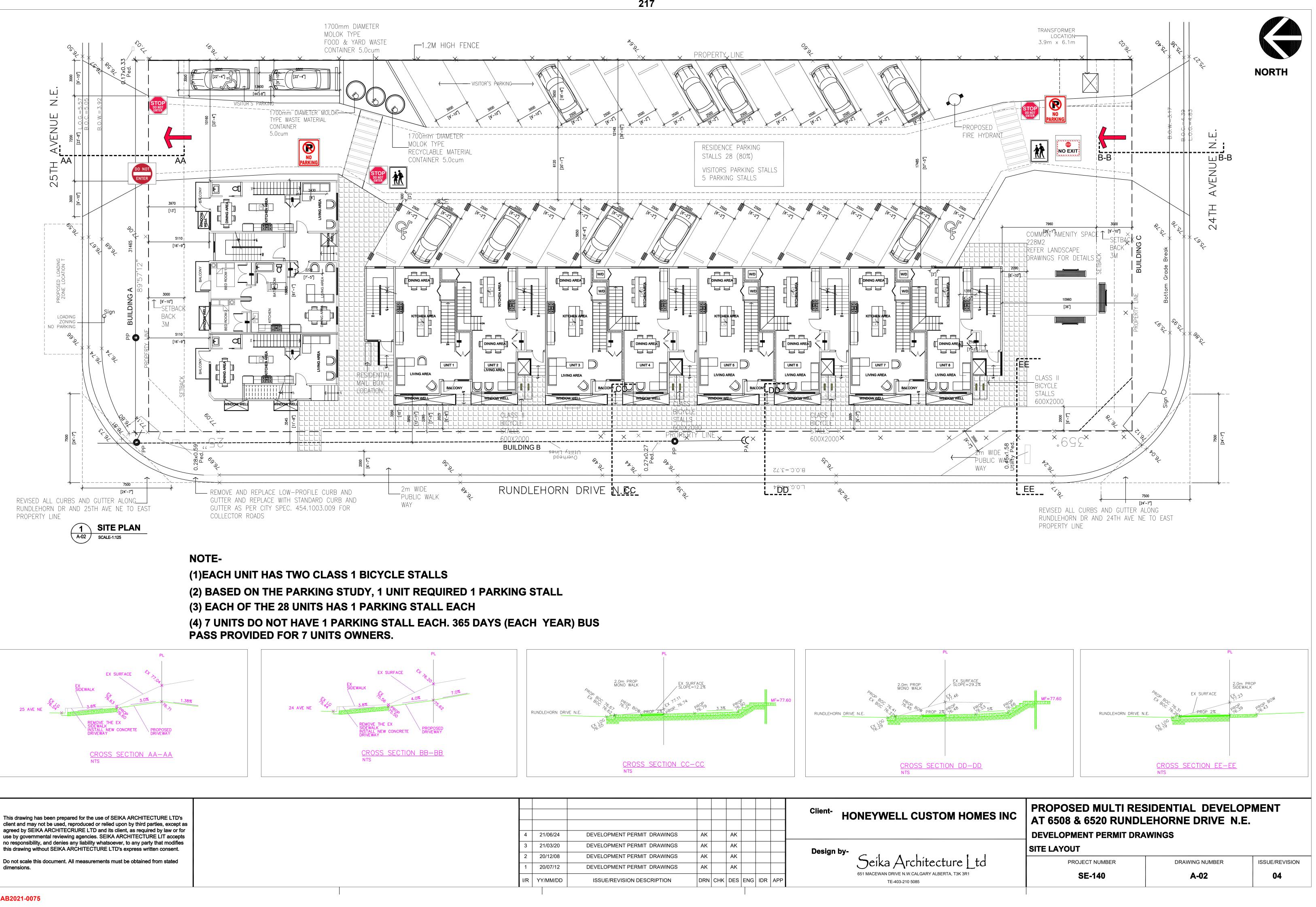
Appendix 3



Image Rundlehorn Drive NE & 24TH Avenue NE- Abandoned public sidewalk. Rundlehorn road sidewalk cannot be built and connected with 24 Ave NE existing sidewalk due to the level difference of surrounding conditions.

In addition to that, the Enmax utility box is located at Rundlehorn Drive NE. Proposed development dedicates land area to connect the 24th Ave NE sidewalk & proposed Rundlehorn Drive sidewalk. Developer agrees to build the proposed sidewalk along Rundlehorn Drive at their own cost and according to the City of Calgary's standards.







-										Client- HONEYWELL CU
-	4	21/06/24	DEVELOPMENT PERMIT DRAWINGS	AK		AK				
	3	21/03/20	DEVELOPMENT PERMIT DRAWINGS	AK		AK				Design by
	2	20/12/08	DEVELOPMENT PERMIT DRAWINGS	AK		AK				Design by- Seíka Archi
-	1	20/07/12	DEVELOPMENT PERMIT DRAWINGS	AK		AK				
	I/R	YY/MM/DD	ISSUE/REVISION DESCRIPTION	DRN	снк	DES	ENG	IDR	APP	651 MACEWAN DRIVE N.W.CALG TE-403-210 5085

Appendix 4

AJITH KARUNASENA

From:	Cohen, Kelsey L. <kelsey.cohen@calgary.ca></kelsey.cohen@calgary.ca>
Sent:	Wednesday, May 12, 2021 8:05 PM
То:	AJITH KARUNASENA
Subject:	RE: DP202-5865 - 6508 Rundlehorn DR NE

Hi Ajith,

Thank you for submitting the new landscape plan. I will contact you shortly, after the bylaw review.

So that you are aware, the community has taken a strong interest in the file over the past week or two. It was a topic of discussion at the CA meeting on Monday and they are preparing comments to submit regarding the amended plans. Have you conducted any outreach with the CA?

Regards Kelsey

From: AJITH KARUNASENA <ajith.karu@seikaarchitecture.com> Sent: Wednesday, May 12, 2021 3:50 AM To: Cohen, Kelsey L. <Kelsey.Cohen@calgary.ca> Cc: AJITH KARUNASENA <ajith.karu@seikaarchitecture.com> Subject: [EXT] RE: DP202-5865 - 6508 Rundlehorn DR NE

Hi Kelsey, See the email below. Please send the conditional approval. Sincerely,

Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 ajith.karu@seikaarchitecture.com http://www.seikaarchitecture.com

From: AJITH KARUNASENA Sent: Monday, May 10, 2021 7:17 PM To: Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>>

220

Cc: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> Subject: FW: DP202-5865 - 6508 Rundlehorn DR NE

Hi Kelsey, See attached pdf Revised landscape plan. Please review and let me know. Sincerely,

Ajith Karunasena Architect AAA & Urban Designer B Sc(BE) M Sc(Arch) MUDS(M Sc(Urban) RIBA AIA (SL) M

B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 ajith.karu@seikaarchitecture.com http://www.seikaarchitecture.com

From: Barry Gonnelly
barry@lawestinc.ca
Sent: Friday, May 7, 2021 3:17 PM
To: AJITH KARUNASENA <a jith.karu@seikaarchitecture.com</pre>
Subject: RE: DP202-5865 - 6508 Rundlehorn DR NE

Ajith,

Here is the revised plan addressing everything in the City comments.

- Surface material plan inset
- Landscape area 612 sq.m.
- Calliper sizes of trees provided
- Coniferous height locations provided.
- 0.5m amenity area into setback

Let me know if there are any other changes required. Thanks.

Barry

From: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> Sent: Friday, May 07, 2021 10:13 AM To: Barry Gonnelly <<u>barry@lawestinc.ca</u>>; Launie Burrows <<u>launie@lawestinc.ca</u>> Cc: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> Subject: FW: DP202-5865 - 6508 Rundlehorn DR NE

Hi Barry/ Launie See email below. See attached document. Please review and send details tomorrow. Urgent. Sincerely,

Ajith Karunasena

221

Architect AAA & Urban Designer

B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd 651 Macewan Drive N.W.

Calgary, AB, T3K 3R1 Tele-403-210-5085 ajith.karu@seikaarchitecture.com http://www.seikaarchitecture.com

From: AJITH KARUNASENA Sent: Thursday, May 6, 2021 3:07 PM To: Barry Gonnelly <<u>barry@lawestinc.ca</u>> Cc: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> Subject: FW: DP202-5865 - 6508 Rundlehorn DR NE

Hi Barry, See email below. See attached document. Please review and send details tomorrow. Urgent. Sincerely,

Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 <u>ajith.karu@seikaarchitecture.com</u> <u>http://www.seikaarchitecture.com</u>

From: Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>> Sent: Thursday, May 6, 2021 3:05 PM To: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> Subject: RE: DP202-5865 - 6508 Rundlehorn DR NE

Good afternoon Ajith,

Last Thursday, CPAG held a decision meeting and agreed to move to approval, pending some outstanding items, which included finalizing the TDM condition with our law department, and the outcome of a final bylaw check.

We have sorted out the TDM condition and I received the final bylaw check this morning.

222

The bylaw check could not be completed fully because of missing information on the plans. It's important to have all information included on the approved plans so that we can note ALL relaxations in our approval. I have attached the new discrepancies sheet to this email. In yellow, I have highlighted the sections with missing information.

Please send me a set of plans showing the missing information as soon as possible. The sooner we have complete information, the sooner the Development Authority can render the decision.

If you would prefer to receive a formal DTR document instead, please let me know and I can prepare one.

Regards Kelsey

From: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>>
Sent: Thursday, May 6, 2021 3:06 AM
To: Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>>
Cc: Lockhart, Darren R. <<u>Darren.Lockhart@calgary.ca</u>>; AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>>
Subject: [EXT] Re: DP202-5865 - 6508 Rundlehorn DR NE

Hi Kelsey

Last Thursday the CPAG finalized the DP conditional approval. Now it has been one week, I have not received the conditional approval letter. I need to submit it to the bank within this week.

Sincerely, Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Sent from my iPhone

On May 3, 2021, at 11:37 AM, Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>> wrote:

Good morning Ajith,

We are still finalizing a few comments for the Conditions of Approval. I will send it out when they are ready.

Regards Kelsey

From: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> Sent: Monday, May 3, 2021 9:03 AM To: Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>> Cc: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> Subject: [EXT] Re: DP202-5865 - 6508 Rundlehorn DR NE

Hi Kelsey Please kindly send the DP conditional approval. I already secured my bank funding for the project.

Appendix 5

AJITH KARUNASENA

From:AJITH KARUNASENASent:Sunday, July 4, 2021 11:10 PMTo:info@pineridgeyyc.ca; Carra, Gian-Carlo S.; Cohen, Kelsey L.; cpag.circ@calgary.ca;
Josh.White@calgary.caCc:AJITH KARUNASENASubject:DP202-5865

Ms. Marjorie – President at Pineridge Community association,

Refer to Seika architecture's Community Engagement website presentation. <u>https://www.communityengagement-seikaarchitecture.com/</u>

Seika architecture's Community Engagement website provides all the community engagement required presentation details regarding the land use rezoning and new outline plan.

Hi Kelsey, Please forward this mail to Ms. Marjorie –President at Pineridge Community association

Sincerely,

Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 ajith.karu@seikaarchitecture.com http://www.seikaarchitecture.com

AJITH KARUNASENA

From:
Sent:
То:
Subject:

Cohen, Kelsey L. <Kelsey.Cohen@calgary.ca> Friday, July 16, 2021 8:52 AM AJITH KARUNASENA RE: DP2020-5865

Hi Ajith,

I did not receive anything.

Cheers Kelsey

From: AJITH KARUNASENA <ajith.karu@seikaarchitecture.com> Sent: Friday, July 16, 2021 8:47 AM To: Cohen, Kelsey L. <Kelsey.Cohen@calgary.ca> Subject: [EXT] Re: DP2020-5865

Hi Kelsey

Did you receive any community letters until yesterday (July 15th)? The deadline for community comments was July 15th. I am going to remove the community presentation drawings from my community presentation website today. If you received any comments from the community sent directly to you, please forward them to me today before 4pm. I am going to submit my final letter to the city on Monday July 19th (to councilor and you).

Sincerely, Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban)), RIBA, AIA, (SL), MRAIC, LEED AP

Sent from my iPhone

On Jul 14, 2021, at 8:32 AM, Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>> wrote:

Hi Ajith,

I received the clearance letter from Enmax. The other thing that I asked for was a written summary of community concerns and how they have been addressed in the amended plans. Once I have received that, I can bring it to CPAG to make sure the submission is complete.

Regards Kelsey

From: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> Sent: Tuesday, July 13, 2021 10:57 PM To: Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>> Cc: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> Subject: [EXT] RE: DP2020-5865

Appendix 6

This block is an ugly sight. It is about time they develop it to go with the theme of multi family residential in that area. This will be the final addition that will stop the horror. It is not pleasant to see a seemingly abandoned property in the middle of the new development. I am pro-development of this patch of land. Plus, we will get a sidewalk that connects the street, who does not want safe walking?

Marianne Alindayo

maaldriannealindayo@yahoo.com

Opportunity of having a sidewalk from 24^{th} Ave to 26^{th} Ave is a great idea. More people are coming out and we are going to need more space to walk and enjoy the outdoors while staying at least two metres apart. It is about time. -

Annie Arguilla

anniearguilla@yahoo.ca

The development will complement the whole block of 24th Ave and 25th Ave. It is meant to be as it has been an eye sore for the longest time. All the multi-family development in one area will complete it. Finally, that block there will look great plus a sidewalk is going to connect the streets avoiding having to cross the road because of the unavailable sidewalk. Great job for this developer. Why did the city or community have left this part of Pineridge? We need to enjoy what we are paying as taxpayers.

Cris Paac bingezra@yahoo.ca



The community of Pineridge deserves a sidewalk on that block. Every time we go for a walk, we need to cross the road just to avoid this block as it does not have the sidewalk. Kudos for the enveloper for putting one in. Where did our tax money go for all this time? Where are the community leaders who should have promoted the welfare of its community? We need a sidewalk!

JOP Paquepo Jon Raquepo jonezrarageupo@yahoo.com



I am in favor of the City working with developers to add affordable and attainable housing to our neighborhoods. But we strongly believe that such housing should be responsible, reasonable, and respectful of existing neighborhoods. It is also our belief that the development currently proposed for 6508 and 6520 Rundlehorn Drive satisfies only one of these objectives: It adds housing units as well as it creates the opportunity to have a sidewalk that will finally connect the 24th Ave

Irere Manglallan imanglallan9@hotmail.com

This development which brings about the development of the sidewalk is particularly important for families with young children, as playgrounds are closed, and a walk or bike ride is often the only outdoor activity they can do together. We need this and hoping that the city will listen. It is our money anyway but, in this case, the developer will make it happen which was neglected by the city in forever!

Aisa Sabio

alsasabio46@gmail.com

I just wish the community will see the need of this parcel of land to be developed. It looks like, it does not belong in Pineridge especially with the surrounding developments that has been going on in the recent months. This needs to go as it looks like an old fart in the middle of blooming teenagers.... literally. It will be a fresh addition to the other multifamily houses in the area.

Aspacent Romeo Dela Cruz

romeodc1@outlook.com

We are calling for the City of Calgary and the community of Pineridge to create more space for people walking, running or cycling. This block of 24th Ave does not have a sidewalk. If the developer will build one, we can maintain safe physical distances this summer. This is an easy, low cost (as developer pays for it) and responsible approach, which is particularly important during this time, when the only activity is to go explore the neighborhood

Jojo Respicio

jrespicio77@gmail.com

Thank you, Seika Architecture, for sharing the projects details. Finally, somebody is willing to take up and do some work for the community and specially for this site, and thank you to the Developer.

This site is been abandon by the city, nobody is been taking care of the site and specially for the side walk. Where our tax money is going, how come Our counsellor and community association is not doing anything. Please share the information with them

mour Minerva Olalo

Minerva Olalo Minerva.olalo@outlook .com

This building development will be a good fit. There are already few multi family residential in the area so it is nice to break that old multi family buildings just behind the Pineridge Plaza. That is starting to look like a ghetto so a newer development few blocks away will at least change the air in Pineridge. Hopefully, this new sight will bring a much better crowd in the community

gscott451@outlook.com

Great effort has been made from the developer and design team to blend the project into the fabric of the neighbourhood. It features a striking design, interesting materials, generous public space at the street level, and human-scale elements. It's an example of good design and a developer making an effort to incorporate design, character, and community...I believe that the community should work together and partner for our community growth

" Vough Zijian Wong

zwong2514@gmail.com

This is a beautiful project that will bring some more life into the area. It is about time that ugly, eye sore will be removed. We need a better housing project. What are we protecting by the way, that old looking house and empty sheds that looks abandoned lot? Let us get this developed to give way for a new sidewalk as well.

B.Tiwae Benjamin Tiwac

betiwac72@gmail.com

Let us stop and think through. Unfortunately, some redevelopment I think is inevitable, and in many ways desirable. For one, I often favor a degree of "densification", to make better use of resources. I guess my bottom line is some growth and redevelopment is an ongoing necessity to preserve vibrancy and an opportunity to have a better living, like a new sidewalk that will connect 24th Ave where people especially children can now walk safely and not to have to cross the road. A poor redevelopment however can certainly have negative results too though

Mieb land

Michael Frank mf9320685@gmail.com

It would be great to knockdown those old crappy houses and replace them with modern buildings that meet free market demand and talk about developing a sidewalk where it has been forgotten by the community leaders or the city? Where is the taxpayer's money? How come we never had a sidewalk on that side of the road?

edui Dolludi

Edwin Dollente e.dollente@hotmail.com

Hi Ajith, thanks for sharing the project details. It is really good project. It is very compatible to the area. All the Multifamily surrounding these buildings. Most importantly it is not going to be abundant site anymore. I am really wants to know please share the information with us once you talk to the city where out tax money was going .How come no body pay attention about the sidewalk . What our counselor and the community association been doing. thanks

Harnes des feiri

Haminder Saini harminder1004@gmail.com

Thanks Seika Architecture for sharing the project details .I fully support the project .Building design ,Architecture definitely will give good value to the neighborhood .Specially adding the Side walk in this block ,That is really good for the community .

R.C.yf. Rupinder Singh

rssaini02@yahoo.com

I am writing this letter to strongly agree with this development. The size of the proposed development is a fit with the land use plan. The proposed development is in a multi-family area. The focus is for ground oriented multifamily housing, such as townhomes, to be placed along Rundlehorn Drive. The sight right now is an eye sore. It must be taken out so that it will blend with the other properties in the area.

Gray Layton glayton61148@outlook.com

This proposed development follows the guidelines provided by the residential bylaws to protect and respect residential neighbourhoods and retain their character and form. It should be allowed for the benefit of the community and the city, allowing an opportunity for a sidewalk. This land has been rezoned already for multi-family, so it just suited the neighborhood. Where was the city by the way all these years? Why did they not make a sidewalk in that part of Pineridge?

Arsenio Grayda graydaa49@hotmail.com

Concrete sidewalks typically receive the most foot traffic behind driveways. If this development brings about a sidewalk, I am all for it. It has been a long time that this part of Rundlehorn Drive does not have a sidewalk. Often, I see people just walking on the street which is not safe at all as they are too close to the cars that are going by the main road. It is about time that we get the benefit of our own money, but I heard the developer is taking care of that cost as well which benefits the city in terms of its cost.

Jorgie Hidalgo ghidalgo4310@gmail.com

We never had a functioning sidewalk in this part of Pineridge. The property in that block of 24th street to 26th street is bad. It does not suit the land use as it is already surrounded by all multi family residential properties. I propose for the development to continue as it will look aesthetically better and will also bring that sidewalk we need for the longest time. They should review the development right away and get t started as soon as possible.

Jeffrey Chen jchen31766@gmail.com

The city has neglected this area. The City Engineering office seemed like they have forgotten this part of Rundlehorn Drive. The city has to address the improvements in the neighborhood such as the installation of a sidewalk. I have been living in Pineridge for 10 years and for all these years, I have not seen the attention of the ward councillor or the city to install a sidewalk. Where did our taxpayer's money go all this time? We deserve improvement.

Na

Liang Mah mahl100951@gmail.com

The developer has complied with all the city requirements regarding this development. The area is surrounded by all multi family houses. A building has just been erected with 60 units I believe so I don't understand why this development is taking a while. Parking should not be an issue as it is already complied. Developer is also required to develop the sidewalk which was supposed to be the city's responsibility. I proposed this will be taken cared of by the city as soon as possible as that land already is becoming an eye sore. It does not suit the area.

Un lik

John Robert jrobert112570@gmail.com

I am not concerned at all in this development because, the zoning of the houses in the neighbouring block is already multi family. The developer has no city by law violation or exceptions in this, so I don't really understand the delay. My concern is the unsightly property that looks like a dump yard which is in the middle of all the new developments in the area. Please approve the building development right away so we can have a much more beautiful sight in this part of Rundlehorn Drive.

K tom

William Kimmel willkimmel368@outlook.com

Ajith, thanks for sharing the development details at 6508/6520 Rundlehorn Drive. I fully support the development. You and your developer are already complying all the city guidelines and requirements for the development of this parcel. Development will add the value to the neighbourhood specially by providing the Sidewalk to the residents of the Neighbourhood. I really admire the developer for taking the steps. I don't see any problem or hurdles from the city for not approving this project.

Veronne Anderen

Veronica Anderson avanderson70@hotmail.com

After reviewing the information shared by the Ajith, I support the development .Lots of good things about the development, Removing the old structure seems like nobody ever wanted to take care of the parcel is already a huge thing, No side walk which developer is going o provide and saving the tax payers money but at the same time question arises that why our counselors and community association leaders never take up on this. They just want to hold the public office and get paid from taxpayer's money and do what? nothing. Not just that even the city officials literally neglected this area.

-STIDD 1

Grace Eugenio geugenio71@hotmail.com

Appendix 7



Principal: Ajith Karunasena, Architect, AAA & Urban designer

Written reply for Detailed Team Review comments 2 for Development permit Number DP2020-5865

June 30th 2021

Bylaw Discrepancies

(1)592 Building Setbacks -Unable to determine compliance. Contextual adjacent building information not provided for 6635 25 AV NE (North setback) and 6587/6613 Pinecliff GV NE (South setback).

Answer- Refer to drawing A-01a, Contextual setback drawing prepared by the surveyor. Land use by law 592 (2) 3.0 meters. Building "A" setback from 25th Avenue NE is 3.97m. Building "B" setback from Rundlehorn Drive NE is 3.05 meters. Building "B" setback from 24th Avenue NE is 10.96 meters.

Complied with the land use bylaw requirement

(2) 549 Projections Into Setback Areas (max.)

Answer- Building "A" and "B" have provided the details required in land use bylaw 549 (1) (2), (3) (4), (5), (6), and (7)

Complied with the land use bylaw requirement

(3) 594,13 Building Height and Cross Section (max.) Plans indicate portions of the roof on all buildings are located in the maximum building height chamfers.

Answer- Refer to building A drawing details 8 / A-03 and 9 / A-03. Refer to building B drawing details 2 / A-04b and 3 / A-04b.

Buildings A & B have Complied with the land use bylaw requirement

(4) 550 General Landscaped Area Rules- Plans do not indicate the surface material of portions of the parcel.

Answer- Refer to the revised landscape drawings. It provides the details for all the surface materials.

Complied with the land use bylaw requirement

(5)550 General Landscaped Area Rules- Plans indicate motor vehicle parking stalls in the East side setback area. Buildings 1 & 3 are also potentially in the North & South setback areas.

Answer- Refer to revised landscape drawings. It provides the required details.

Complied with the land use bylaw requirement

(6) 551 Specific Rules for Landscaped Areas- Plans indicate a landscaped area of 595.74m² (-446.66m²) or 22.86% (-17.14%) of the parcel.

Answer- Refer to revised landscape drawings for details. Street oriented multiresidential development (complies with land use by law 135(a)(i) and (c)) needs to provide a 783m2 landscape area (refer to revised landscape drawing).

Required landscape area (40% of parce	el area) 1042.4m2
Street oriented multi residential 4% redu	uction = $104m2$
Enhance landscape 3% reduction	= 78m2
Low water 3% irrigation reduction	= 78m2
Total reduce landscape area	=260m2

Required landscape area based on to the above = 784m2

Provided landscape area at ground = 753m2 (96.05%) land use bylaw 593 Soft landscape area provided at ground level = 498m2 (63.6%)Hard landscape are provided at ground = 260m2 (33.16%)Balance 3.24% landscape area (25m2) provided at 4th floor level facing Rundlehorn drive NE (refer detail 3 / A-04a).

Provide hard landscape area at 4th floor level is 54m2, based on the land use bylaw section 73(a)(c).

Note- required landscape area after all the reductions (based on the landscape architect's drawing) is 784m2. Provided landscape area is 807m2 (ground level 753m2 + 54m2 at 4th floor level)

Complied with the land use bylaw requirement

(7) 593 Landscaping- At least 90.0% of the required landscaped area must be provided at grade.

Answer- Refer to the above details.

Complied with the land use bylaw requirement

(8) 552 Planting Requirements- Plans do not show a breakdown of calliper sizes for each deciduous tree species. Unable to determine compliance.

Answer- Refer to the revised landscape drawings for details

Complied with the land use bylaw requirement

(9) 552 Planting Requirements- Plans do not show a breakdown of heights for each coniferous tree species. Unable to determine compliance.

Answer- Refer to the revised landscape drawings for details

Complied with the land use bylaw requirement

(10) 557 Amenity Space- Plans indicate all balconies have a depth less than 2.0m.

Answer- Refer to building "A" and building "B" floor plans. Balconies are not considered as common amenity space in this project. Balconies will comply with the Alberta building code requirements.

Complied with the land use bylaw requirement

(11) 557 Amenity Space- Plans indicate 2 common outdoor amenity spaces with a depth less than 6.0m

Answer- Refer to site plan. Proposed development includes one common amenity space near building B that faces Rundlehorn Drive and 24th ave NE. Amenity Space complies with land use bylaw 557(9)(a) outdoor and 557(9)(c)

Complied with the land use bylaw requirement

(11) Motor Vehicle Parking Stalls- Plans indicate 26 (-22) resident parking stalls

Answer- Based on the parking study, City of Calgary's transportation engineer's email dated March 2nd 2021, required parking stalls per residence is 1 parking stall per each residence.

Number of units in the proposed development is 35.

1 parking stall per unit will serve 28 units.

7 units owners will receive a bus pass each year (Transit subsidy).

Each unit owner has 2 bicycle parking stalls (class 1) in the basement area.

Complied with the land use bylaw requirement and city transit Subsidy study.

(12) 122 Standards for Motor Vehicle Parking Stalls- 3.0m visitor stall width required where 60d parking is provided

Answer- Refer to the site plan. Provided visitors parking stall width is 3m.

Complied with the land use bylaw requirement

Prior to Decision Requirements Planning:-

(13)Use the Applicant Outreach Toolkit (calgary.ca) to undertake robust engagement with the Community Assocation and interested neighbours. Provide a report explaining what engagement was undertaken and how community concerns have been addressed.

Answer- Refer to Seika architecture's Community Engagement website presentation.

https://www.communityengagement-seikaarchitecture.com/

I have sent the link to the councilor and community association (Ms. Marjorie – president at Pineridge Community association). Seika architecture's Community Engagement website provides all the community engagement required presentation details regarding the land use rezoning and new outline plan.

(14) Submit a letter from Enmax Corporation indicating that the following issues have been addressed. Please contact Ali Sharif at 403-604-8603 to resolve the issues. The proposed resolution may necessitate further CPAG review of amended plans.

Answer- I have sent the revised drawings to Enmax Corporation- Ali Sharif at 403-604-8603.

Prior to Release Requirements

Consultant agreed to comply with DTR comments item # 6 to 13 before DP release.

Sincerely

Ajith Karunasena

Architect AAA, and Urban Designer B.Sc. (BE), M.Sc. (Arch), MUDS (M.Sc. Urban), RIB

Appendix 8

AJITH KARUNASENA

From:	AJITH KARUNASENA
Sent: To:	Monday, July 19, 2021 1:30 PM 'naheed.nenshi@calgary.ca'; Carra, Gian-Carlo S.; Cohen, Kelsey L.; White, Josh
Cc:	AJITH KARUNASENA
Subject:	DP2020-5865
Attachments:	Owner's letter to City.pdf; Rundlehorn Project- Suport letter.pdf; 50% suport letters.pdf

Mayor City of Calgary/ Councilor Carra, Gian-Carlo S.

Response to Pineridge community association-

Proposed Multi Residential development at 6508 & 6520 ,Rundlehorn Drive NE Calgary (Plan 2010359, BLOCK 9A, Lot 25 & Plan 1280 AJ, BLOCK 9A, Lot 11 & 12)

We have posted the notice board in the city public road (city sent the guidelines to post the notice board) on October 27th 2020. My client (the landowner) had discussed the project with some surrounding residence. No objections were received.

File manager forwarded the letter she received (community association did not send the letter to me or forwarded a copy for me or my client) from the community association (letter dated May 14th 2021- After 7 months after the sign board was posted) on May 18th 2021.

I have decided to develop the proposed development based on the land use MC-1. Based on the submitted DP drawings, we received the DTR comments from the city of Calgary's CPAG team.

Our development has faced two major challenges (unexpected increase development cost) due to the city of Calgary's neglect of two major areas. We need to fix the above at our own cost.

- (1) City of Calgary did not build the sidewalk along the Rundlehorn NE (this area is under developed land and the sidewalk should have been built long time earlier). We have to build the sidewalk at our own cost.
- (2) We have to connect the sidewalk from 24th ave NE to Rundlehorn NE. Due to existing level difference between the two sidewalk locations, we have to dedicate part of our development site land area to fix the connection between 24th ave NE to Rundlehorn NE.
- (3) The exiting transformer is located close to the road (city did not properly co-ordinate the work with Enmax). The transformer is at an incorrect location. We have to fix the walkway connection from 24th ave NE to Rundlehorn NE along with fixing the above issue.

Revised development permit drawings comply with the land use bylaw requirements and parking study requirement based on the city of Calgary's transportation guidelines. We also provide public transit passes (throughout the year) for 7 units rental owners (rented half basement units). Provided transit passes support the citizens use of the public transit facility.

As we have recently discussed with surrounding citizens about the proposed development, citizens are unhappy with the walkway abandoned on Rundlehorn NE by the City, but they are impressed with the proposed development. We have received a number of citizen support letters (over 25 letters to support the development). Two letters provide comments about the different design requirements, but support building of the sidewalk along the Rundlehorn NE. All the letters have been sent to the file manager – City of Calgary.

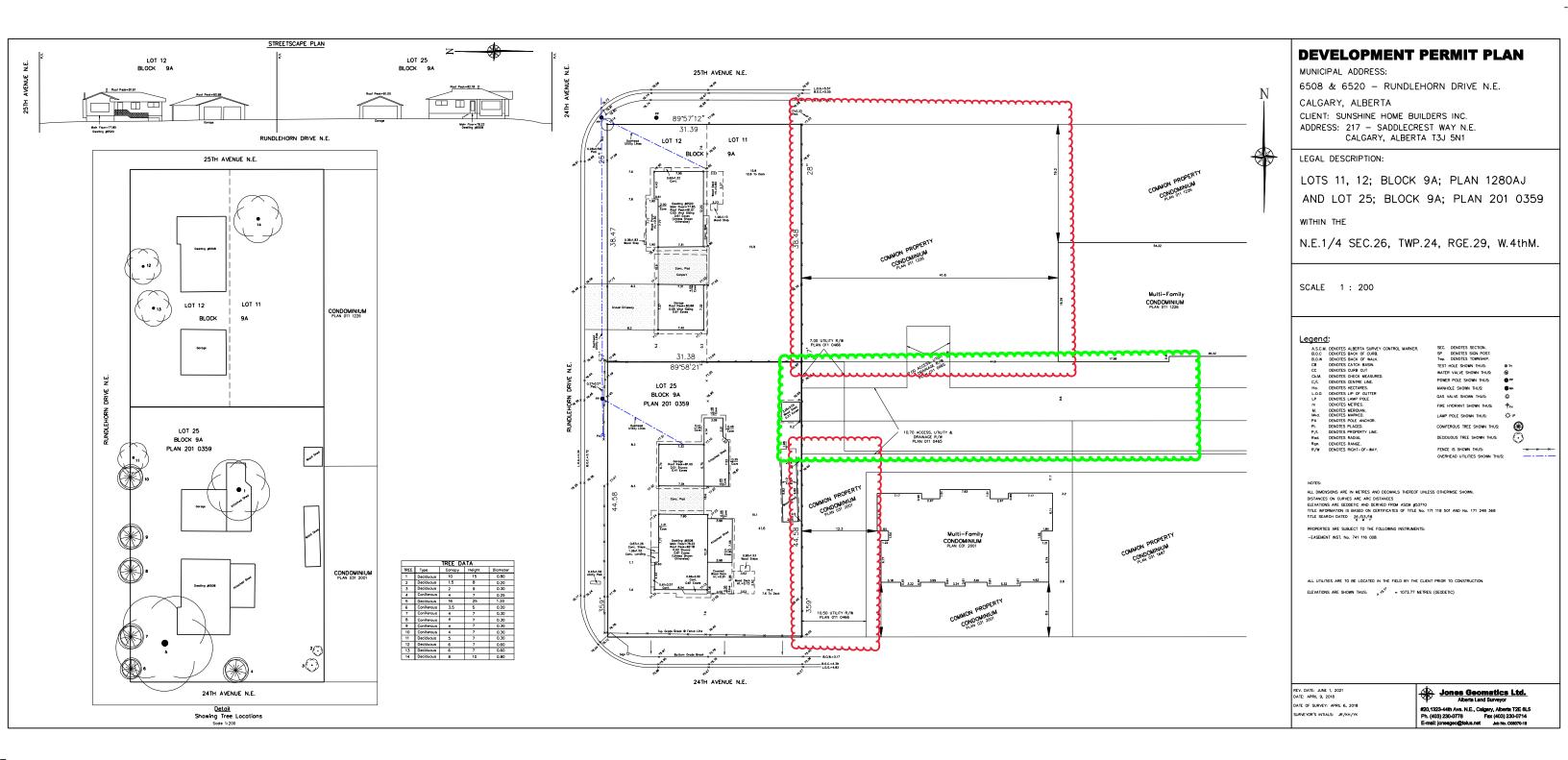
Sincerely,

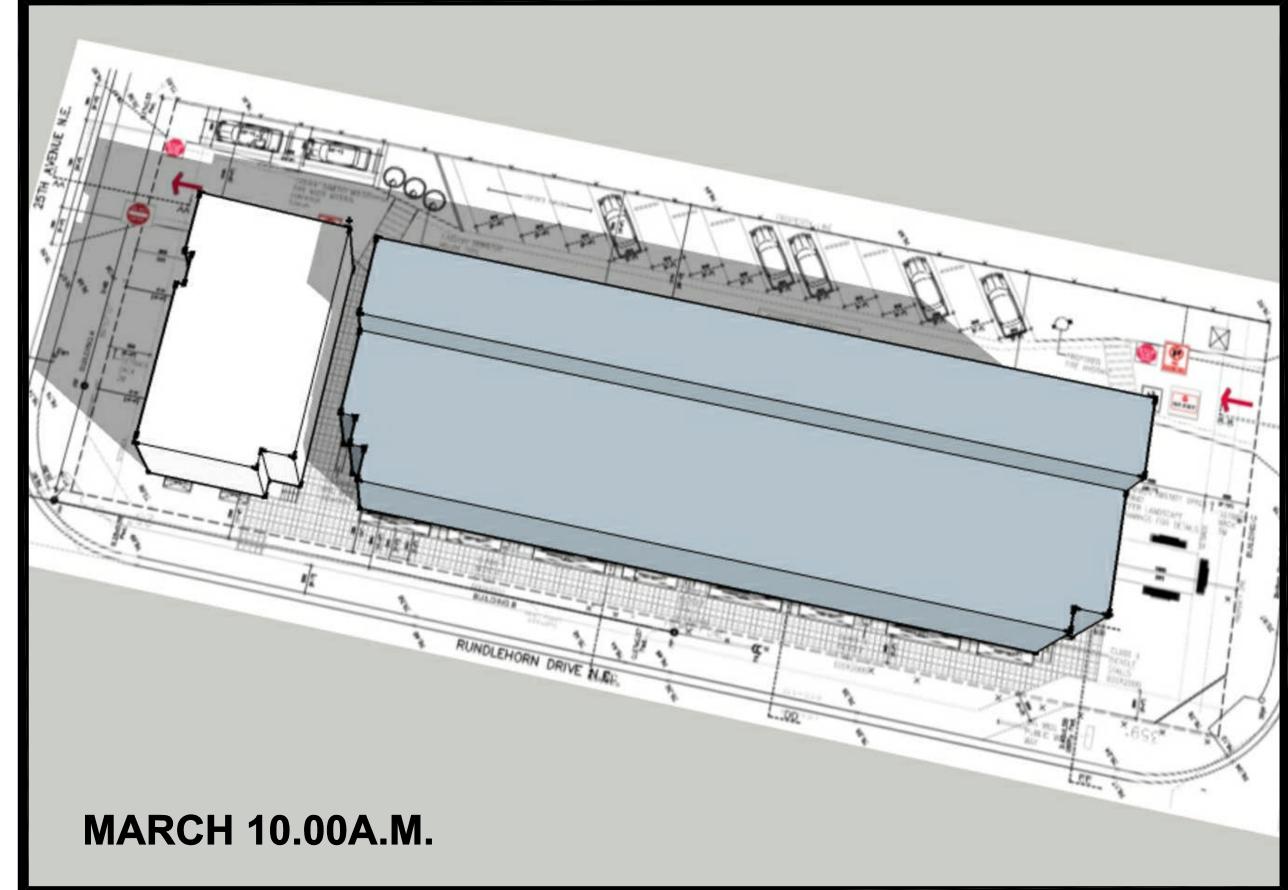
Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

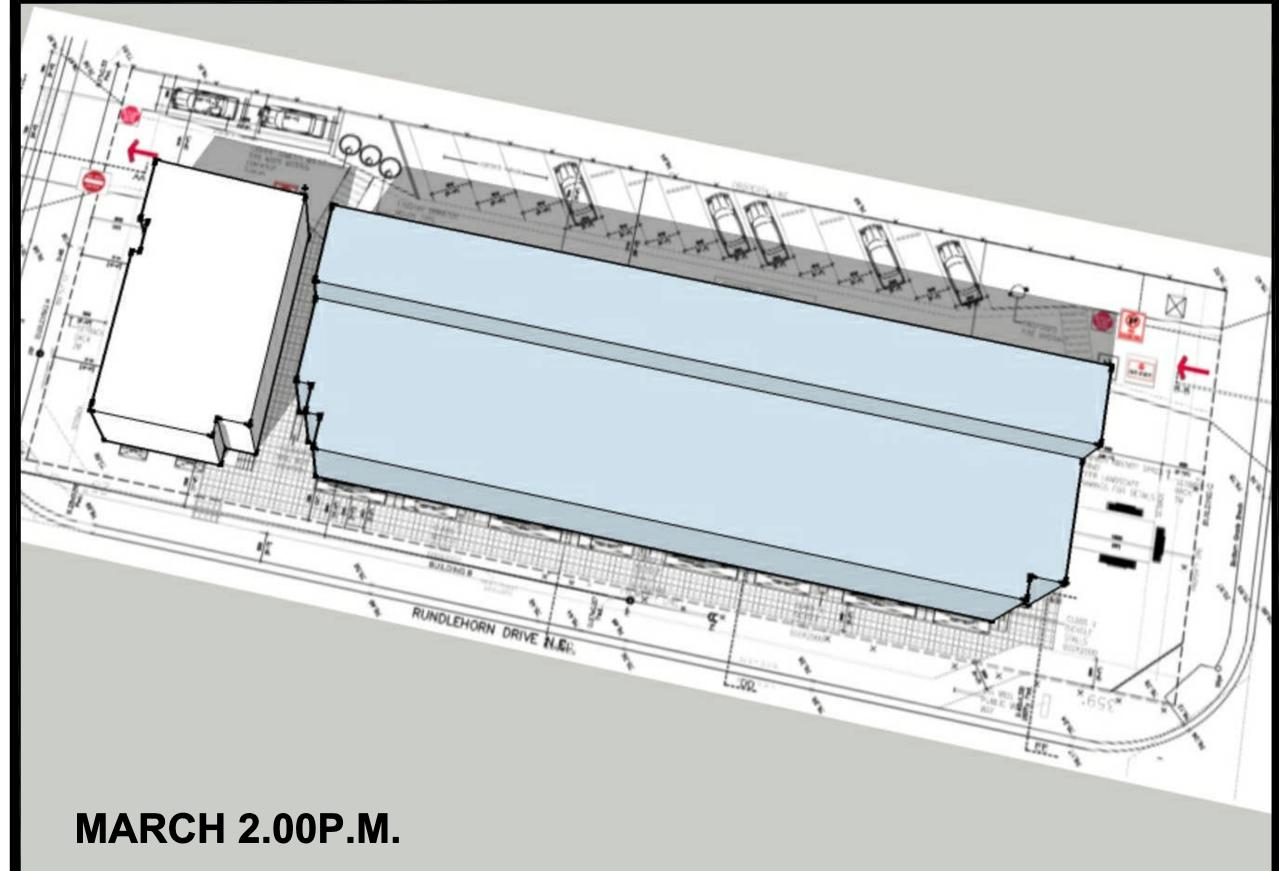
Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 ajith.karu@seikaarchitecture.com http://www.seikaarchitecture.com

Appendix 9

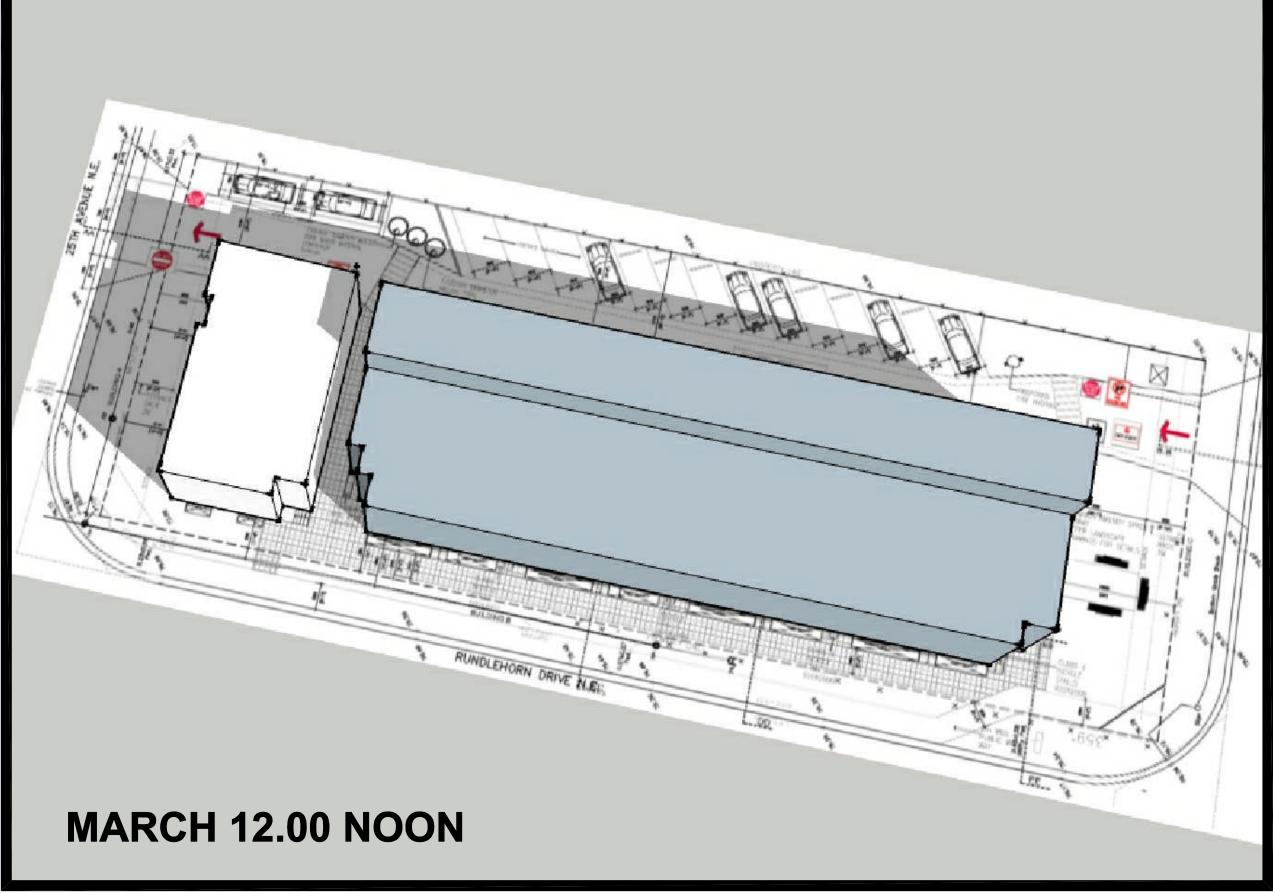




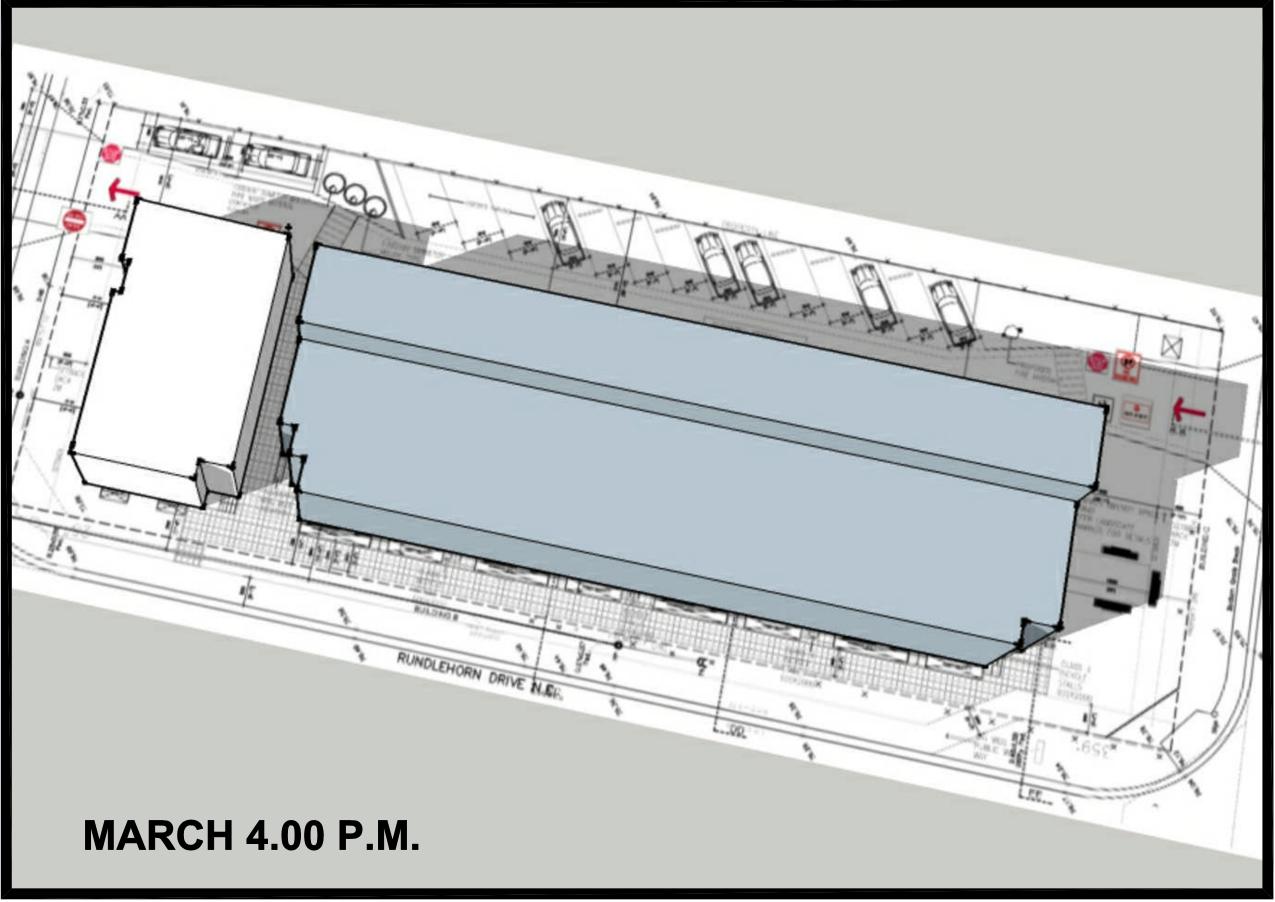


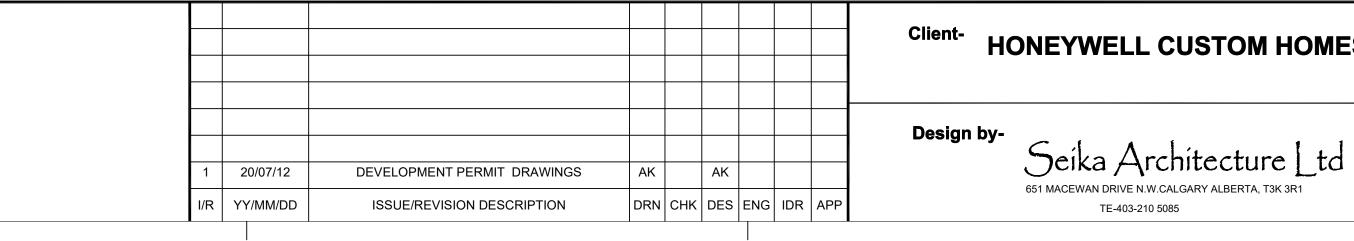
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262







HONEYWELL CUSTOM HOMES INC

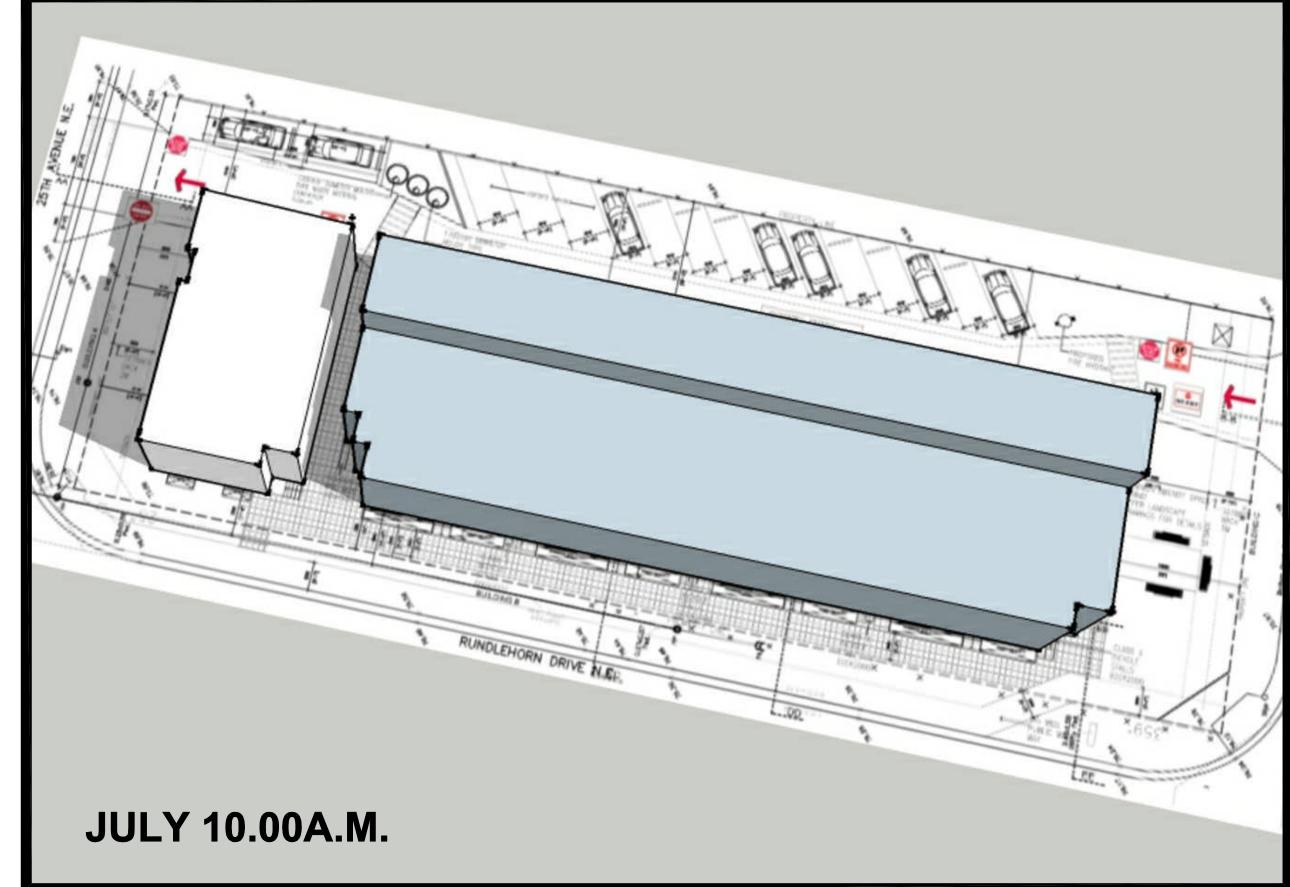
PROPOSED MULTI RESIDENTIAL DEVELOPMENT AT 6508 & 6520 RUNDLEHORNE DRIVE N.E. DEVELOPMENT PERMIT DRAWINGS

SHADOW STUDY MARCH

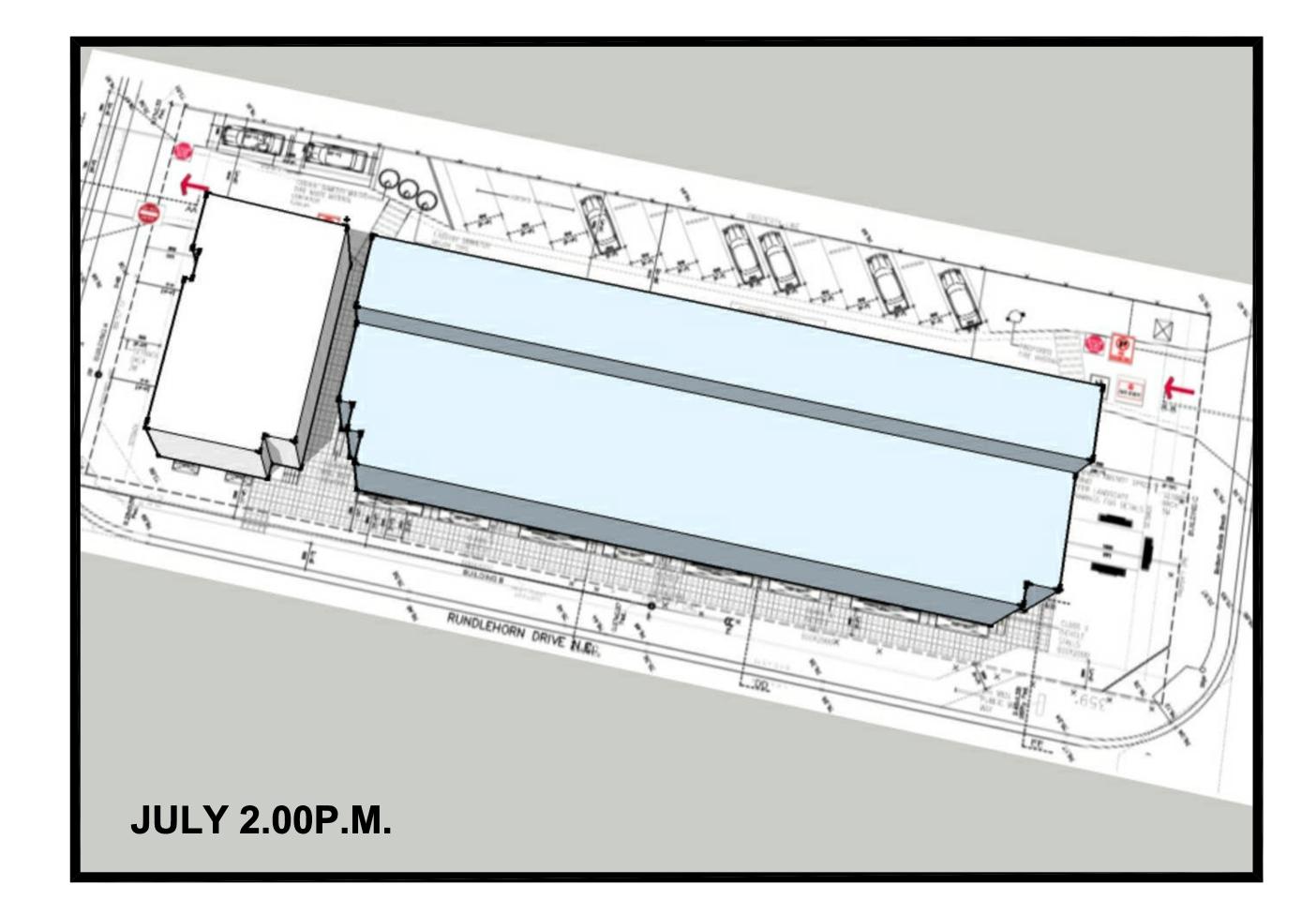
PROJECT NUMBER SE-140

DRAWING NUMBER SK-01

ISSUE/REVISION

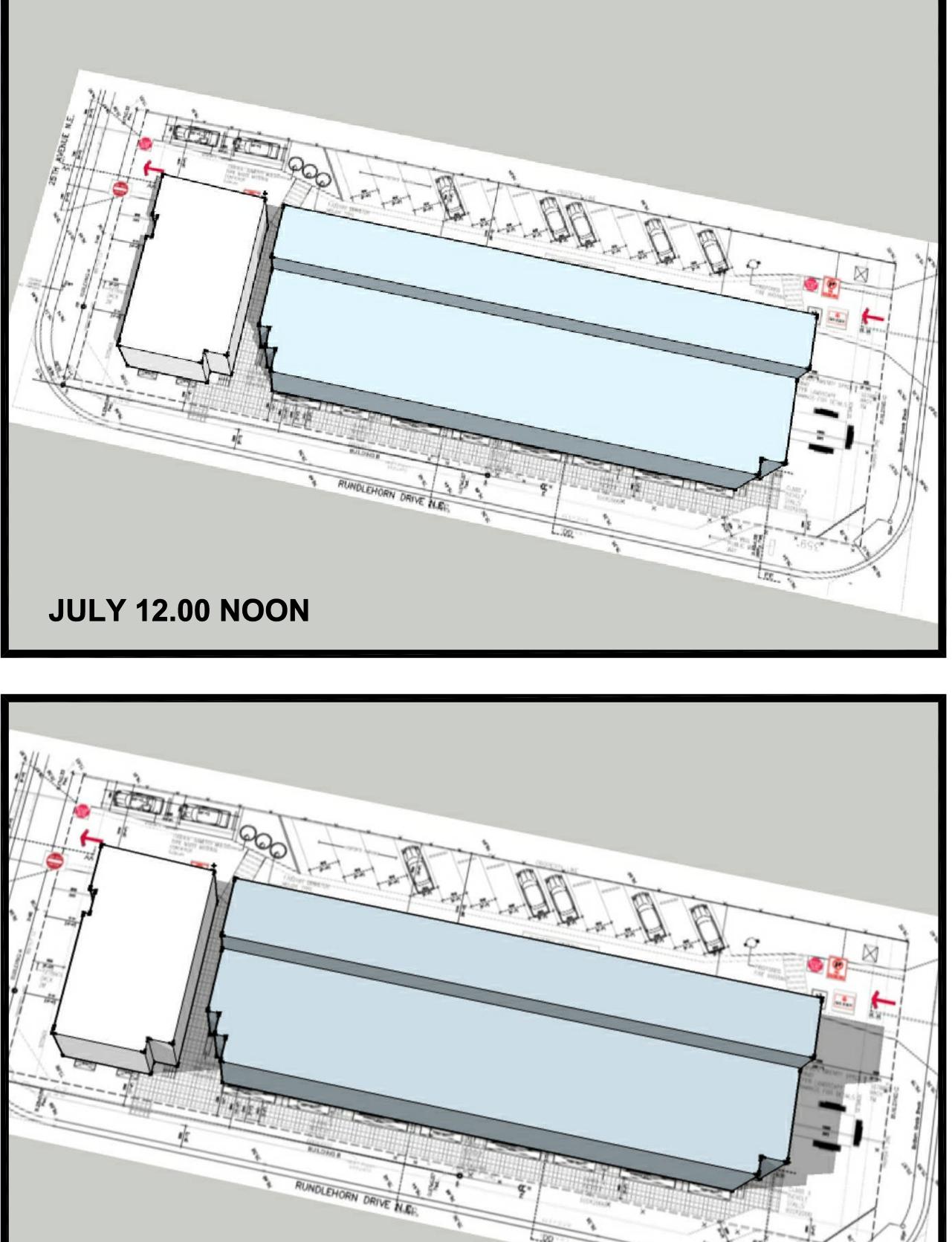


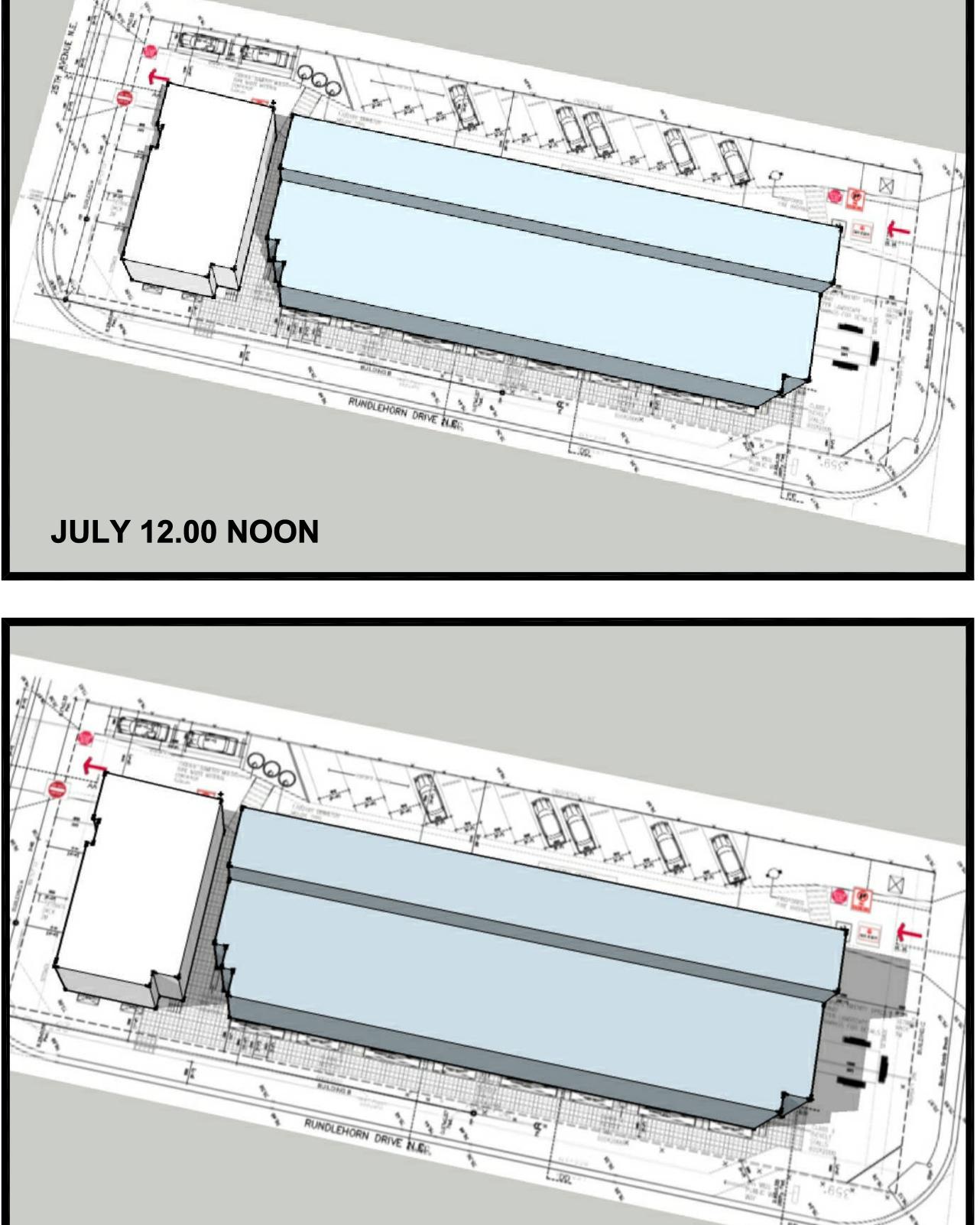




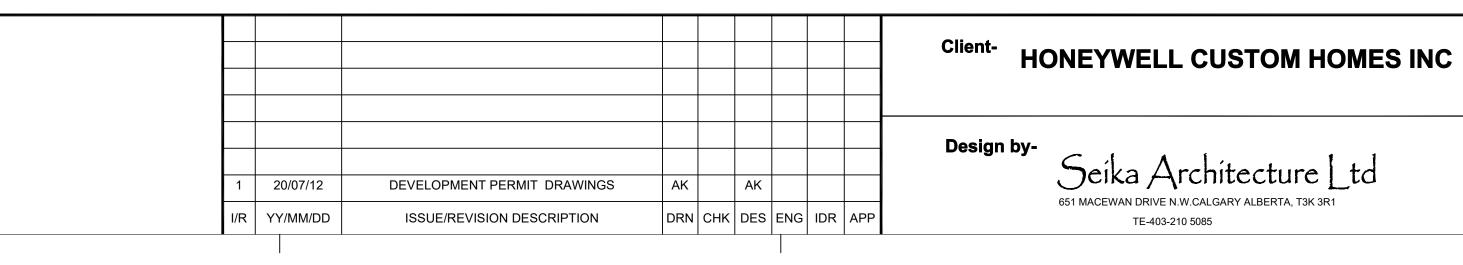
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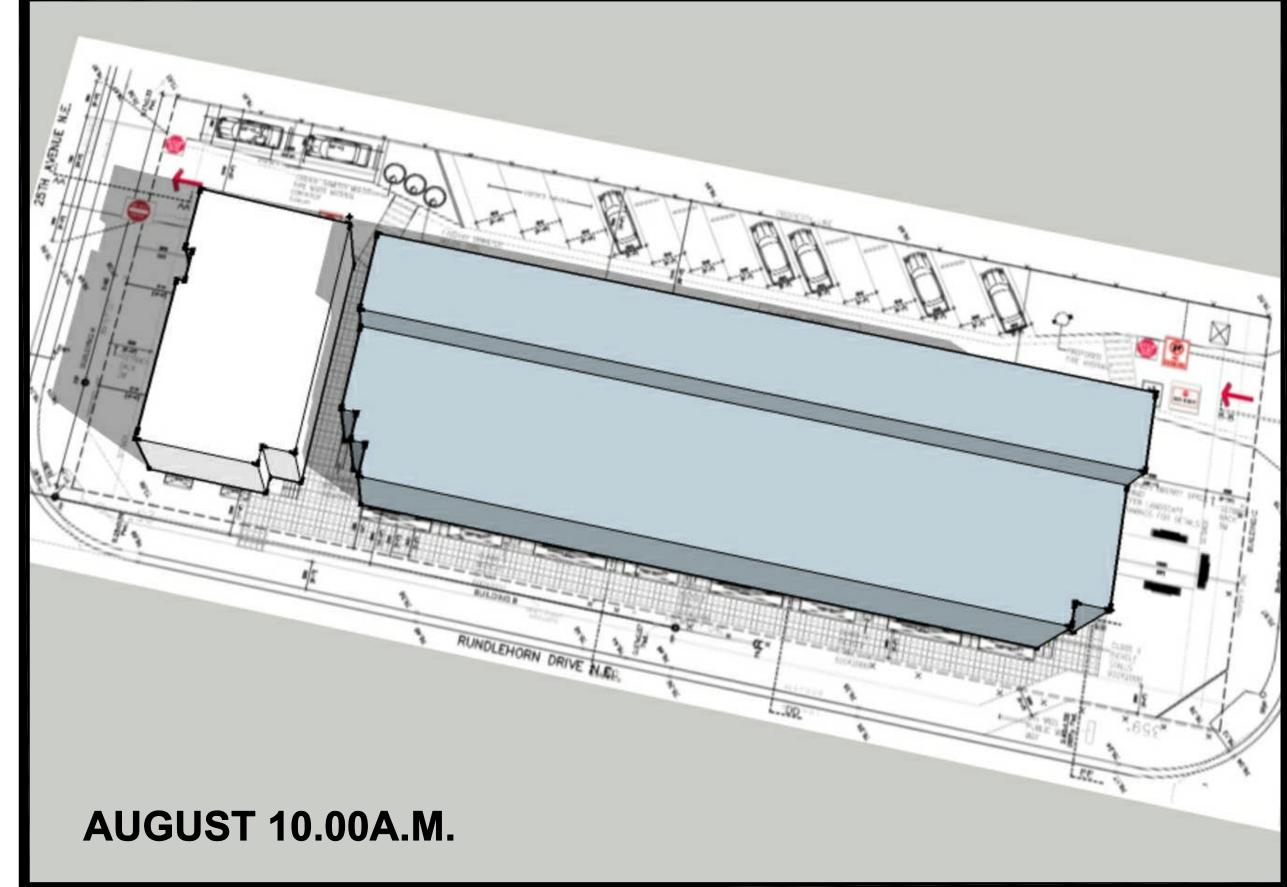
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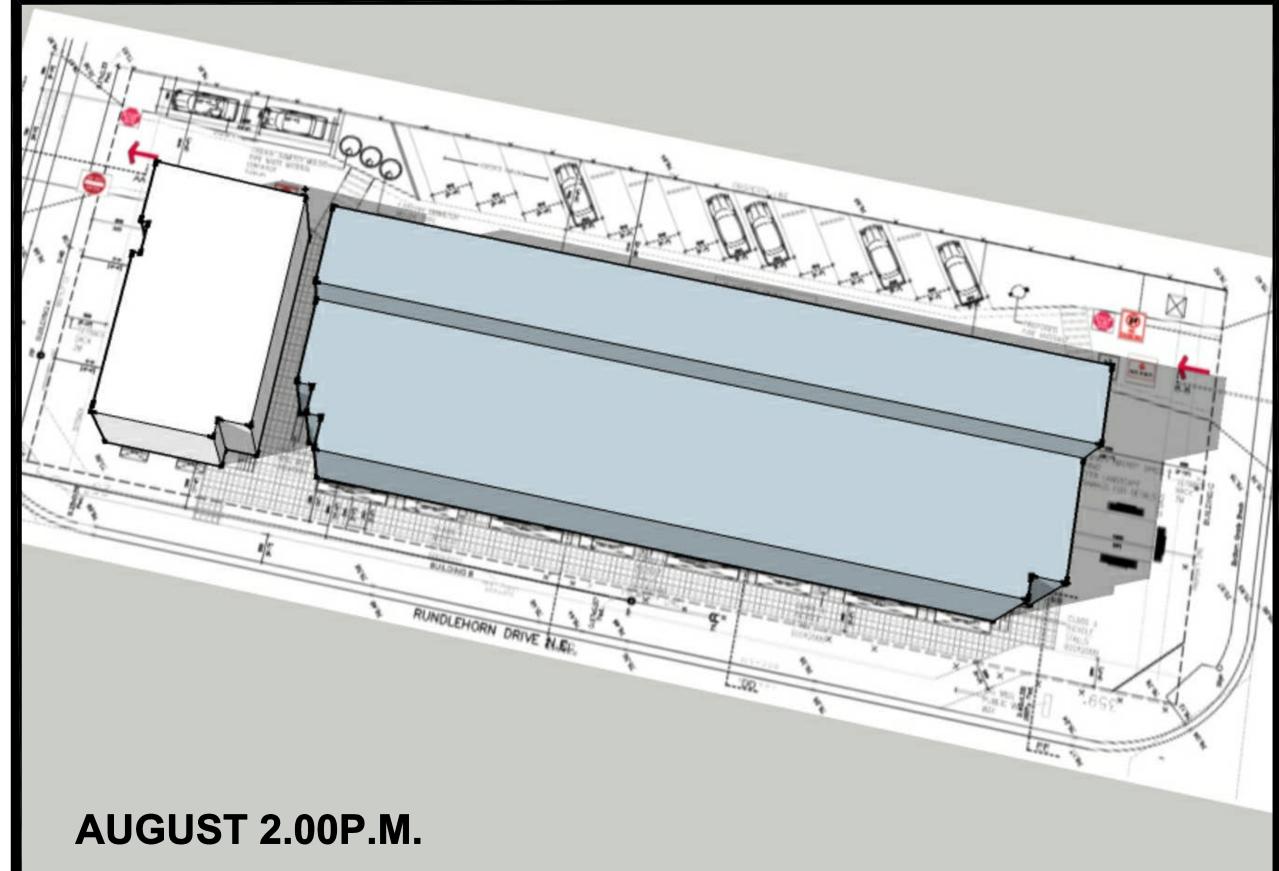


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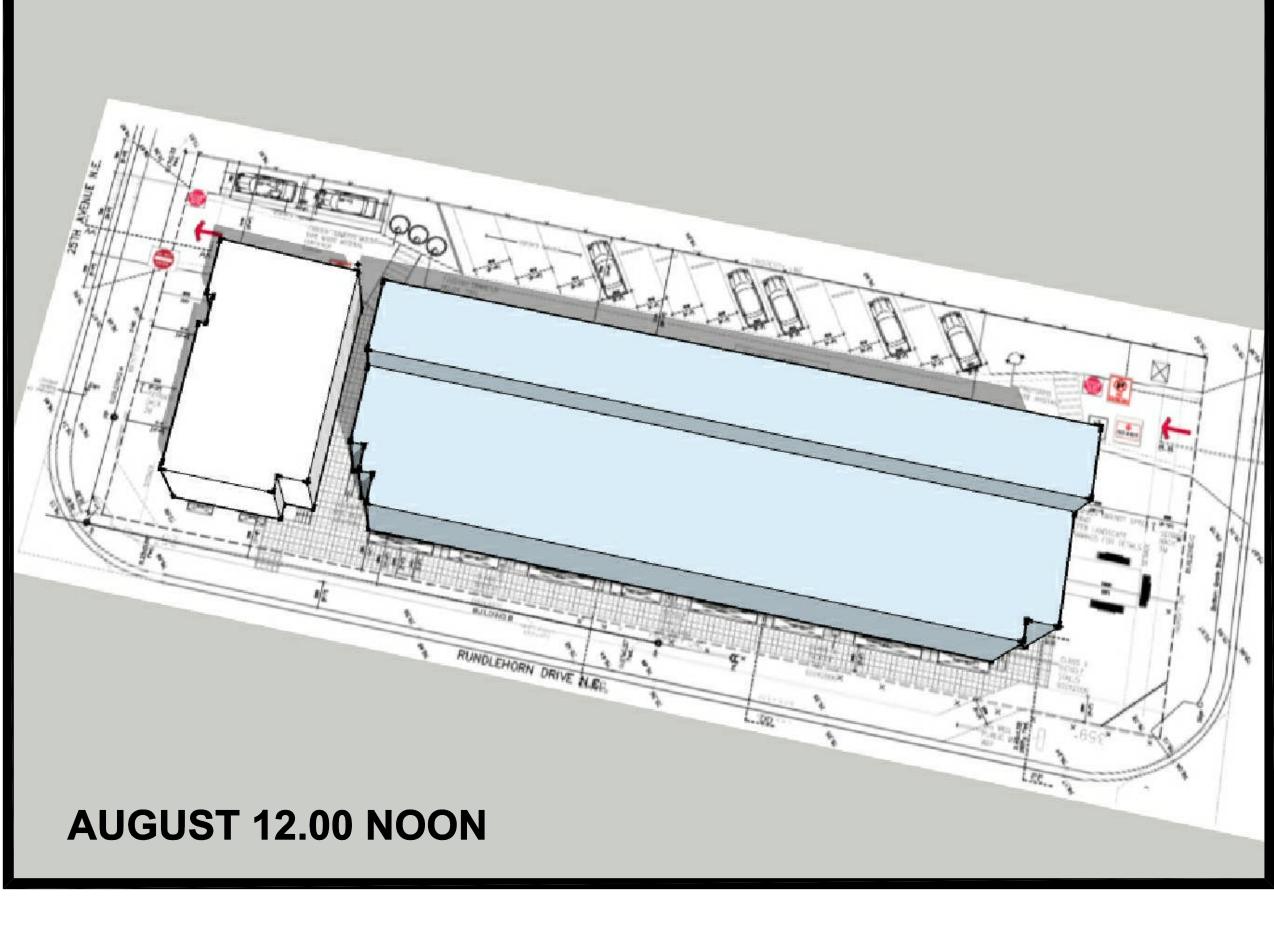
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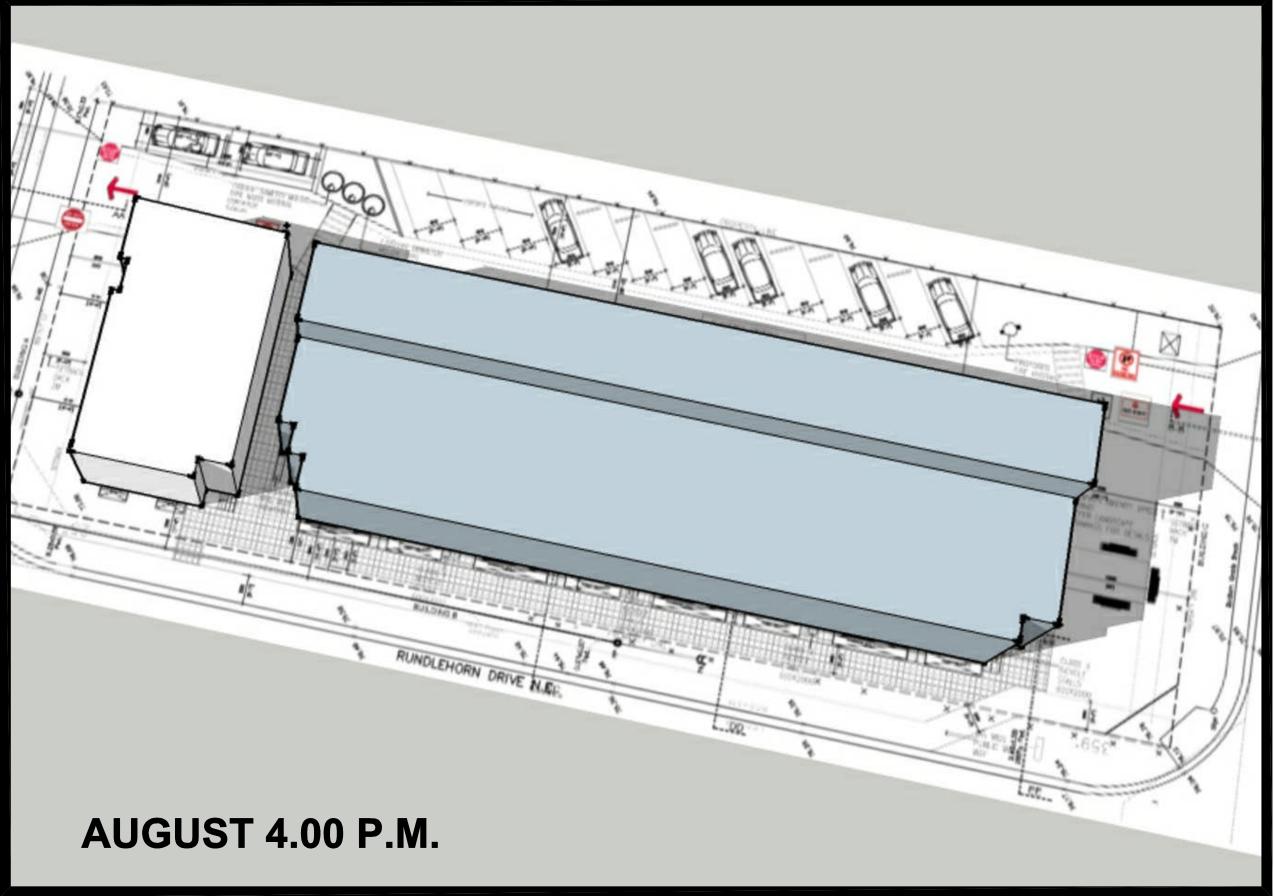


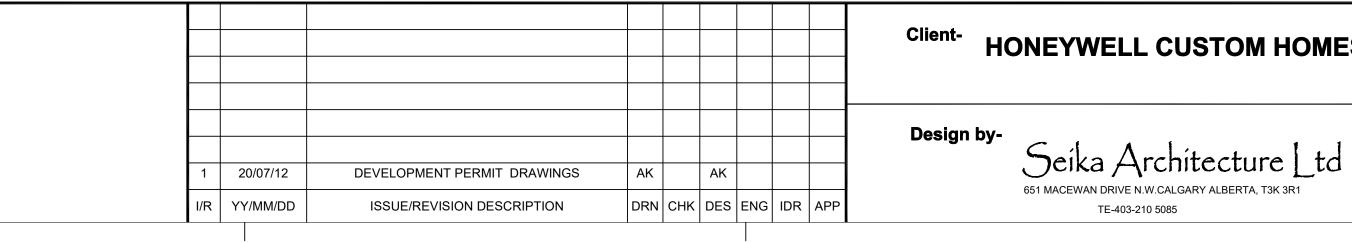


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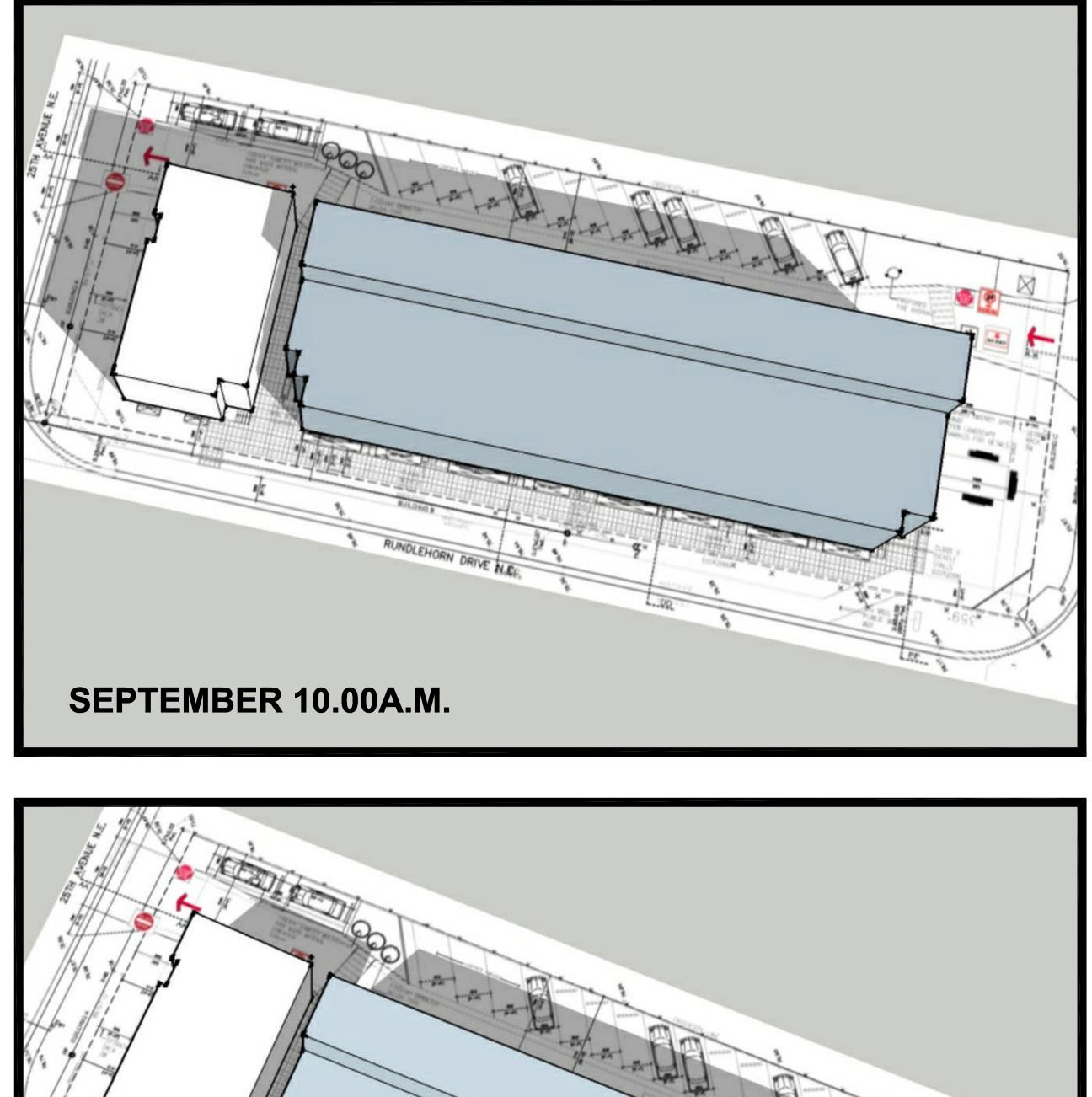


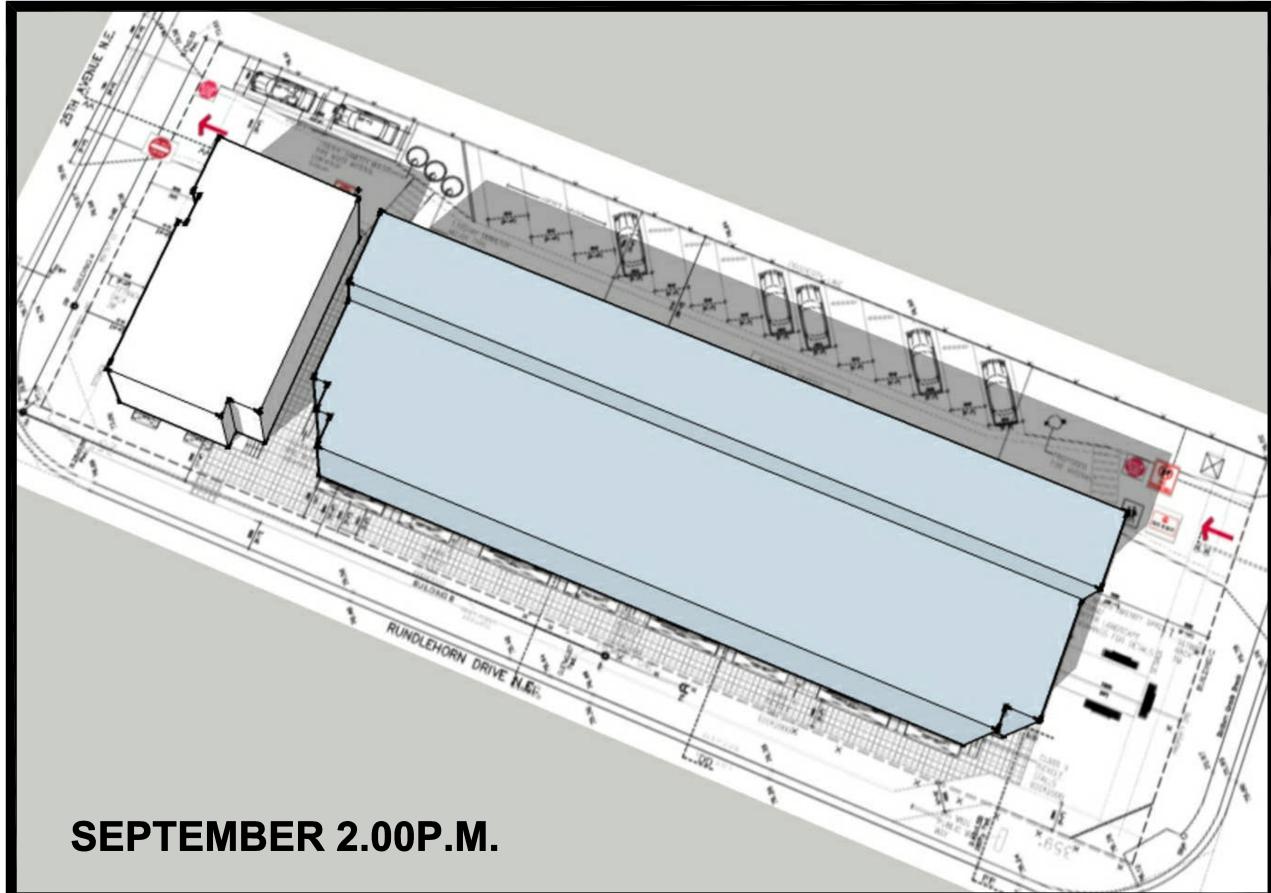
HONEYWELL CUSTOM HOMES INC

PROPOSED MULTI RESIDENTIAL DEVELOPMENT AT 6508 & 6520 RUNDLEHORNE DRIVE N.E. DEVELOPMENT PERMIT DRAWINGS

SHADOW STUDY AUGUST

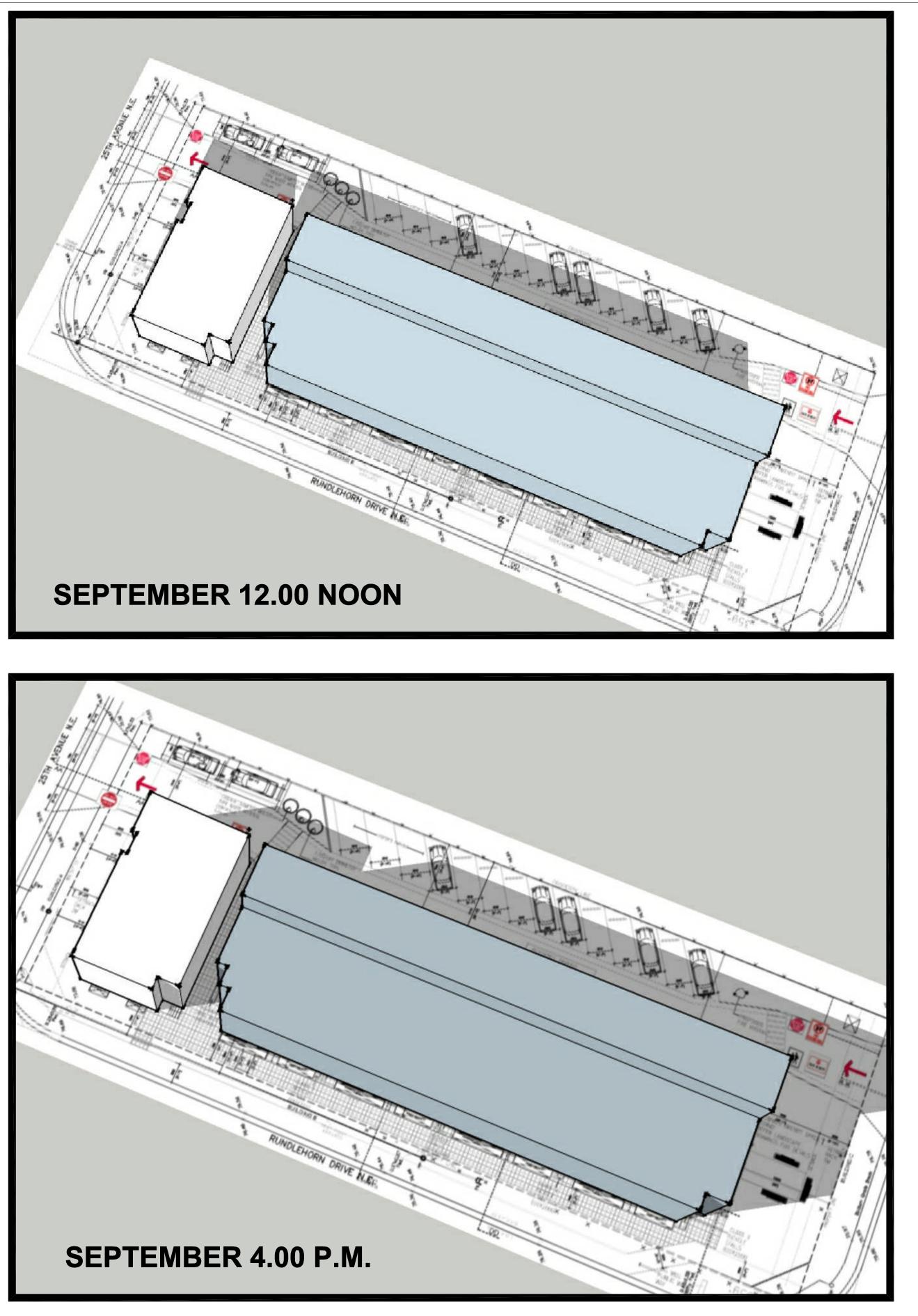
PROJECT NUMBER SE-140

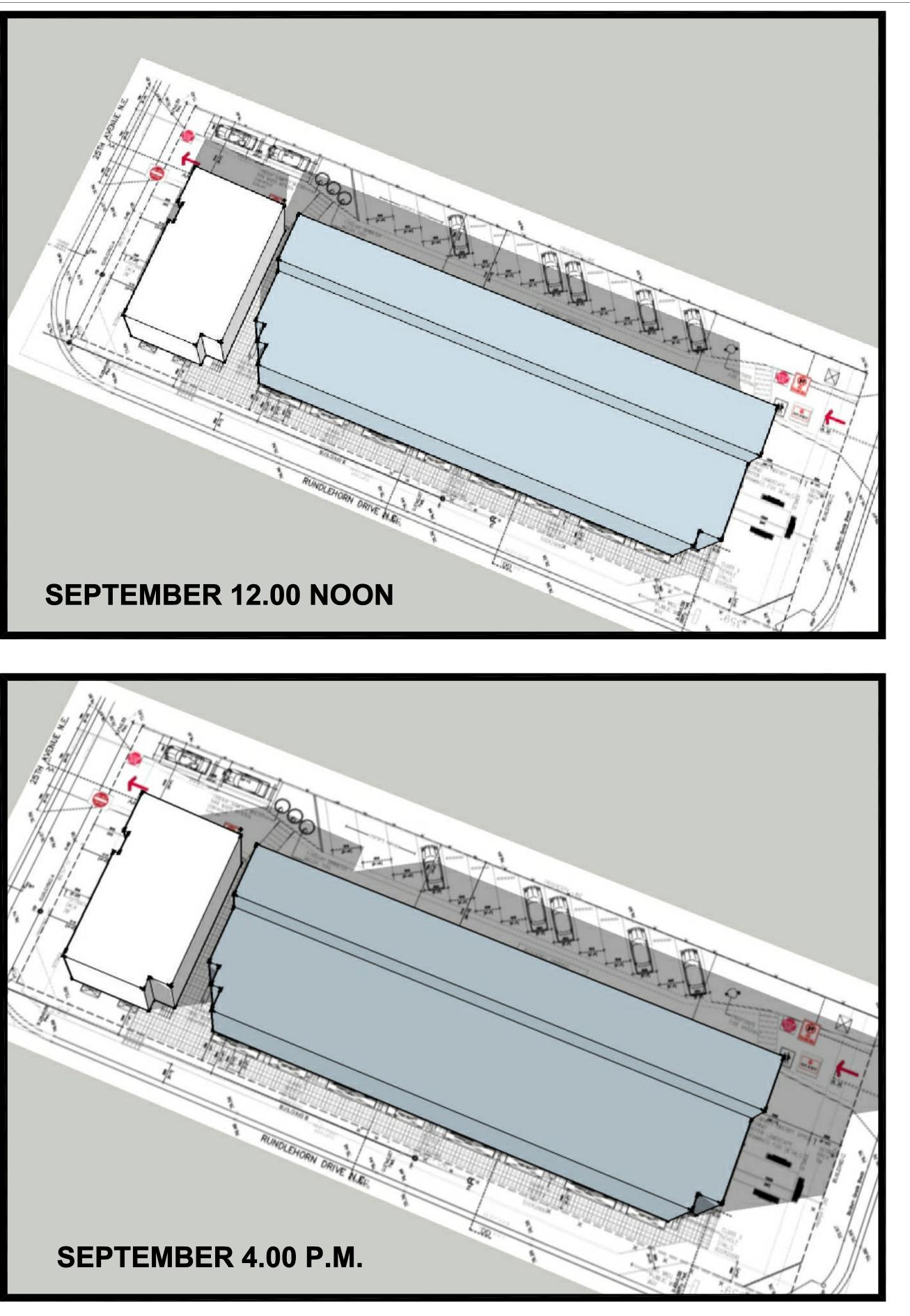




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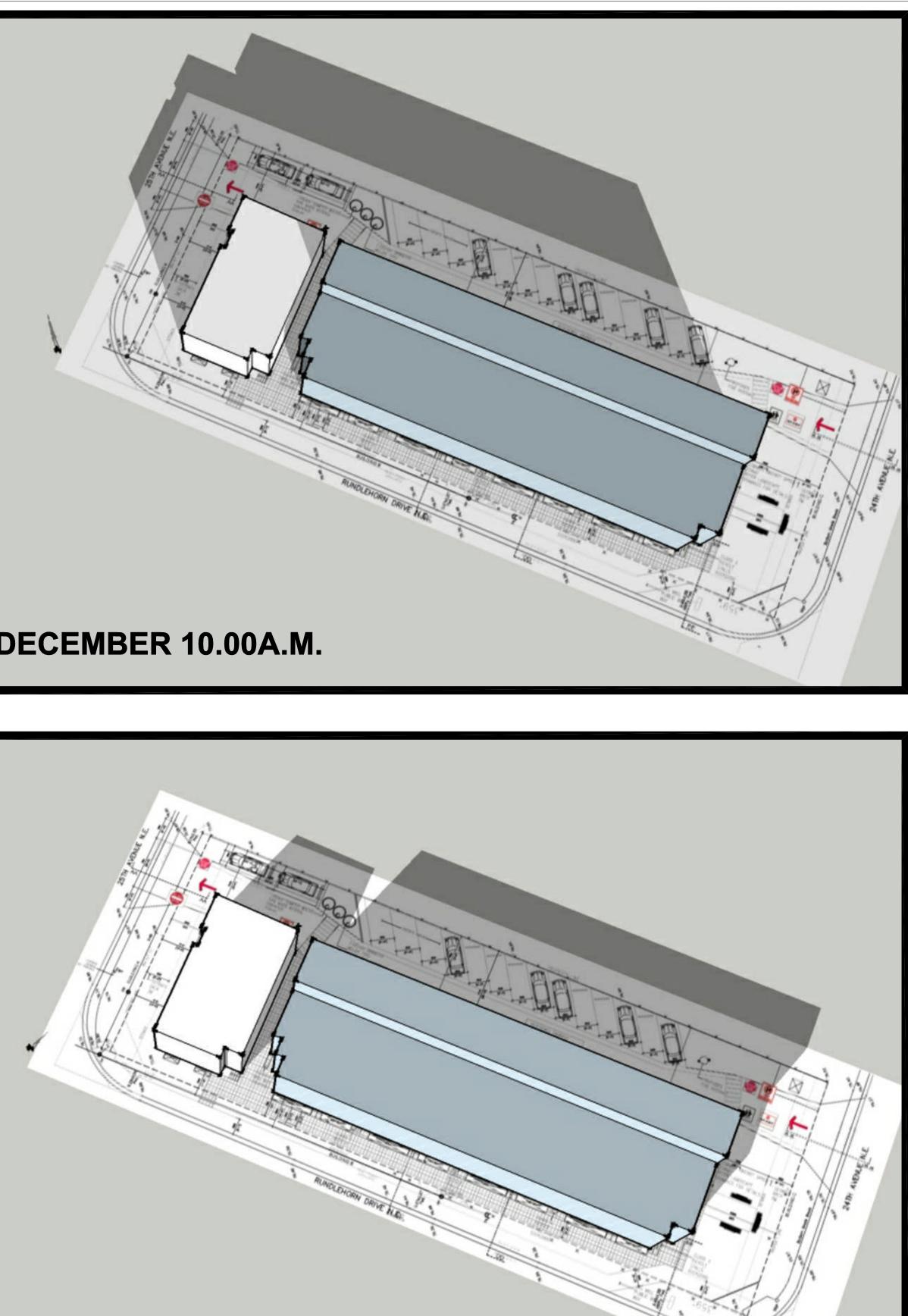
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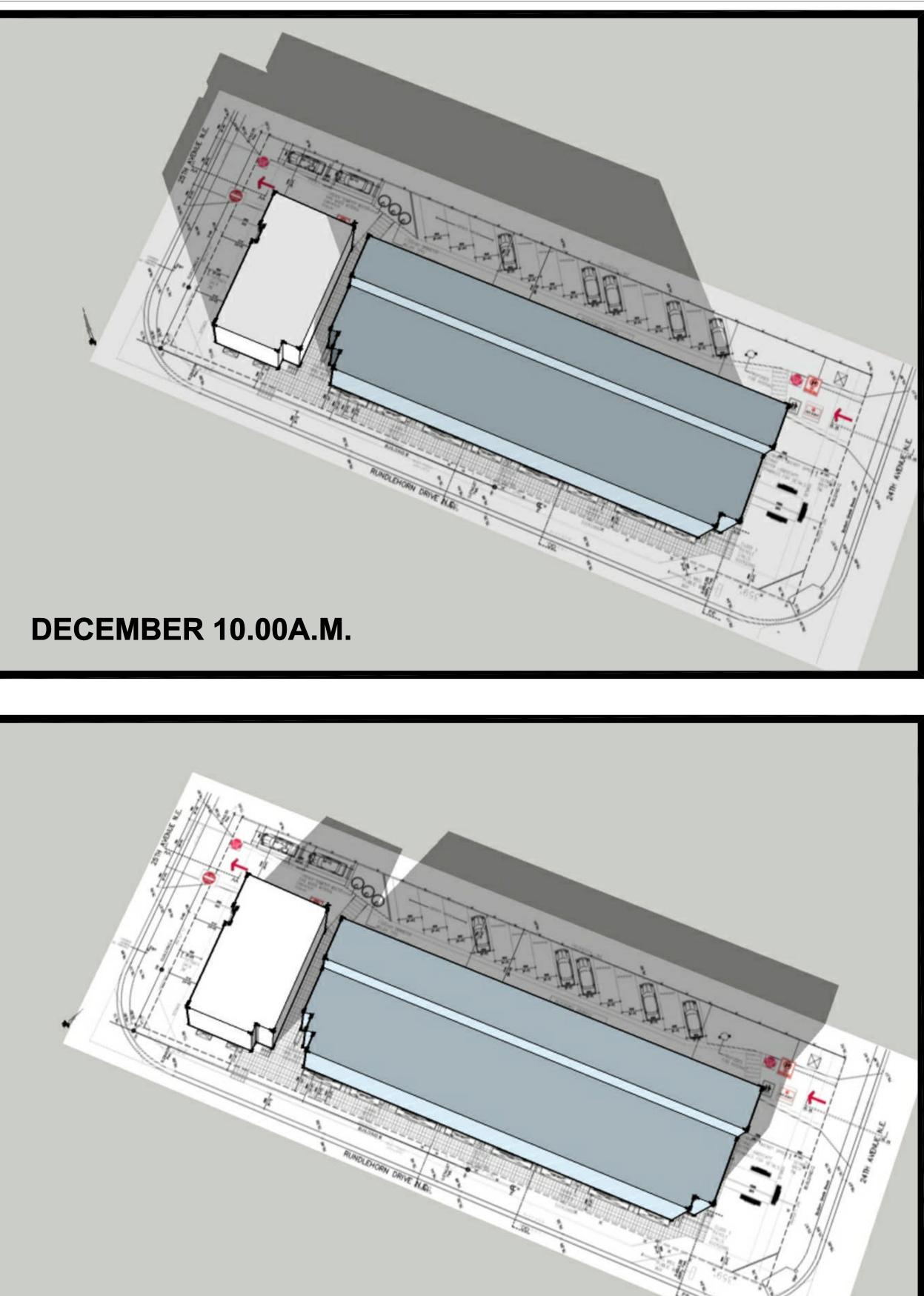




AND ADDE			SEP	ГЕМВЕ	R 4.00 P.M.							
					Client- HONEYWELL CUSTOM HOMES INC	PROPOSED MULTI RES AT 6508 & 6520 RUNDL DEVELOPMENT PERMIT DRA	EHORNE DRIVE N.					
1	20/07/12	DEVELOPMENT PERMIT DRAWINGS	AK AK		Design by- Seíka Architecture Ltd 651 MACEWAN DRIVE N.W.CALGARY ALBERTA, T3K 3R1	SHADOW STUDY SEPTEMBE PROJECT NUMBER	DRAWING NUMBER	ISSUE/REVISION				
I/F	YY/MM/DD	ISSUE/REVISION DESCRIPTION	DRN CHK DES	ENG IDR APP	TE-403-210 5085	SE-140	SK-04	04				



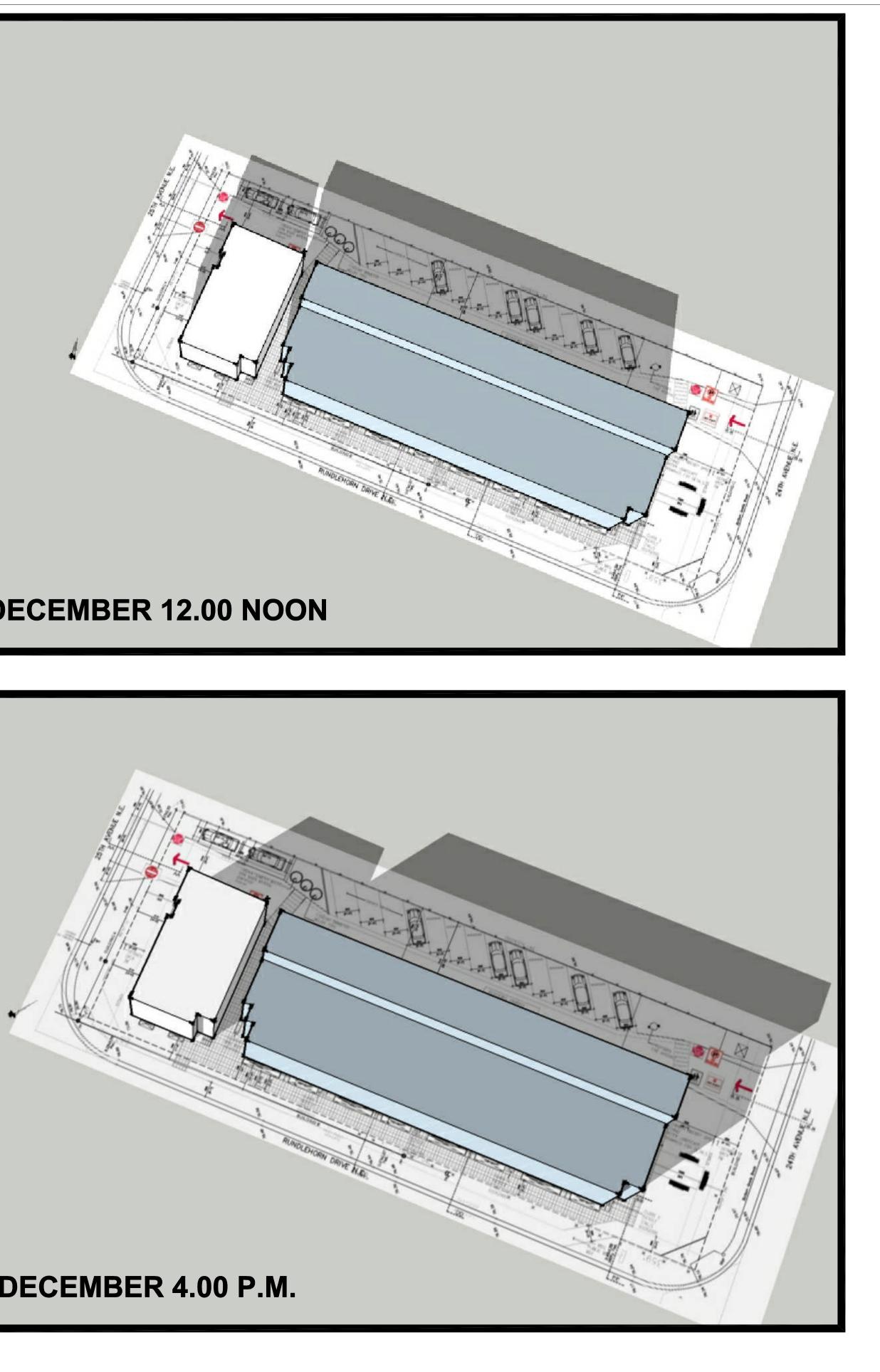


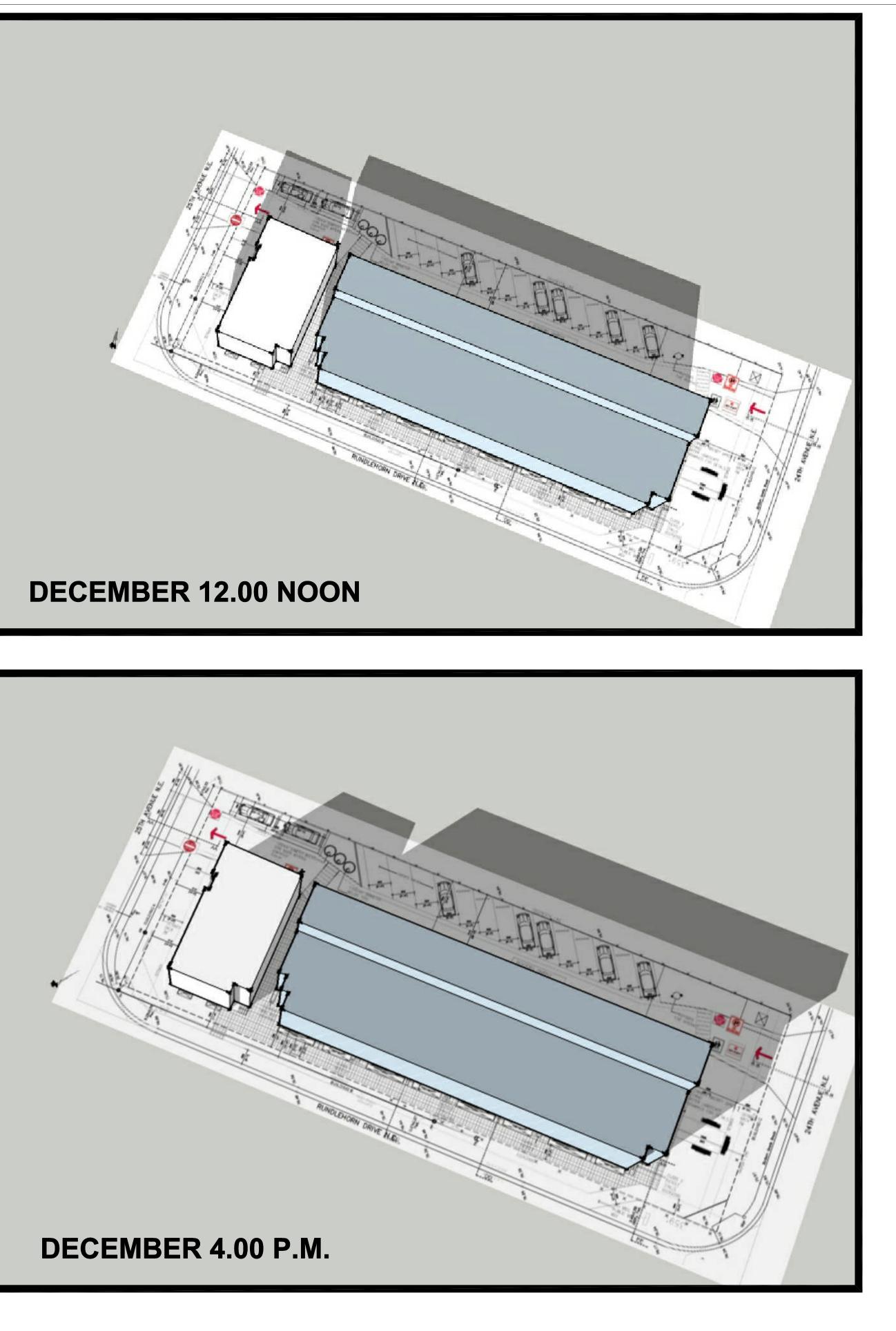


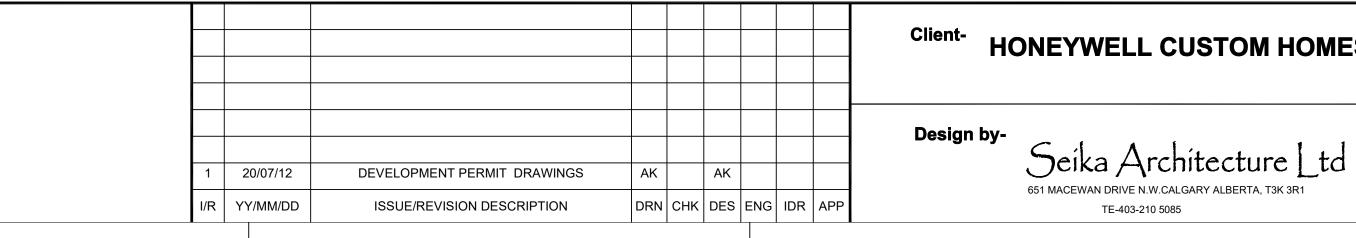
DECEMBER 2.00P.M.

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HONEYWELL CUSTOM HOMES INC

PROPOSED MULTI RESIDENTIAL DEVELOPMENT AT 6508 & 6520 RUNDLEHORNE DRIVE N.E. DEVELOPMENT PERMIT DRAWINGS

SHADOW STUDY DECEMBER

PROJECT NUMBER SE-140

DRAWING NUMBER SK-05

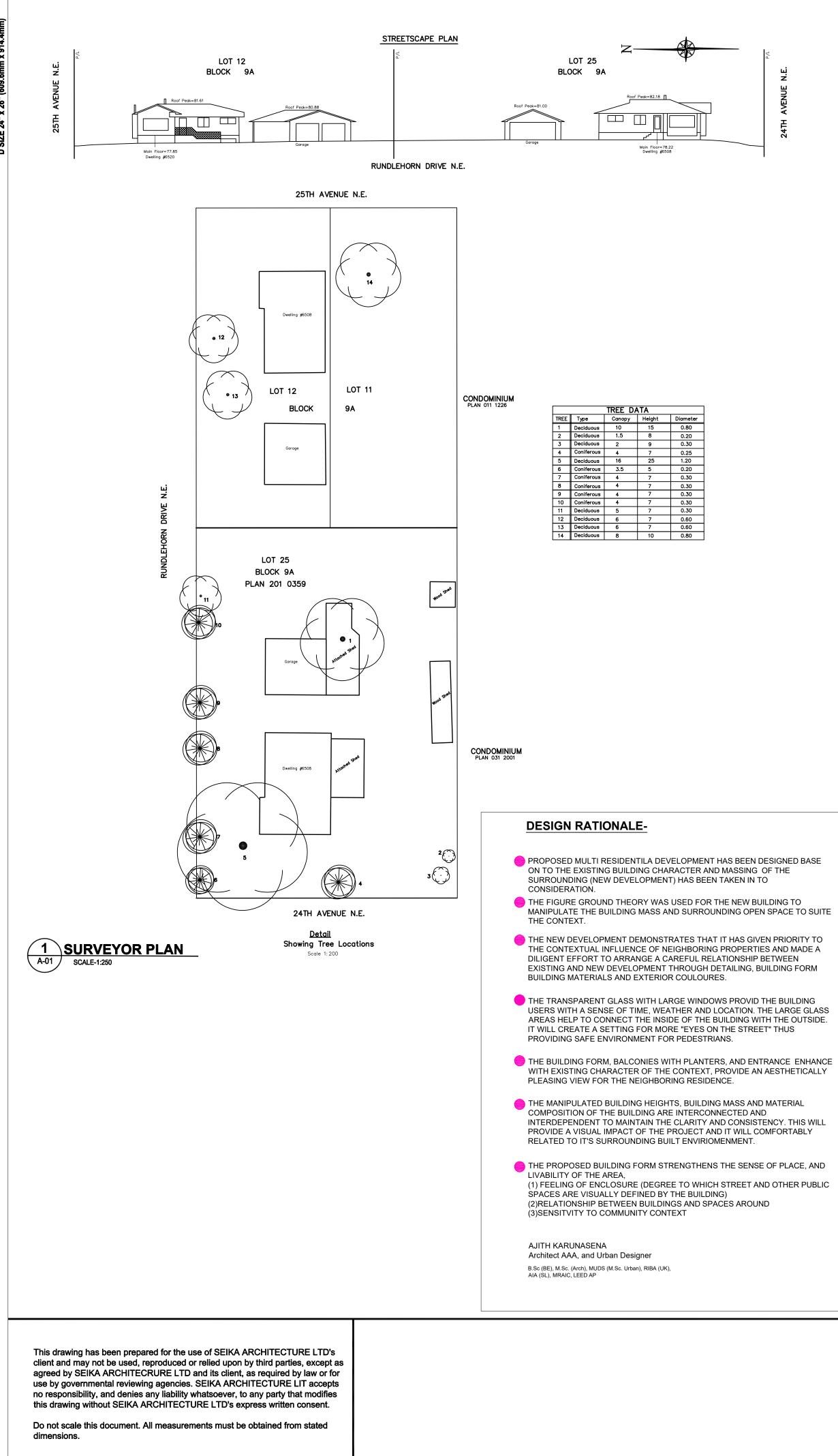
ISSUE/REVISION

Appendix 10

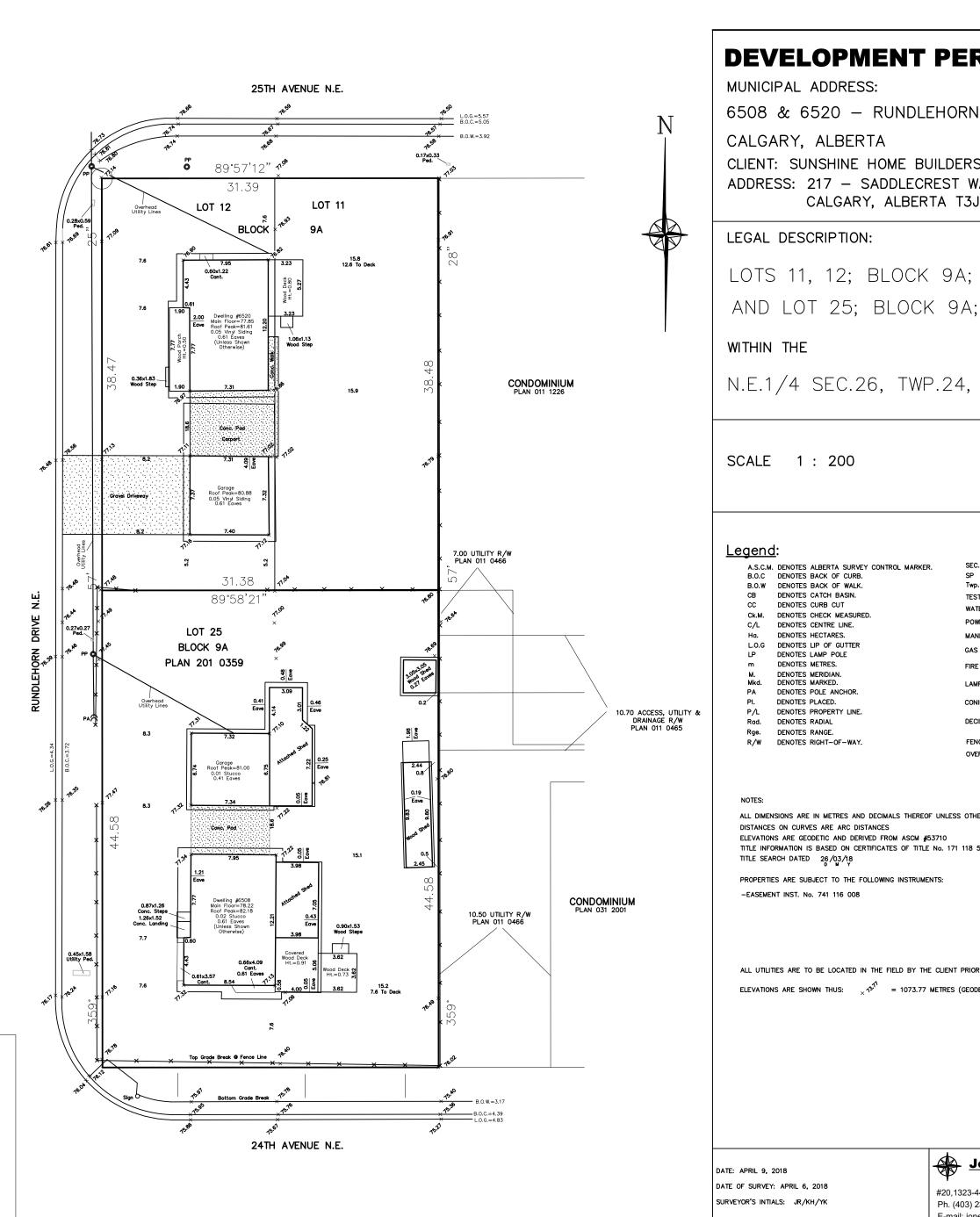
PROPOSED MULTI-RESIDENTIAL DEVELOPMENT AT 6508 & 6520 RUNDLEHORN DRIVE N.E. CALGARY, AB DEVELOPMENT PERMIT APPLICATION

Design by-

eika Architecture Itd 651 MACEWAN DRIVE N.W.CALGARY ALBERTA, T3K 3R1 TE-403-210 5085







MUNICIPAL ADDRESS:	• • • • •
6508 & 6520 - RUNDLE	EHORN
CALGARY, ALBERTA	
CLIENT: SUNSHINE HOME BU	JILDERS
ADDRESS: 217 - SADDLECF	REST WA
CALGARY, ALBER	TA T3J
LEGAL DESCRIPTION:	
LOTS 11, 12; BLOCK	٩V
AND LOT 25; BLOCK	(9A;
WITHIN THE	
N.E.1/4 SEC.26, TWF	P.24.
	,
SCALE 1 : 200	
Lagandi	
A.S.C.M. DENOTES ALBERTA SURVEY CONTROL MARKER	
B.O.C DENOTES BACK OF CURB. B.O.W DENOTES BACK OF WALK. CB DENOTES CATCH BASIN.	SP Twp.
CC DENOTES CURB CUT CK.M. DENOTES CHECK MEASURED.	TEST WATEF
C/L DENOTES CENTRE LINE.	POWEF
Ha. DENOTES HECTARES. L.O.G DENOTES LIP OF GUTTER	MANH GAS V
LP DENOTES LAMP POLE m DENOTES METRES.	FIRE H
M. DENOTES MERIDIAN. Mkd. DENOTES MARKED.	LAMP
PA DENOTES POLE ANCHOR. PI. DENOTES PLACED.	CONIFE
P/L DENOTES PROPERTY LINE. Rad. DENOTES RADIAL	DECIDI
Rge. DENOTES RANGE. R/W DENOTES RIGHT-OF-WAY.	FENCE
	OVERH
NOTES:	
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ELEVATIONS ARE GEODETIC AND DERIVED FROM ASCM #5 TITLE INFORMATION IS BASED ON CERTIFICATES OF TITLE	
TITLE SEARCH DATED 26/03/18	
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TE: APRIL 9, 2018	Jo
TE: APRIL 9, 2018 TE OF SURVEY: APRIL 6, 2018	#20,1323-44
RVEYOR'S INTIALS: JR/KH/YK	Ph. (403) 23
	E-mail: jones

DESIGNED BASE	
ТО	

-										Client- HC	DNEYWELL CUS
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	I/R	YY/MM/DD	ISSUE/REVISION DESCRIPTION	DRN	снк	DES	ENG	IDR	APP		651 MACEWAN DRIVE N.W.CALGARY TE-403-210 5085

		MATION	
PERMIT PLAN 🤍	LOT 25 ; BLOCK 9A		
	ORTH AND		
HORN DRIVE N.E.	LOT 11 & 12 ; BLOCK 9 PLAN 1280AJ	A	
LDERS INC.			
EST WAY N.E.	MUNICIPAL AD		
	6508 & 6520 RUNDLEH CALGARY, AB	ORNE DRIVE N E.,	
	LANDUSE		
9A; PLAN 1280AJ	ZONING	M-C1 MULTI RESIDENTIAL -	
9A; PLAN 201 0359	SITE AREA	CONTEXTUAL LOW PROFILE 2,606 SQM (0.6439 ACRES)	
	MAXIMUM DENSITY DENSITY PROPOSED	148 UNITS PER Ha	
.24, RGE.29, W.4thM.		55 UNITS (154.5 UNITS FER Ha)	
	BUILDING AREA BUILDING 1 = 206 SQM	1	
	BUILDING 2= 530 SQM		
	PARCEL COVERAGE TOTAL FLOOR AREA(/		
	BUILDING 1 TOTAL FLO BUILDING 2 TOTAL FLO	,	
SEC. DENOTES SECTION. SP DENOTES SIGN POST. Twp. DENOTES TOWNSHIP.			
TEST HOLE SHOWN THUS: WATER VALVE SHOWN THUS: POWER POLE SHOWN THUS	TOTAL FLOOR AREA=		
MANHOLE SHOWN THUS:	TOTAL NUMBER OF UI	NITS 35	
FIRE HYDRANT SHOWN THUS: Φ_{FH}			
LAMP POLE SHOWN THUS: $O = O = O$			
DECIDUOUS TREE SHOWN THUS:	BLOCK 1 - TOTAL UNITS = 7		
OVERHEAD UTILITIES SHOWN THUS:	TOTAL MAIN FLOOR A TOTAL 2ND FLOOR AF		
	TOTAL 3RD FLOOR AF	REA =206 M2	
UNLESS OTHERWISE SHOWN.	TOTAL BASEMENT FL	OOR AREA = 195M2	
710 Io. 171 118 501 AND No. 171 248 368	BLOCK 2 -		
S:	TOTAL UNITS = 24 TOTAL MAIN FLOOR A	REA=530 M2	
	TOTAL 2ND FLOOR AF		
	TOTAL 3RD FLOOR AF TOTAL 4TH FLOOR AF		
CLIENT PRIOR TO CONSTRUCTION.	TOTAL BASEMENT FL	OOR AREA = 546M2	
	PARKING PARKING REQUIRED		
	RESIDENTIAL =1 >	K 35 UNITS	
	=35 STALLS VISITORS =0.15 X 35	5 UNITS= 5 STALLS	
Alberta Land Surveyor	PARKING RED		
#20,1323-44th Ave. N.E., Calgary, Alberta T2E 6L5 Ph. (403) 230-0778 Fax (403) 230-0714	RESIDENTIAL PARKIN	NG STALLS	
E-mail: jonesgeo@telus.net Job No. 008070-18	LAN USE BYLAW 560 38 X 10%= 4 STALLS	(b) 10% REDUCTION	
	TOTAL REDUCTION		
	4 STALLS		
	PARKING REC	UIRED	
	RESIDENCE 35 STALI VISITORS 6 STALLS	•	
			Ha BUNITS PER Ha)
	PARKING PRC RESIDENCE 28 STALI		
	VISITORS 5 STALLS		
	1		
	PROPOSED MULTI RE	SIDENTIAL DEVELOP	MENT
CUSTOM HOMES INC	AT 6508 & 6520 RUNDI	EHORNE DRIVE N.E.	
	DEVELOPMENT PERMIT DR	AWINGS	
1	SURVEYOR PLAN		1
chitecture Ltd	PROJECT NUMBER	DRAWING NUMBER	ISSUE/REVISIO

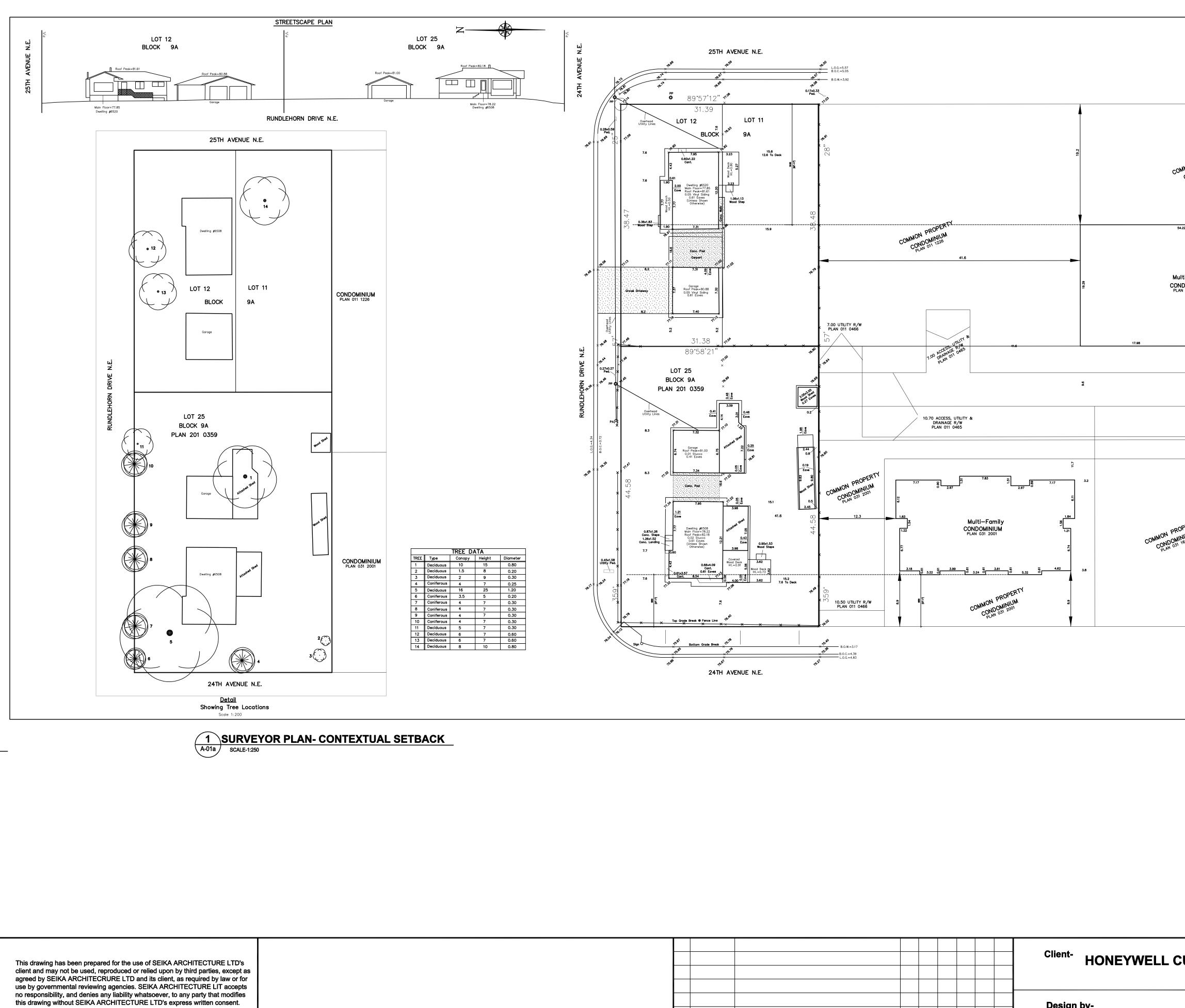
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hitecture td ALGARY ALBERTA, T3K 3R1

A-01

ISSUE/REVISION



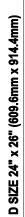


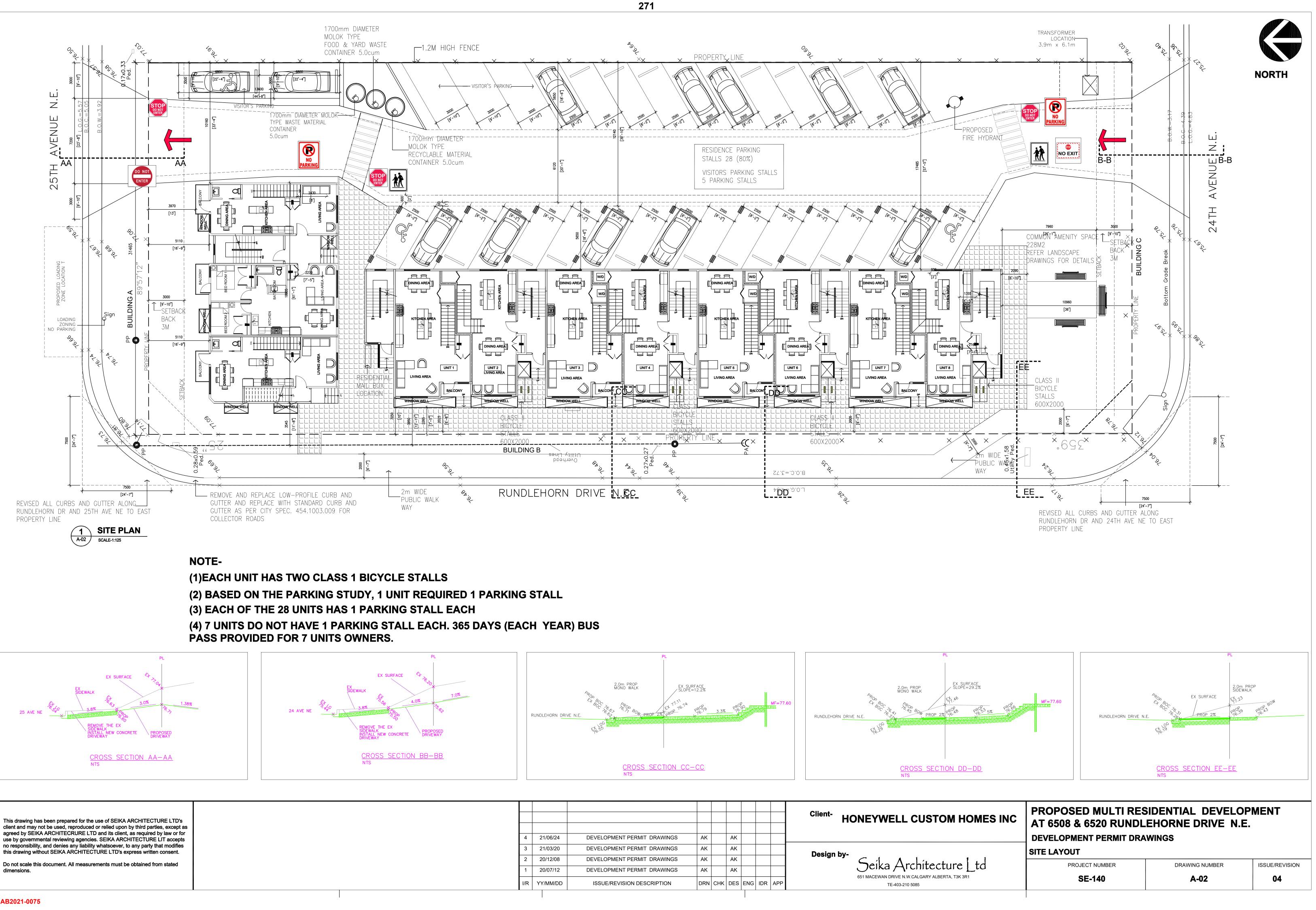
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							Client- HONEYWELL CUSTOM HOMES INC	PROPOSED MULTI RES AT 6508 & 6520 RUNDL		
								DEVELOPMENT PERMIT DRAV	NINGS	
							Design by-	SURVEYOR PLAN- CONTEXTUA	L SETBACK	
1 21/06/22	DEVELOPMENT PERMIT DRAWINGS	AK	AK			_	Seika Architecture Ltd	PROJECT NUMBER	DRAWING NUMBER	ISSUE/REVISION
I/R YY/MM/DD	ISSUE/REVISION DESCRIPTION		CHK DES I	ING	IDR A	PP	651 MACEWAN DRIVE N.W.CALGARY ALBERTA, T3K 3R1 TE-403-210 5085	SE-140	A-01a	01

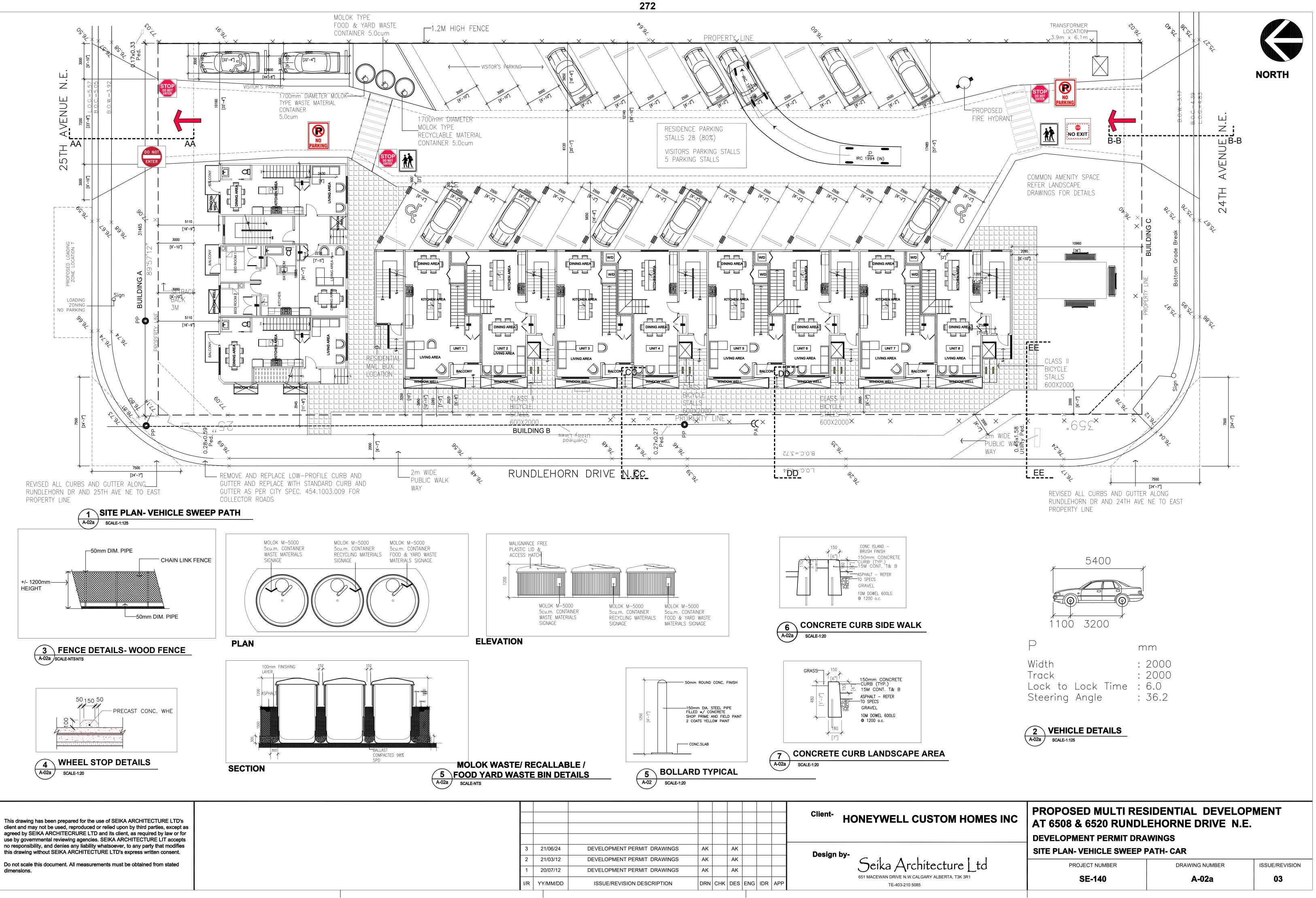


N	MUNICIPAL ADDRESS: 6508 & 6520 - RUND CALGARY, ALBERTA CLIENT: SUNSHINE HOME E ADDRESS: 217 - SADDLEC CALGARY, ALBE	BUILDERS INC. CREST WAY N.E.
MON PROPERTY CONDOMINIUM CPLAN 011 1226	AND LOT 25; BLOC	K 9A; PLAN 1280AJ CK 9A; PLAN 201 0359 /P.24, RGE.29, W.4thM.
ti—Family DOMINIUM 011 1226	SCALE 1 : 200	
36.22	Legend: A.S.C.M. DENOTES ALBERTA SURVEY CONTROL MAR B.O.C DENOTES BACK OF CURB. B.O.W DENOTES BACK OF WALK. CB DENOTES CATCH BASIN. CC DENOTES CURB CUT CK.M. DENOTES CHECK MEASURED. C/L DENOTES CHECK MEASURED. C/L DENOTES CHECTARES. L.O.G DENOTES LIP OF GUTTER LP DENOTES LAMP POLE m DENOTES METRES. M. DENOTES MEREDIAN. Mkd. DENOTES MEREDIAN. Mkd. DENOTES MARKED. PA DENOTES PLACED. P/L DENOTES PLACED. P/L DENOTES RADIAL Rge. DENOTES RADIAL Rge. DENOTES RAIGE. R/W DENOTES RIGHT-OF-WAY.	KER. SEC. DENOTES SECTION. SP DENOTES SIGN POST. Twp. DENOTES TOWNSHIP. TEST HOLE SHOWN THUS: ♥ TH WATER VALVE SHOWN THUS: ♥ POWER POLE SHOWN THUS: ♥ PP MANHOLE SHOWN THUS: ♥ PH GAS VALVE SHOWN THUS: ♥ FIRE HYDRANT SHOWN THUS: ♥ CONIFEROUS TREE SHOWN THUS: ♥ DECIDUOUS TREE SHOWN THUS: ♥ FENCE IS SHOWN THUS: ♥ OVERHEAD UTILITIES SHOWN THUS:
DERTY IUM BET	NOTES: ALL DIMENSIONS ARE IN METRES AND DECIMALS THEF DISTANCES ON CURVES ARE ARC DISTANCES ELEVATIONS ARE GEODETIC AND DERIVED FROM ASCM TITLE INFORMATION IS BASED ON CERTIFICATES OF TI TITLE SEARCH DATED 26/03/18 PROPERTIES ARE SUBJECT TO THE FOLLOWING INSTRU -EASEMENT INST. No. 741 116 008	#53710 TLE No. 171 118 501 AND No. 171 248 368
	ALL UTILITIES ARE TO BE LOCATED IN THE FIELD BY ELEVATIONS ARE SHOWN THUS: $_{\times} r^{s_1} = 1073.$	THE CLIENT PRIOR TO CONSTRUCTION. 77 METRES (GEODETIC)
	REV. DATE: JUNE 1, 2021 DATE: APRIL 9, 2018 DATE OF SURVEY: APRIL 6, 2018 SURVEYOR'S INTIALS: JR/KH/YK	Jones Geomatics Ltd. Alberta Land Surveyor #20,1323-44th Ave. N.E., Calgary, Alberta T2E 6L5 Ph. (403) 230-0778 Fax (403) 230-0714 E-mail: jonesgeo@telus.net Job No. 008070-18

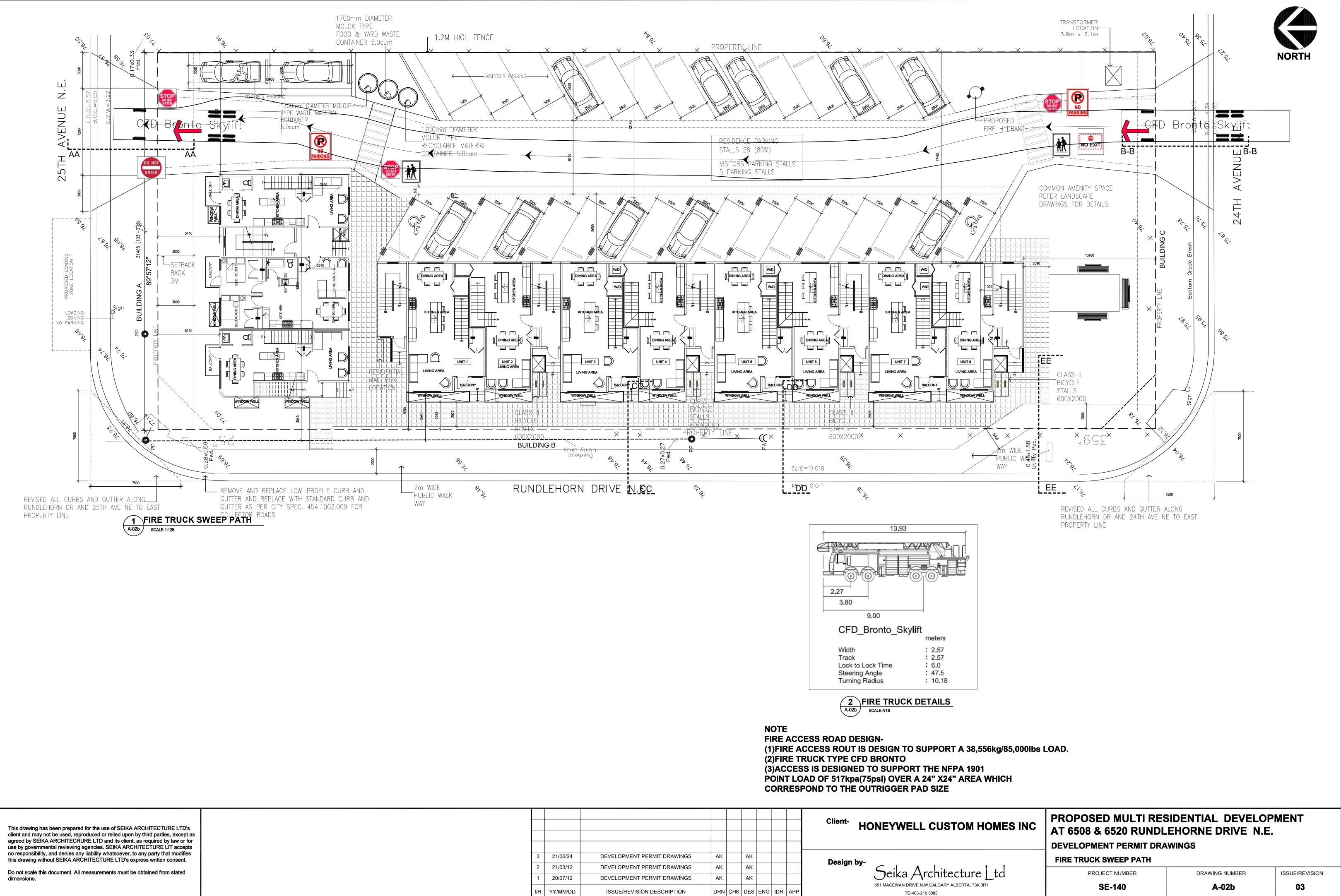




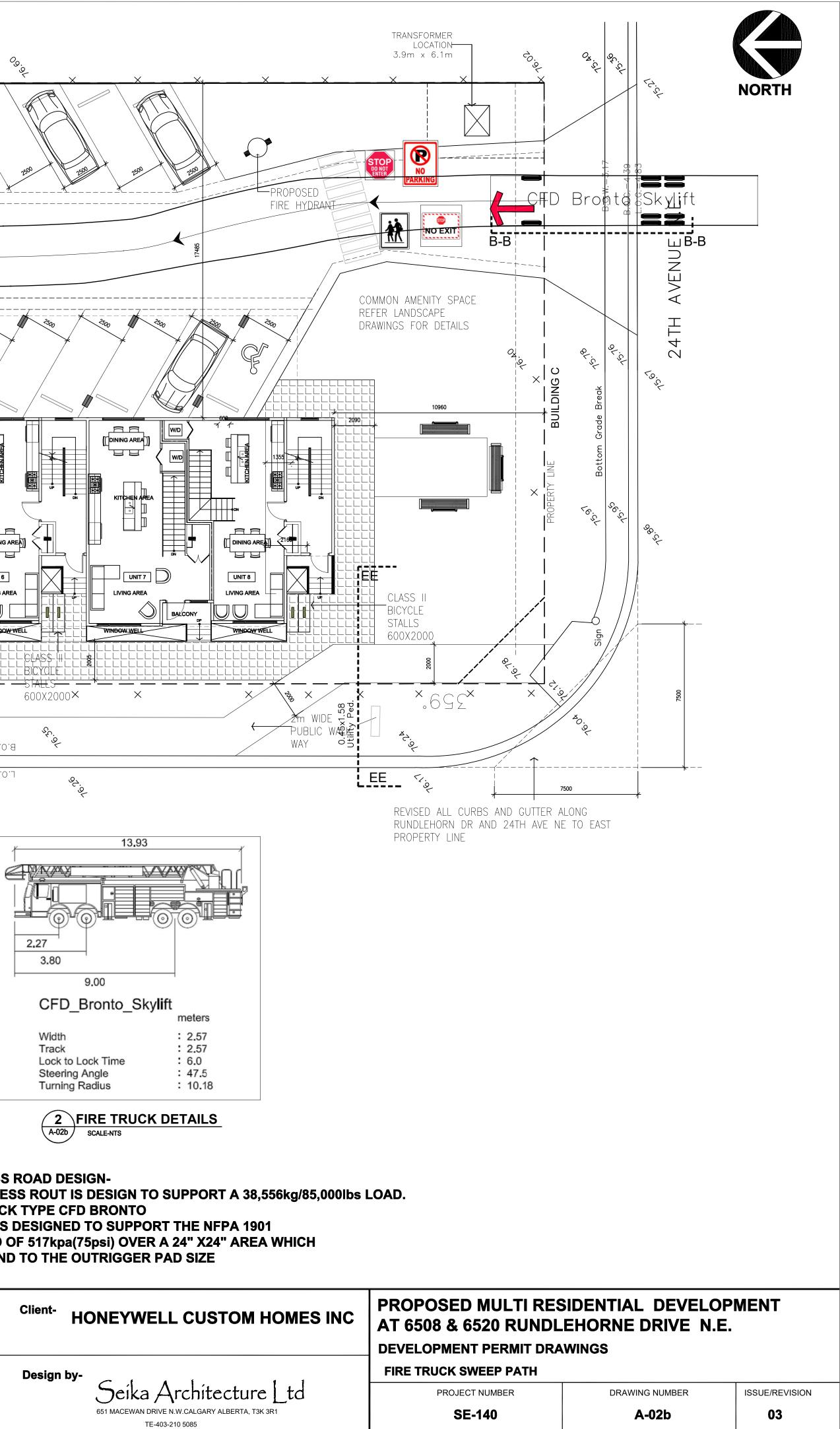
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Seika Archi				AK		AK	DEVELOPMENT PERMIT DRAWINGS	20/07/12	1
651 MACEWAN DRIVE N.W.CALG TE-403-210 5085	APP	IDR	ENG	DES	СНК	DRN	ISSUE/REVISION DESCRIPTION	YY/MM/DD	I/R

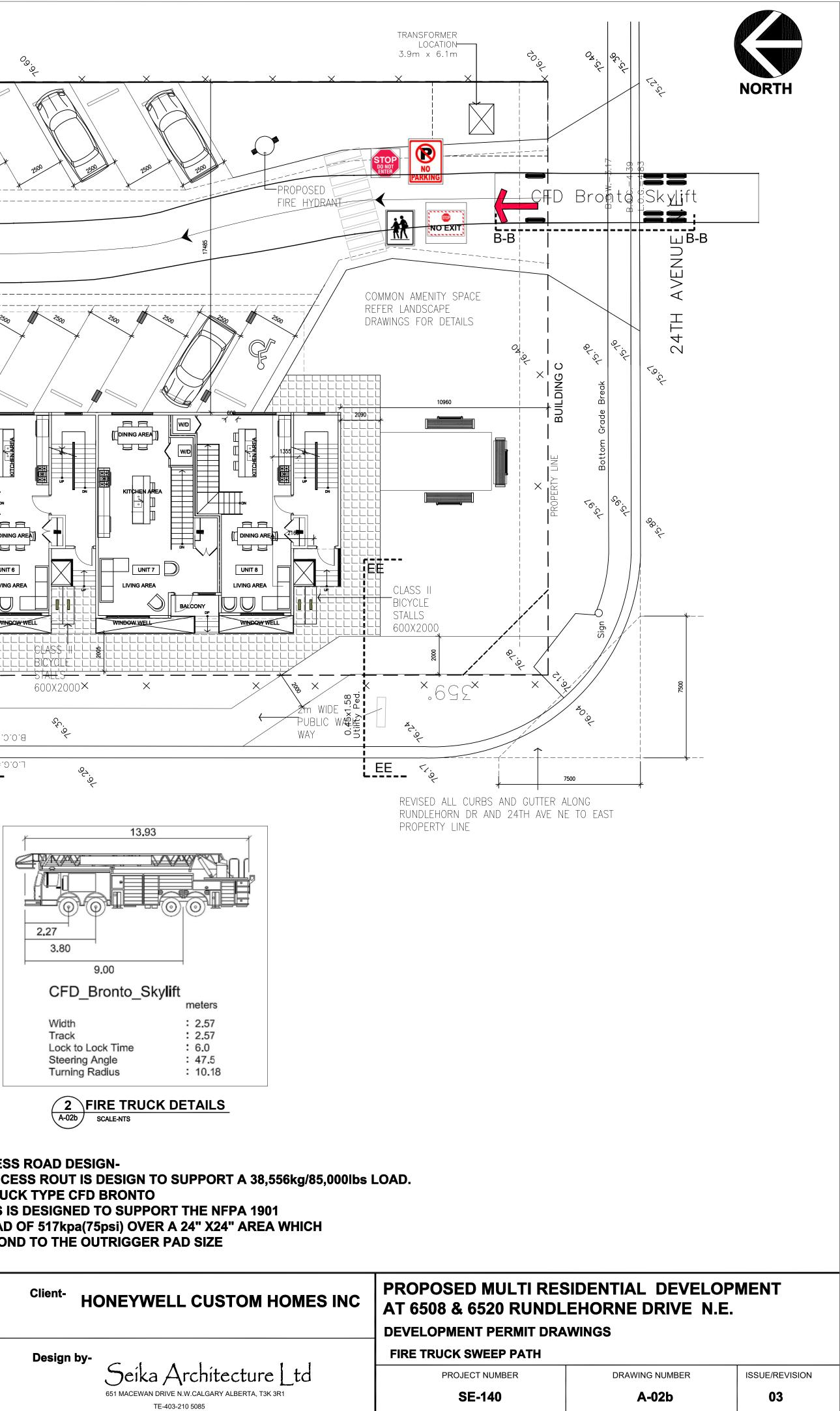




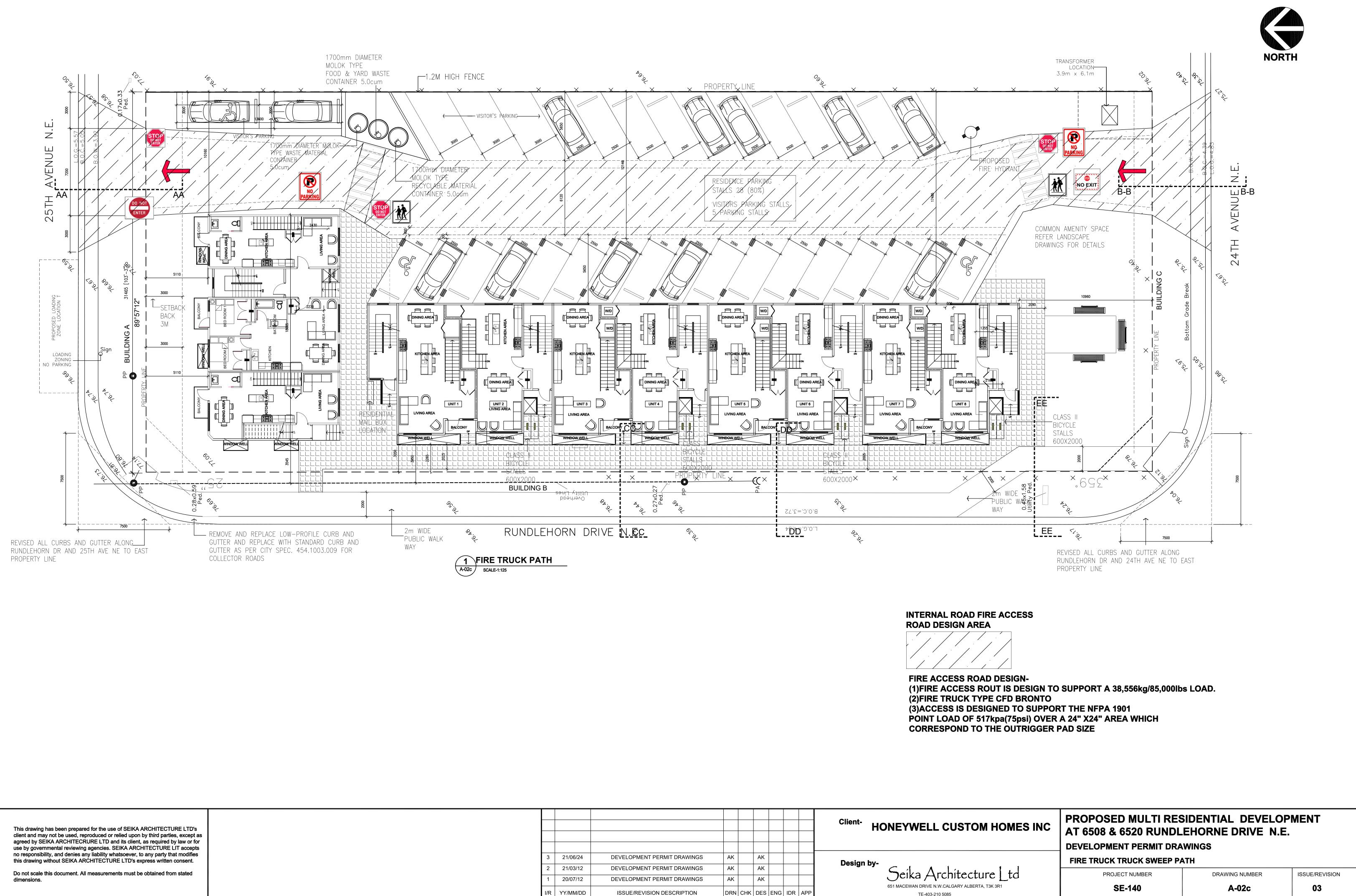


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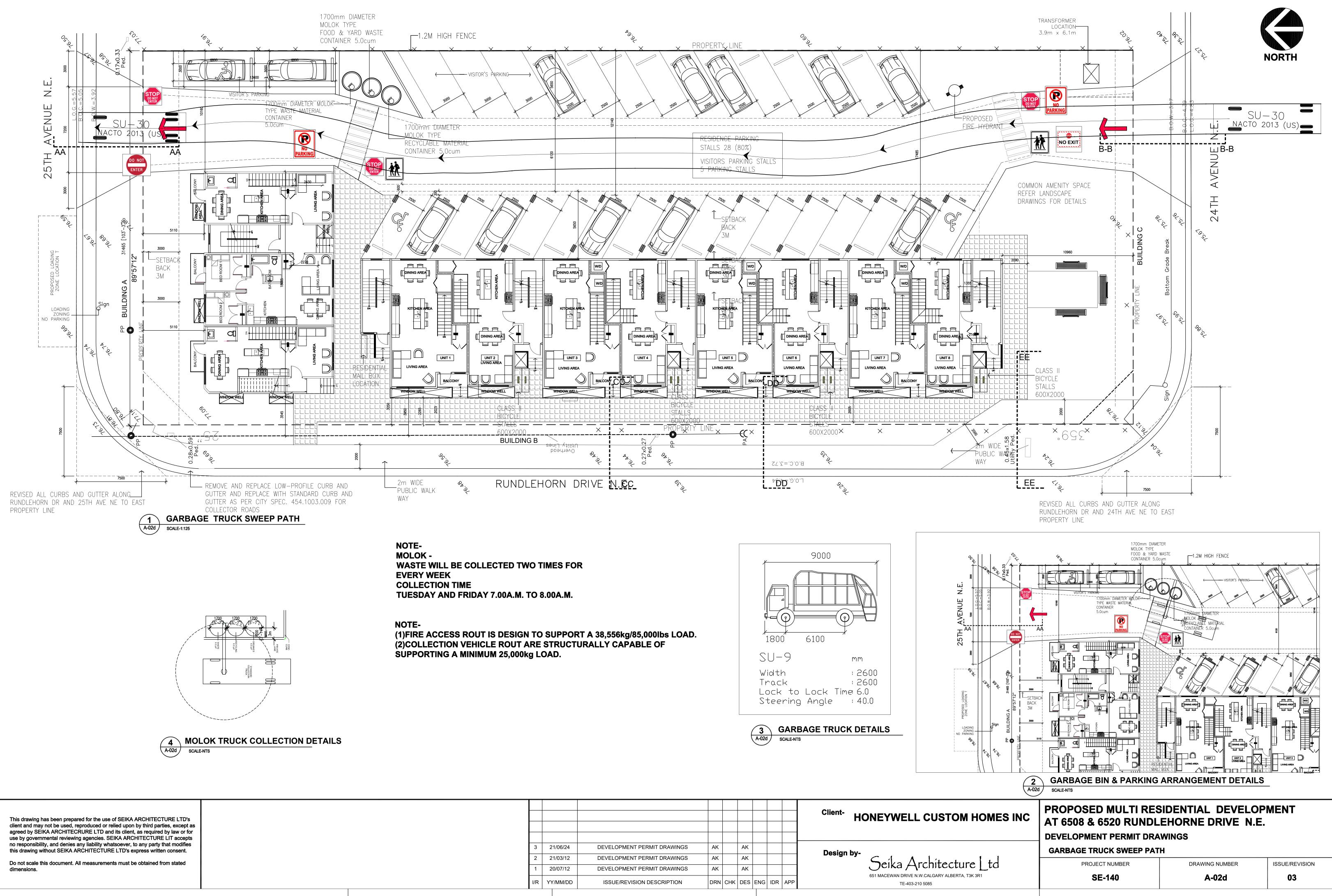






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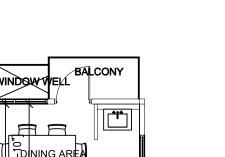






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2	2	21/03/12	DEVELOPMENT PERI	MIT DRAWINGS	AK		AK				Design by-	Seika Archite
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UNIT 4

VING AREA

4165

EXTERIOR COLOUR LEGEND

VINYLE SIDING

DARK EARTHTONE VINYLE SIDING

LIGHT GREY (CLOSED TO WHITE)

WOOD COLOR MATERIALS AL13 OR SIMILAR(CEDAR)

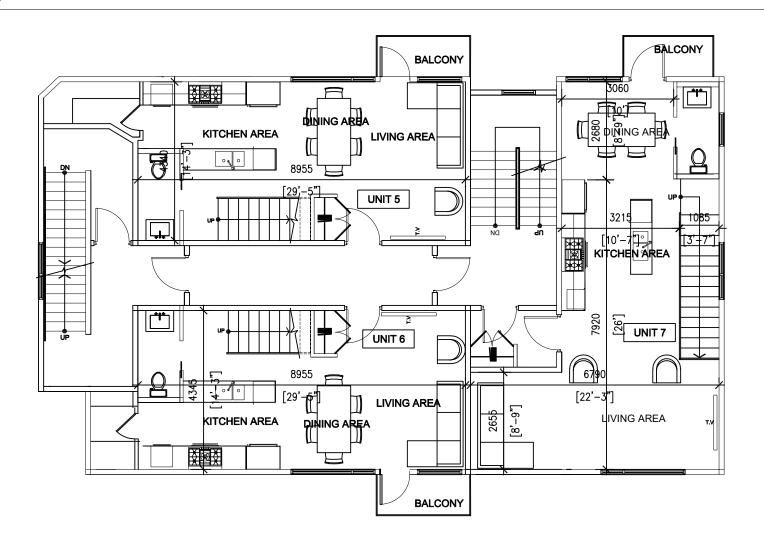
BLACK VINYLE SIDING

VINYL WINDOW (ALUMINUM COVER)

GLASS IN WINDOWS COLOUR - CLEAR

INSULATED DOOR COLOUR - BLACK

COLOUR - WHITE

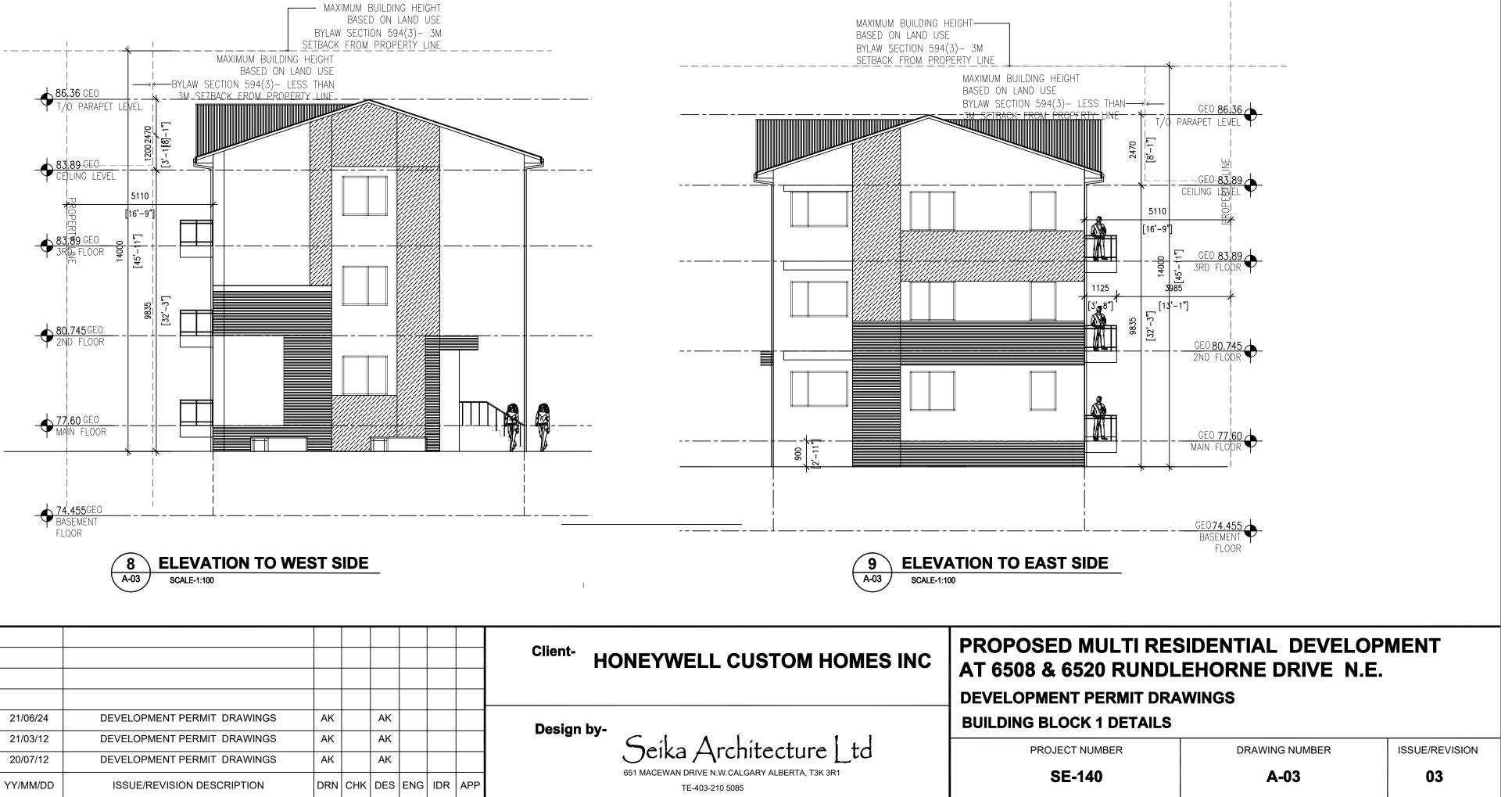


3 2ND FLOOR PLAN

SCALE-1:100

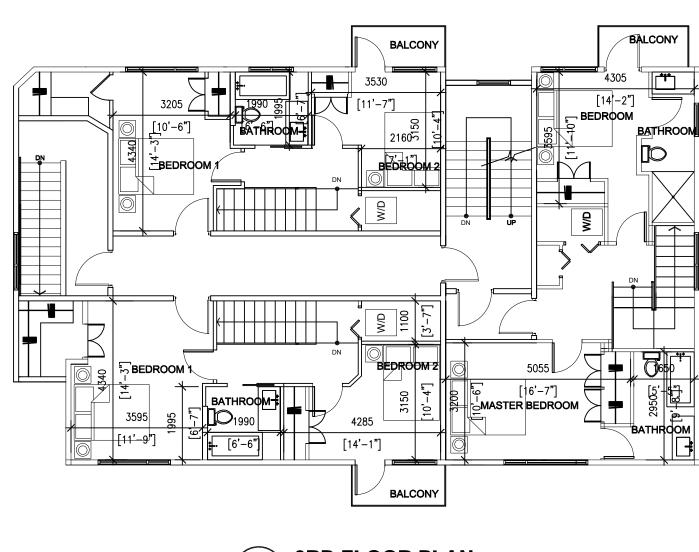
A-03

MAIN FLOOR PLAN



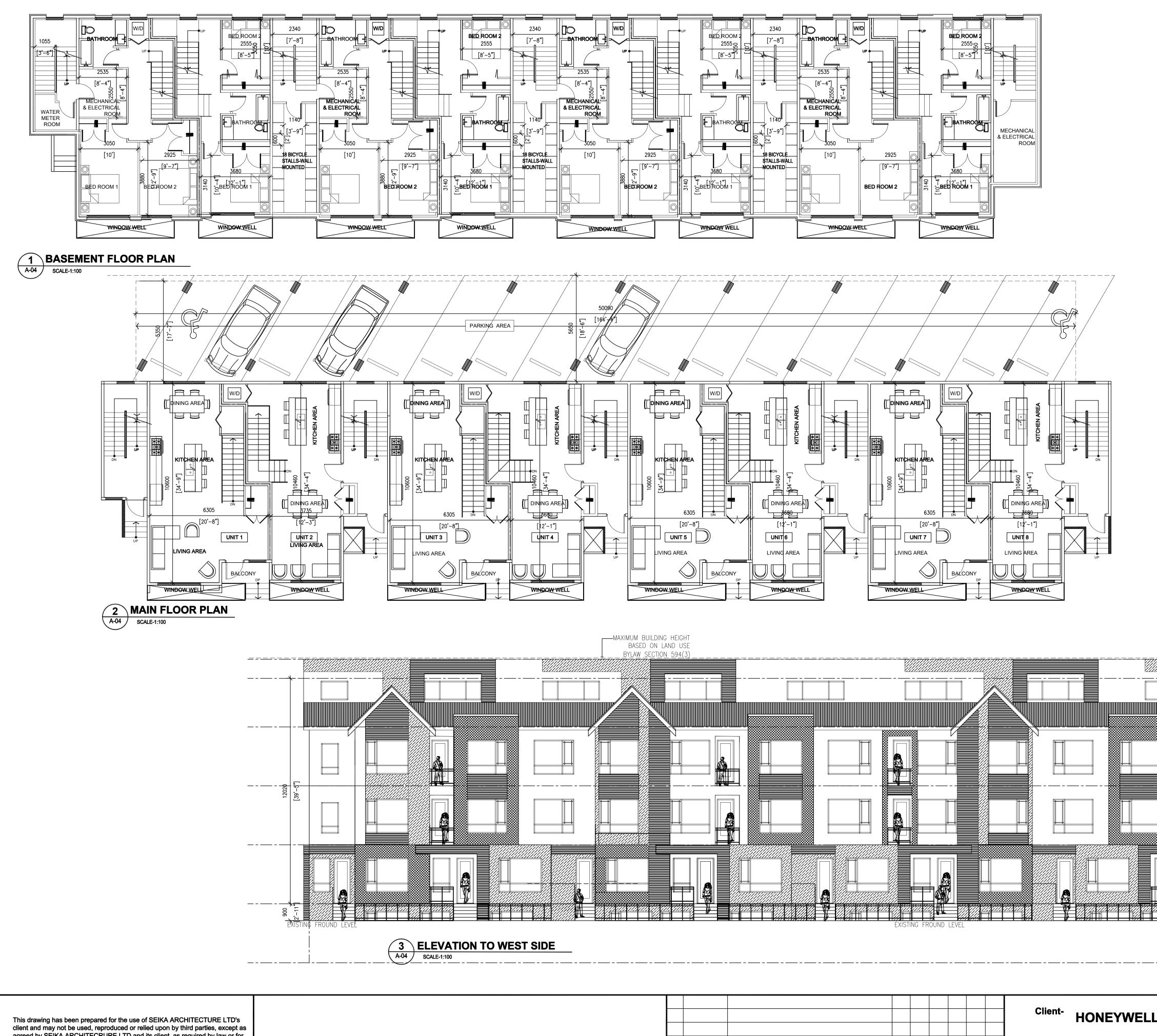
21/06/24 21/03/12 20/07/12 R YY/MM/DD











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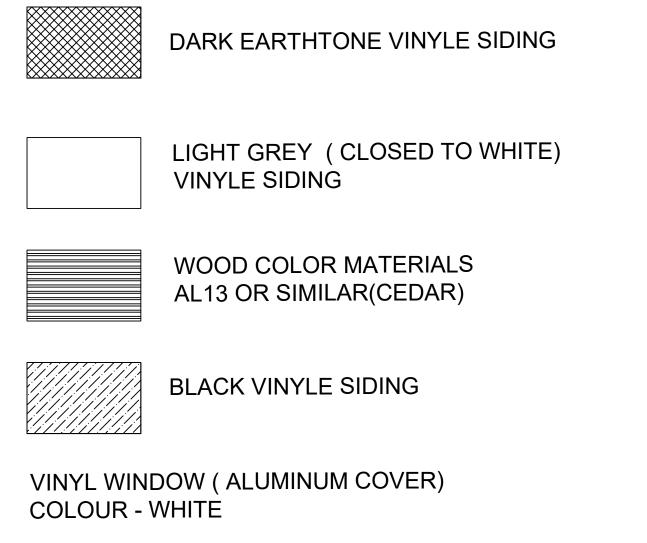
Do not scale this document. All measurements must be obtained from stated dimensions.

277

HONEYWELL C									
Design by				AK		AK	DEVELOPMENT PERMIT DRAWINGS	21/06/24	3
Design by-				AK		AK	DEVELOPMENT PERMIT DRAWINGS	21/03/12	2
Jeika Ard				AK		AK	DEVELOPMENT PERMIT DRAWINGS	20/07/12	1
651 MACEWAN DRIVE N.W. TE-403-210 5	APP	IDR	ENG	DES	снк	DRN	ISSUE/REVISION DESCRIPTION	YY/MM/DD	I/R
				•	•		-		

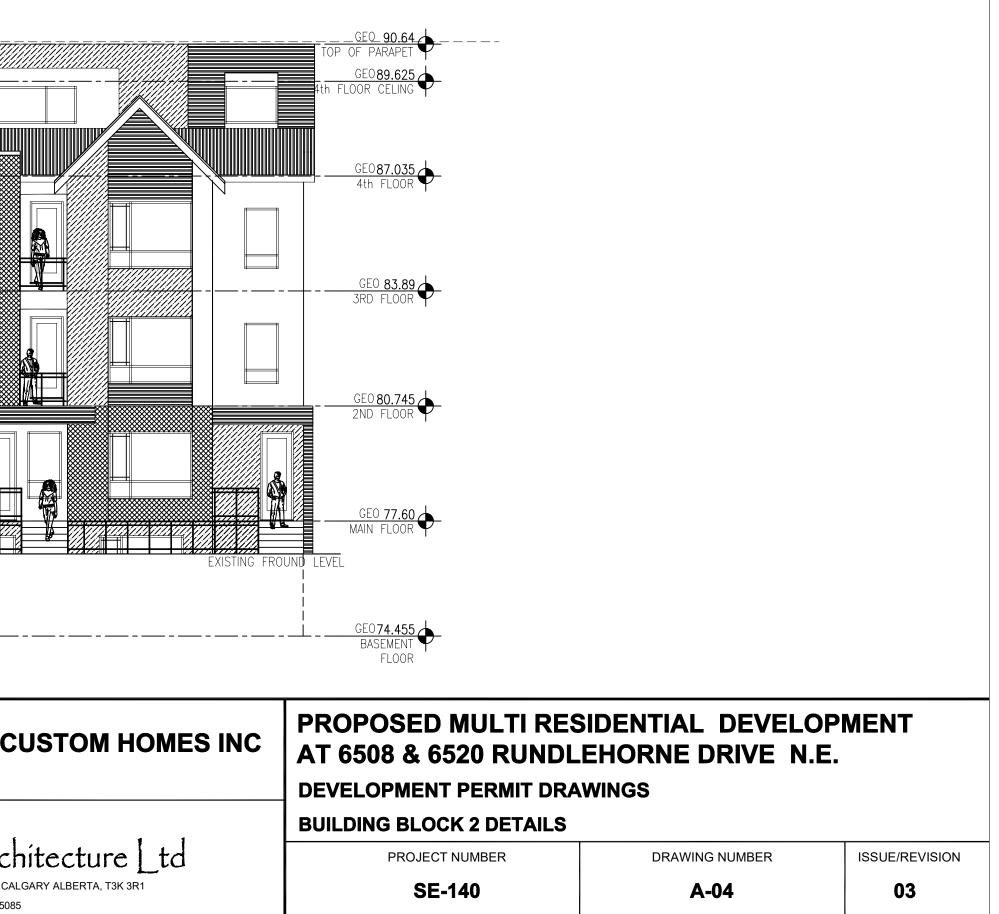


EXTERIOR COLOUR LEGEND

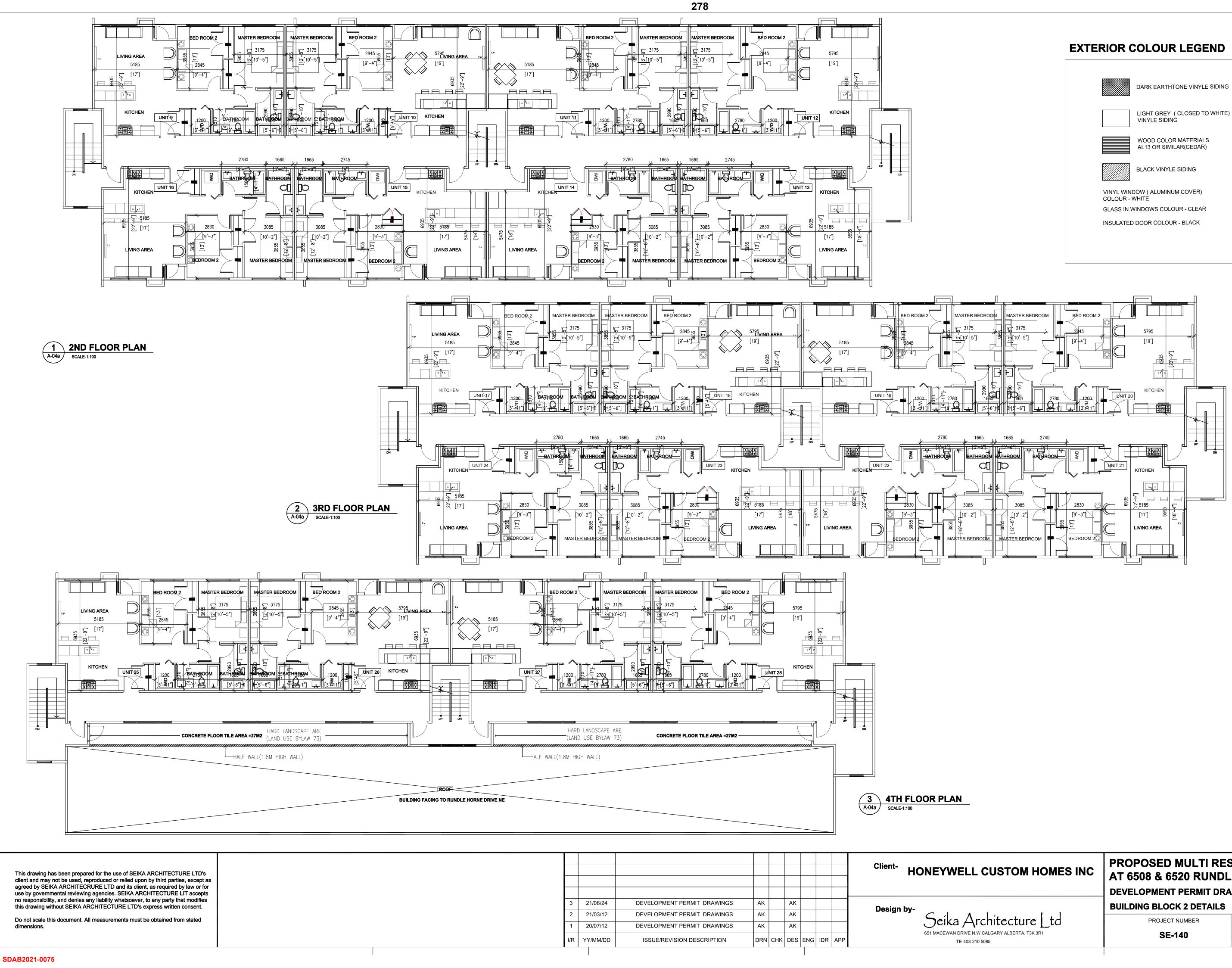


GLASS IN WINDOWS COLOUR - CLEAR

INSULATED DOOR COLOUR - BLACK





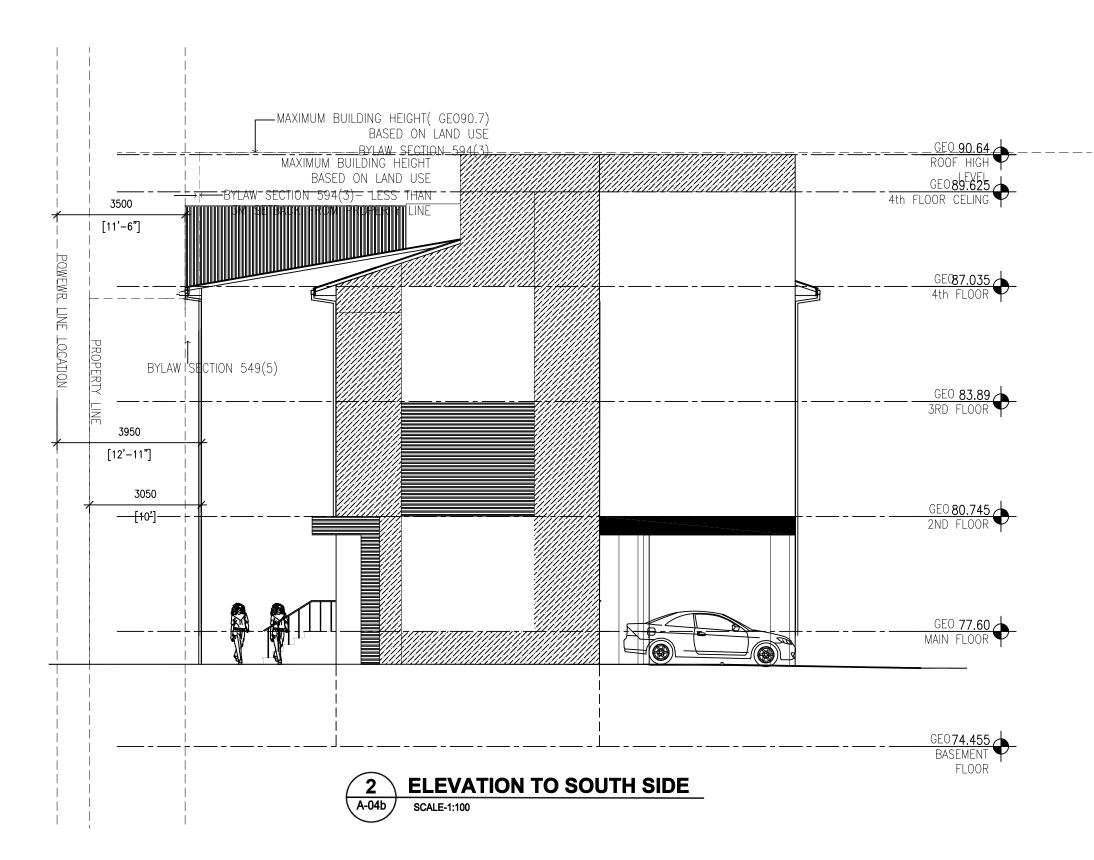




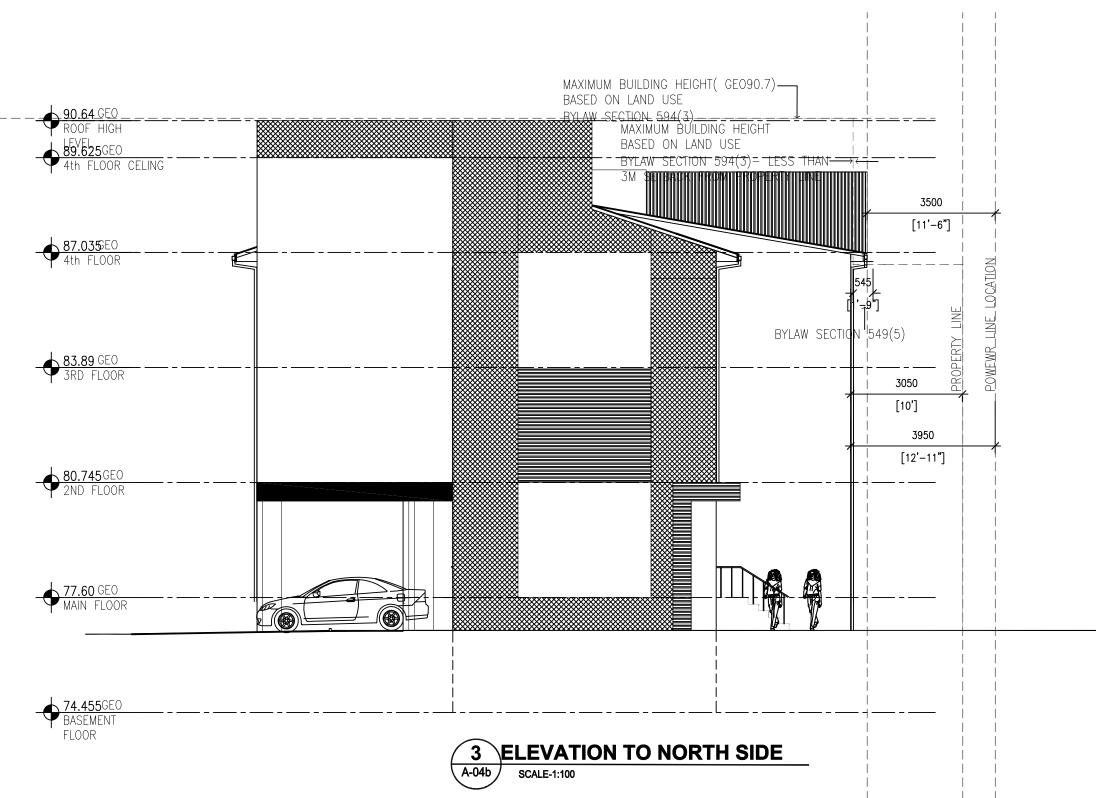


USTOM HOMES INC	PROPOSED MULTI RESIDENTIAL DEVELOPMENT AT 6508 & 6520 RUNDLEHORNE DRIVE N.E.											
	DEVELOPMENT PERMIT DRA	WINGS										
	BUILDING BLOCK 2 DETAILS											
hitecture Ltd	PROJECT NUMBER	DRAWING NUMBER	ISSUE/REVISION									
ALGARY ALBERTA, T3K 3R1 85	SE-140	A-04a	03									

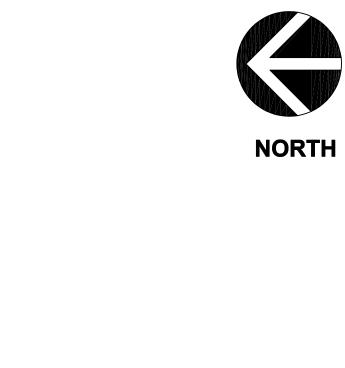




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						Client- HONEYWELL CUSTOM HOMES INC	PROPOSED MULTI RESIDENTIAL DEVELOPMENTAT 6508 & 6520 RUNDLEHORNE DRIVEN.E.					
								WINGS				
3	21/07/09	DEVELOPMENT PERMIT DRAWINGS	AK	AK		Design by	BUILDING BLOCK 2 DETAILS					
2	21/03/12	DEVELOPMENT PERMIT DRAWINGS	AK	AK		Design by-						
1	20/07/12	DEVELOPMENT PERMIT DRAWINGS	AK	AK		Seika Architecture Ltd	PROJECT NUMBER	DRAWING NUMBER	ISSUE/REVISION			
I/R	YY/MM/DD	ISSUE/REVISION DESCRIPTION	DRN CHK		IDR APP	651 MACEWAN DRIVE N.W.CALGARY ALBERTA, T3K 3R1 TE-403-210 5085	SE-140	A-04b	03			







GEO74.455

______<u>GEO 77.60</u>

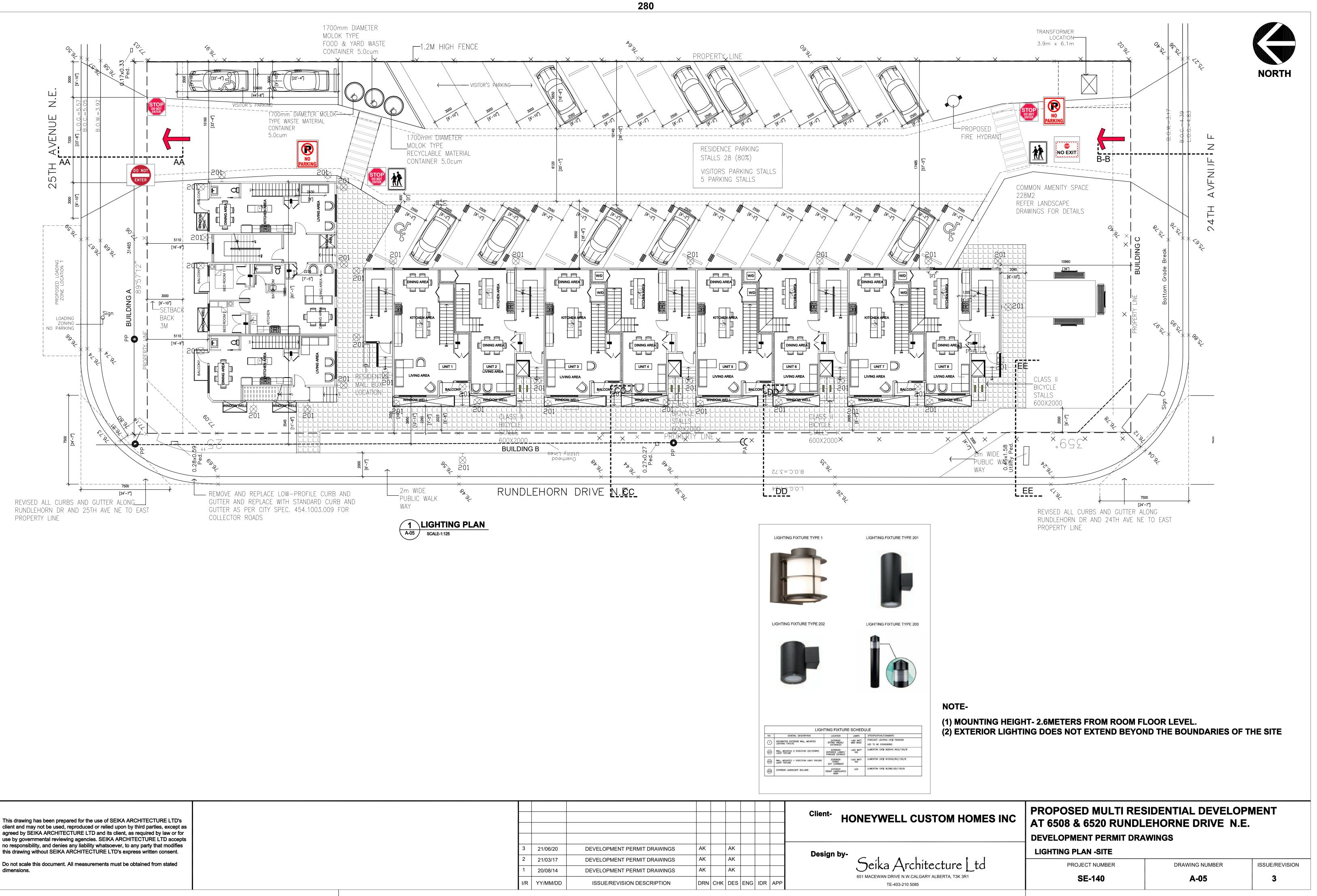
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_____GE087.035

GEO 83.89

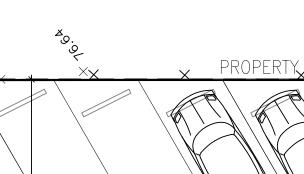
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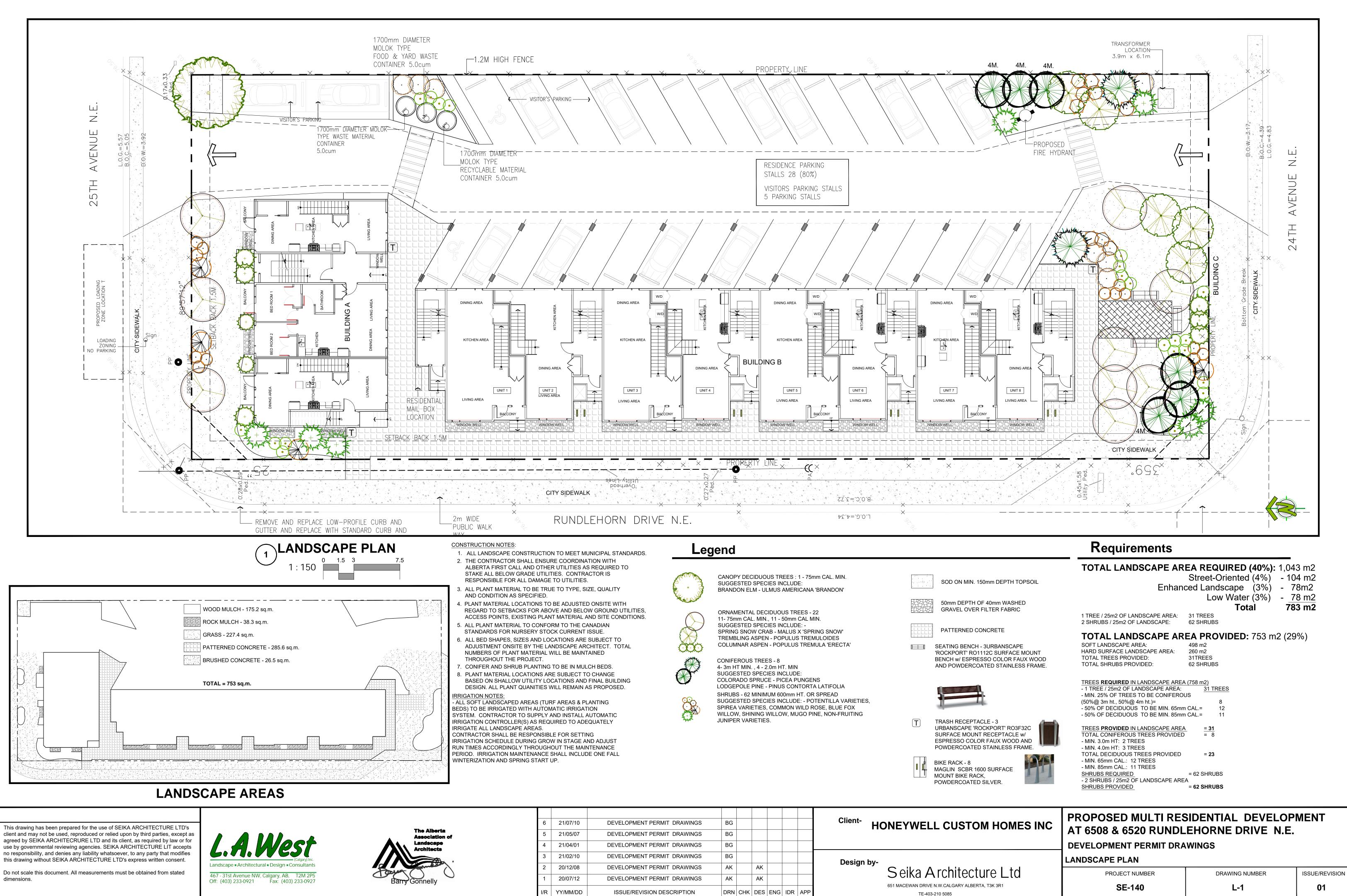


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Do not scale this document. All measurements must be obtained from stated dimensions.

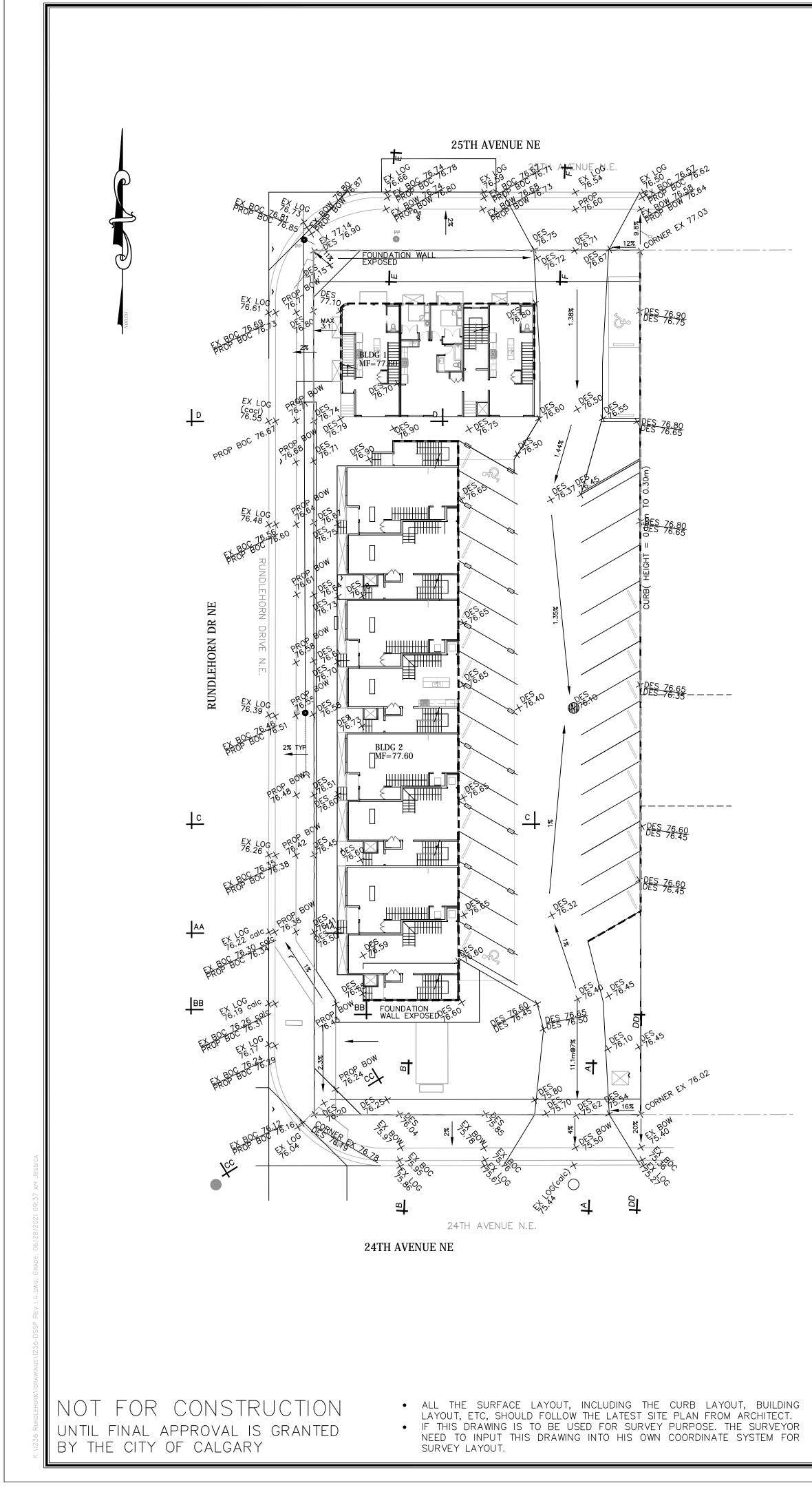


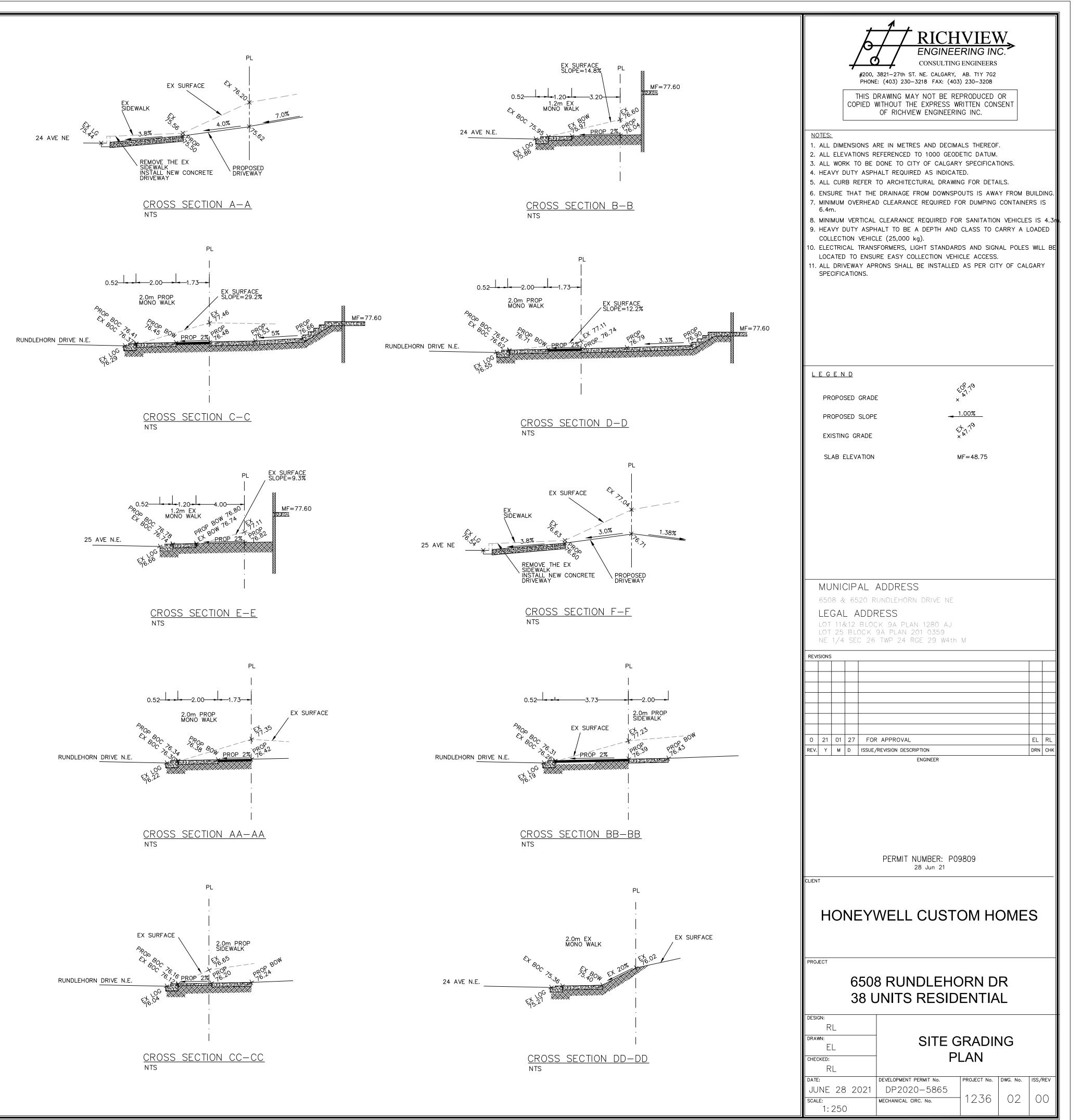
Client- HONEYWELL C									
	_								
Design by-				AK		AK	DEVELOPMENT PERMIT DRAWINGS	21/06/20	3
Seíka Arch				AK		AK	DEVELOPMENT PERMIT DRAWINGS	21/03/17	2
				AK		AK	DEVELOPMENT PERMIT DRAWINGS	20/08/14	1
651 MACEWAN DRIVE N.W.CAL TE-403-210 5085	APP	IDR	ENG	DES	снк	DRN	ISSUE/REVISION DESCRIPTION	YY/MM/DD	I/R

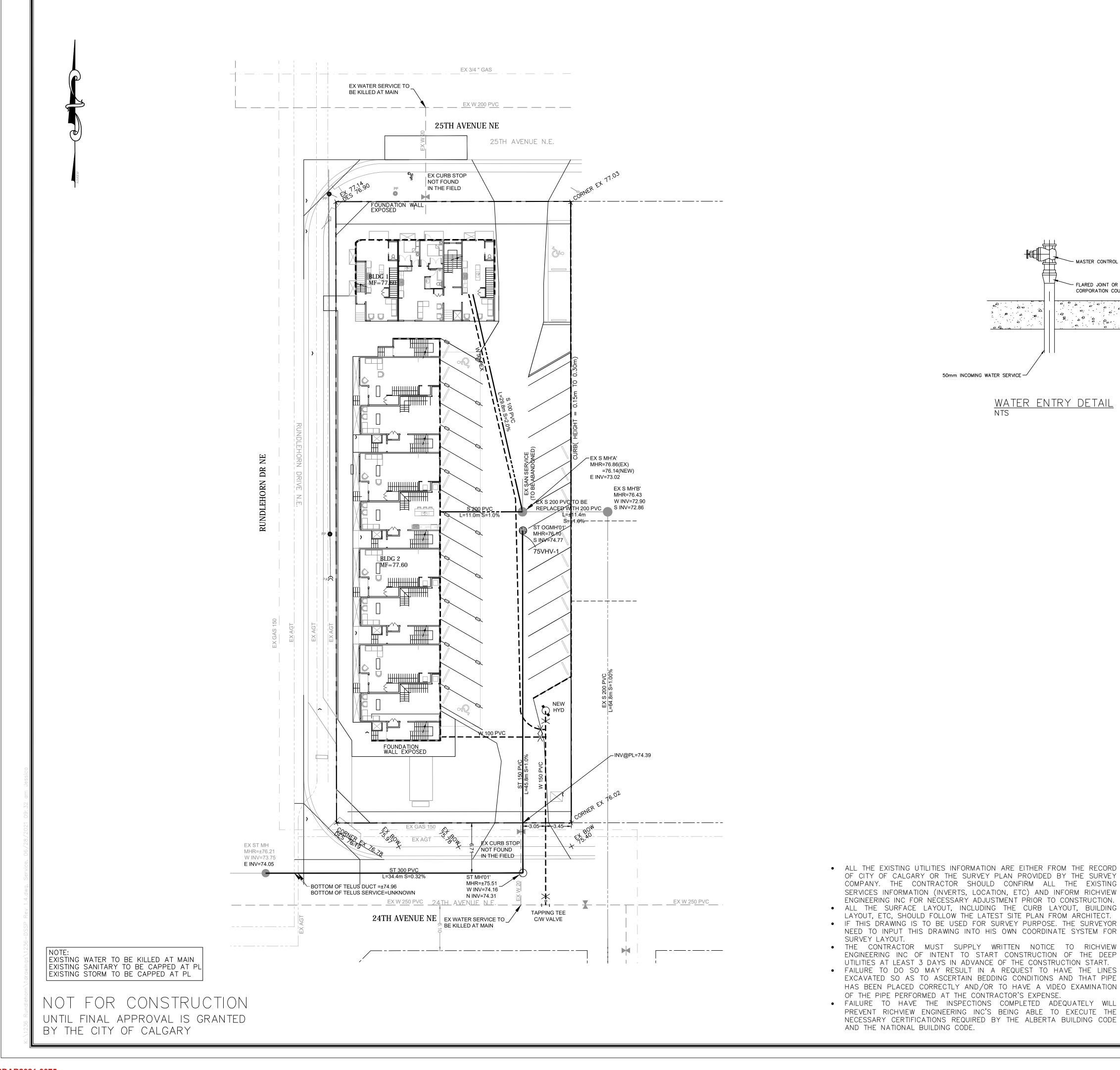


SOD
50mm GRA\
PATT

Client- HONEYWELL CU						BG	DEVELOPMENT PERMIT DRAWINGS	21/07/10	6
						BG	DEVELOPMENT PERMIT DRAWINGS	21/05/07	5
						BG	DEVELOPMENT PERMIT DRAWINGS	21/04/01	4
Dosign by						BG	DEVELOPMENT PERMIT DRAWINGS	21/02/10	3
Design by- Seika Archi				AK		AK	DEVELOPMENT PERMIT DRAWINGS	20/12/08	2
				AK		AK	DEVELOPMENT PERMIT DRAWINGS	20/07/12	1
651 MACEWAN DRIVE N.W.CALGA TE-403-210 5085	APP	IDR	ENG	DES	снк	DRN	ISSUE/REVISION DESCRIPTION	YY/MM/DD	I/R





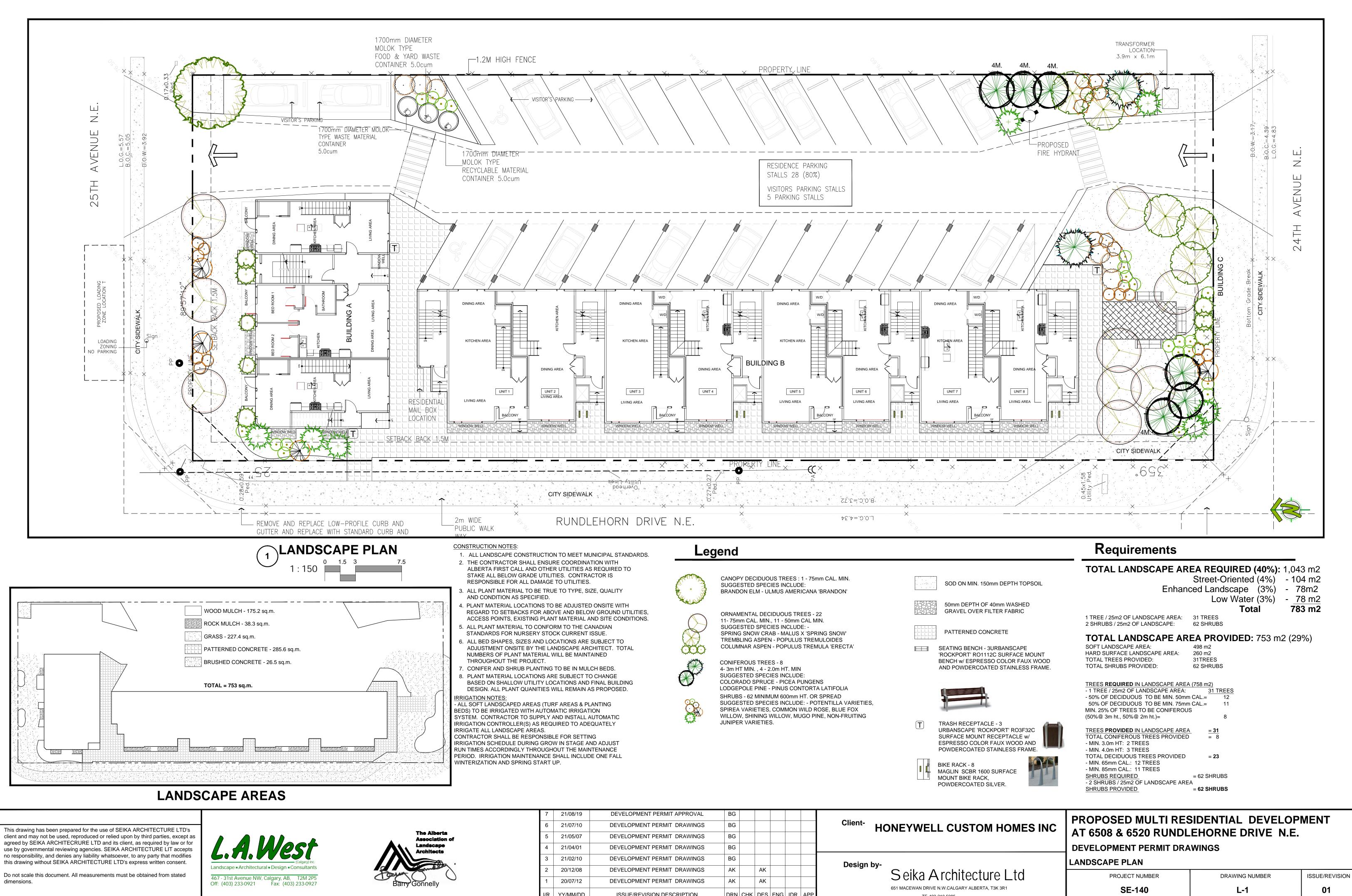


- FLARED JOINT OR PACK JOINT CORPORATION COUPLING <1²¹ 21×1 . 44,... 50mm INCOMING WATER SERVICE -WATER ENTRY DETAIL NTS

- MASTER CONTROL VALVE

	PHON THIS [CONSULTING 201, 203 – 38th AVE NE. CAL E: (403) 230–3218 FAX: (403) CRAWING MAY NOT BE REF WITHOUT THE EXPRESS WF OF RICHVIEW ENGINEERIN	RING INC. ENGINEERS GARY, ALBERTA T2E 2M3 230–3208 PRODUCED OR RITTEN CONSENT
	 ALL DIMENSIONS A ALL ELEVATIONS F ALL WORK TO BE WATER SERVICES CONDITIONS AND C WATER MAINS 150 ALL HYDRANT LEA ALL SANITARY & ALL SANITARY & ALL SANITARY SE ALL PE WATER SE ALL PE WATER SE ALL PE WATER SE ALL PE WATER SE ALL CONCRETE SE SULPHATE RESISTANT ALL STORM AND STO 375mm TO BE CLASSIFICATIONS I IF WEEPING IS NEE PUMP TO GRADE SUMP AND PUMP, ENSURE THAT THE EXACT ELEVATION TO FINAL ASPHAL PLACE OF PARSON ALL CATCH BASIN 	TYPE 5A SULPHATE RESIST. ORDANCE WITH CITY OF CAL WER PIPES, MANHOLES, CAT ANT CONCRETE (TYPE 50). SANITARY SEWER PIPE BEDDI CLASS III IN ACCORDANCE N ASTM D2321. EDED,CONNECT TO SUMP PUI TO A POINT PAST THE DOWN AS PER ALBERTA BUILDING DRAINAGE FROM DOWNSPOI OF MANHOLE RIMS ARE TO T LIFT. Y NORWOOD FOUNDARY OR IN N INSERTS ON SANITARY MA S SHALL BE TYPE 'C' OTHER ATION TO BE CONFIRMED BY PROPOSED LINE SD 250 PVC SS 250 PVC I O X O	LS THEREOF. DDETIC DATUM. SPECIFICATIONS. n COVER IN CLAY SOIL C DR18. GER SHALL BE SDR-35. ALL BE SDR-28. 0 1.5m INSIDE THE BE BROUGHT INTO THE METER ANT CONCRETE AND TO BE GARY SPECIFICATIONS. CH BASIN BARRELS SHALL BE NGS FOR PIPE SIZES 100mm WITH THE UNIFIED SOIL MP, WEEPING TILE SHALL BE ISPOUTS VIA A BASEMENT CODE. JTS IS AWAY FROM BUILDING. BE SET IN THE FIELD PRIOR EQUIVALENT TO BE USED IN NHOLES SITUATED IN TRAP RWISE NOTED. ' MECHANICAL ENGINEER EXISTING
	WATER METER REDUCER CHECK VALVE LIGHT STANDARD ICD	_	< S ★ ⟨□⟩ ^{EX}
	MUNICIPAL A 6508 & 6520 RI LEGAL ADDR LOT 11&12 BLOC LOT 25 BLOCK S	JNDLEHORN DRIVE NE	
		R APPROVAL /REVISION DESCRIPTION ENGINEER	EL RL DRN CHK
		PERMIT NUMBER: PO	9809
	HONEY	28 Jun 21	OM HOMES
CITY OF CALGARY DEVELOPMENT SITE SERVICING PLAN DATE RECEIVED		8 RUNDLEHC	
CIRCULATION TO INITIAL DATE WATER WATER INITIAL DATE WESOURCES INITIAL DATE REVIEW AND INSPECTION BY THE CITY IS NOT SUBSTITUTE FOR SUPERVISION, INSPECTION, AND DUE DILIGENCE BY THE ENGINEER OF RECORD, LOT OWNER, OR CONTRACTOR.	design: RL drawn: EL		ENTIAL RVICING -AN
THE ENGINEER OF RECORD MAINTAINS FULL RESPONSIBILITY TO EXERCISE COMPETENCE AND GOOD ENGINEERING JUDGEMENT FOR THE ENTIRETY OF THEIR DESIGN AND PROVIDE DOCUMENTATION FOR ALL PRIVATE SITE WORKS AND RETAIN THESE RECORDS FOR THE USE OF THEIR CLIENTS.	checked: RL date: JUNE 28 2021 scale: 1:250	DEVELOPMENT PERMIT NO. DP2020-5865 DSSP CIRC. NO.	AN PROJECT NO. DWG. NO. ISS/REV 1236 01 00

Appendix 11



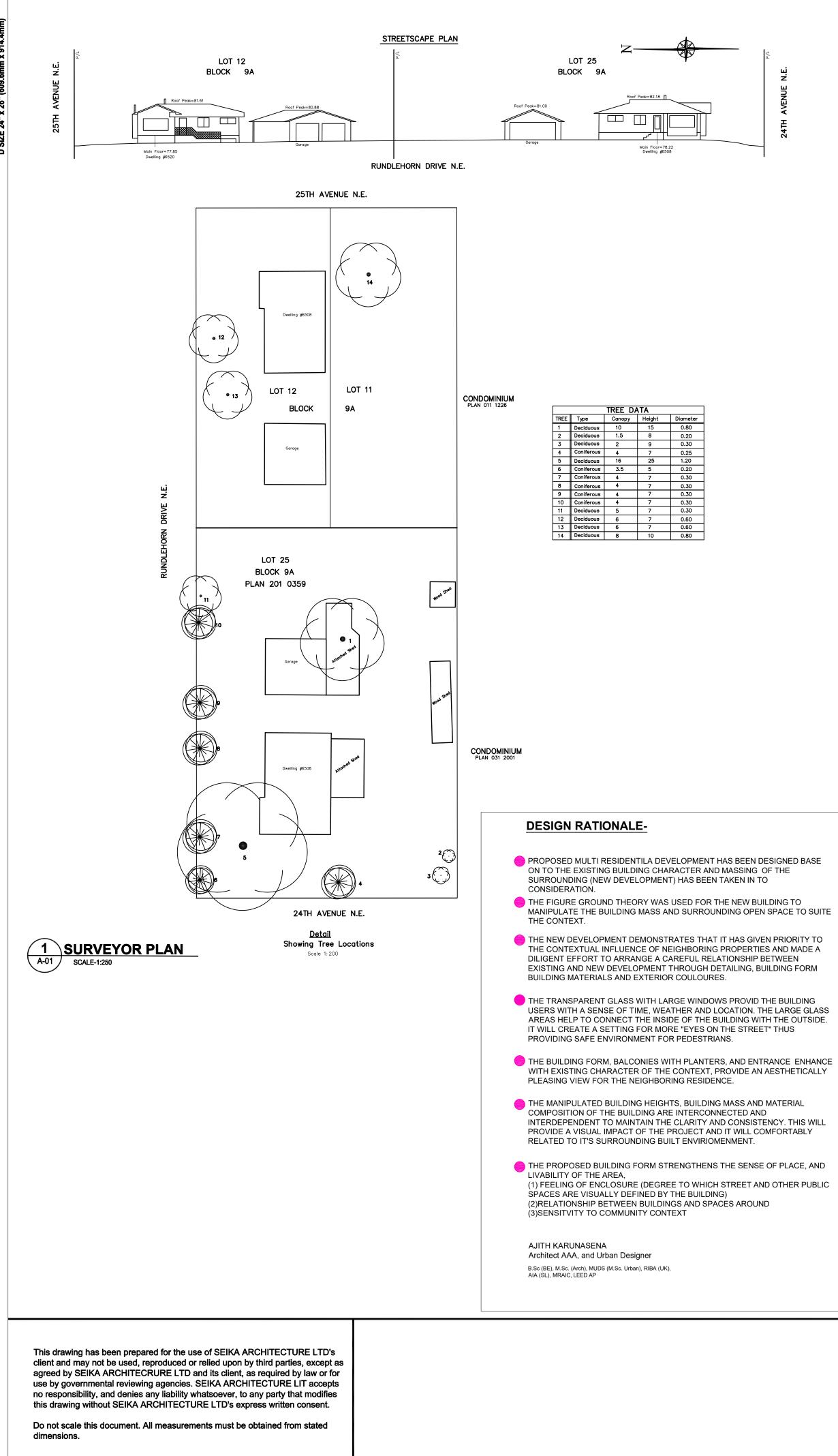
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HONEYWELL CU	Client-						BG	DEVELOPMENT PERMIT DRAWINGS	21/07/10	6
							BG	DEVELOPMENT PERMIT DRAWINGS	21/05/07	5
							BG	DEVELOPMENT PERMIT DRAWINGS	21/04/01	4
n hv-	Design b						BG	DEVELOPMENT PERMIT DRAWINGS	21/02/10	3
Seika Archi	Design b				AK		AK	DEVELOPMENT PERMIT DRAWINGS	20/12/08	2
					AK		AK	DEVELOPMENT PERMIT DRAWINGS	20/07/12	1
651 MACEWAN DRIVE N.W.CALGA TE-403-210 5085		APP	IDR	ENG	DES	СНК	DRN	ISSUE/REVISION DESCRIPTION	YY/MM/DD	I/R

PROPOSED MULTI-RESIDENTIAL DEVELOPMENT AT 6508 & 6520 RUNDLEHORN DRIVE N.E. CALGARY, AB DEVELOPMENT PERMIT APPLICATION

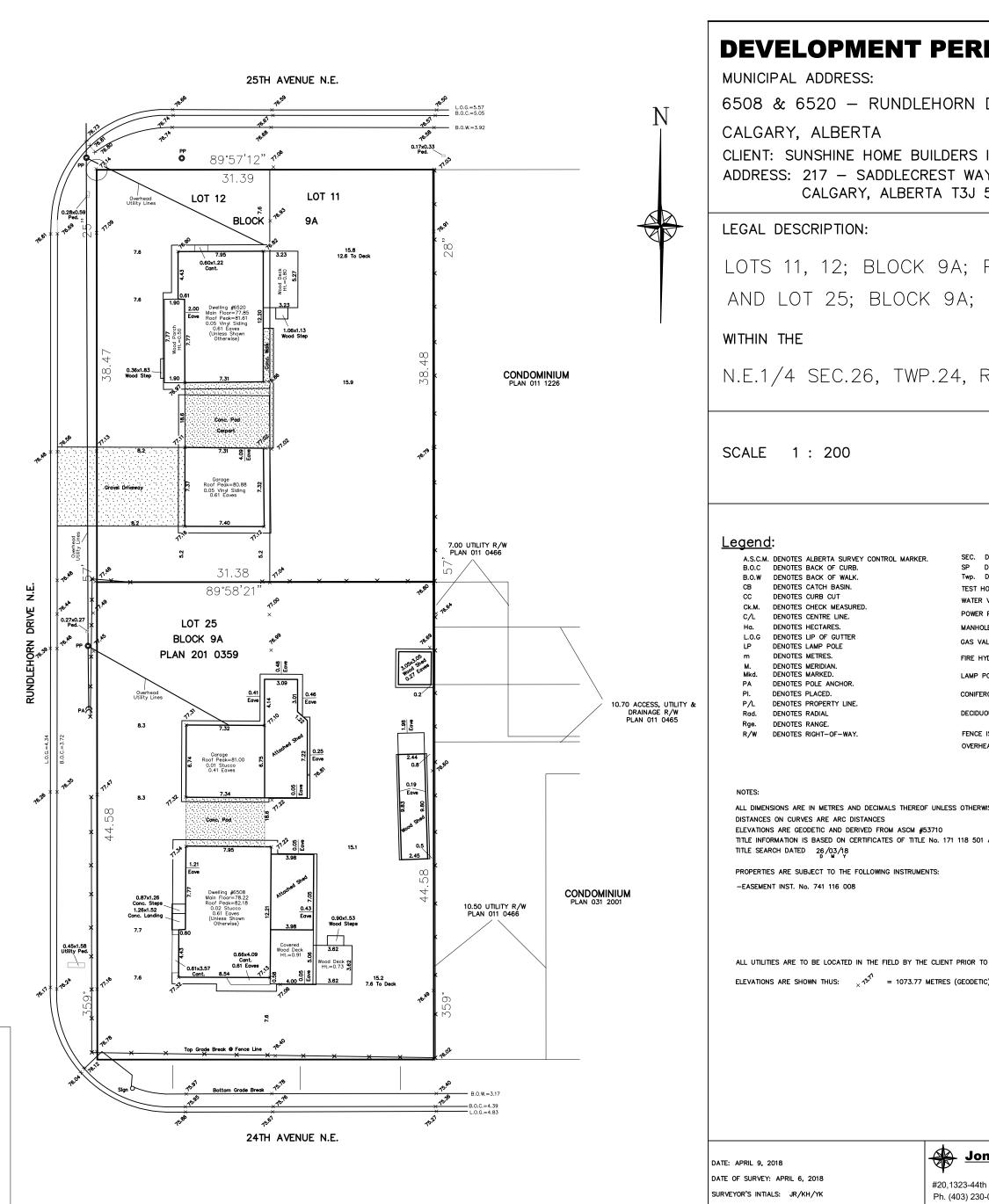
Design by-



Seika Architecture Ltd 651 MACEWAN DRIVE N.W.CALGARY ALBERTA, T3K 3R1 TE-403-210 5085







MUNICIPAL ADDRESS:	
6508 & 6520 - RUNDLE	THORN D
CALGARY, ALBERTA	
CLIENT: SUNSHINE HOME BU	JILDERS IN
ADDRESS: 217 – SADDLECF	
CALGARY, ALBER	TA T3J 5
LEGAL DESCRIPTION:	
LOTS 11, 12; BLOCK	9A; P
AND LOT 25; BLOCK	< 9A; F
WITHIN THE	
N.E.1/4 SEC.26, TWF	7.24, R
SCALE 1 : 200	
L a man di	
Legend: A.S.C.M. DENOTES ALBERTA SURVEY CONTROL MARKEF	R. SEC. DE
B.O.C DENOTES BACK OF CURB. B.O.W DENOTES BACK OF WALK.	SP DEI Twp. DE
CB DENOTES CATCH BASIN. CC DENOTES CURB CUT	TEST HOLI WATER VA
Ck.M. DENOTES CHECK MEASURED. C/L DENOTES CENTRE LINE.	POWER PO
Ha. DENOTES HECTARES. L.O.G DENOTES LIP OF GUTTER	MANHOLE GAS VALV
LP DENOTES LAMP POLE m DENOTES METRES.	FIRE HYDR
M. DENOTES MERIDIAN. Mkd. DENOTES MARKED. PA DENOTES POLE ANCHOR.	LAMP POL
PI. DENOTES POLE ANCHOR. PI. DENOTES PLACED. P/L DENOTES PROPERTY LINE.	CONIFEROL
Rad. DENOTES RADIAL	DECIDUOU
Rge. DENOTES RANGE. R/W DENOTES RIGHT-OF-WAY.	FENCE IS OVERHEAD
NOTES:	
ALL DIMENSIONS ARE IN METRES AND DECIMALS THEREO DISTANCES ON CURVES ARE ARC DISTANCES	
ELEVATIONS ARE GEODETIC AND DERIVED FROM ASCM # TITLE INFORMATION IS BASED ON CERTIFICATES OF TITLE TITLE SEARCH DATED 26/03/18	
TITLE SEARCH DATED 26/03/18 D W Y PROPERTIES ARE SUBJECT TO THE FOLLOWING INSTRUME	'NTS-
-EASEMENT INST. No. 741 116 008	
ALL UTILITIES ARE TO BE LOCATED IN THE FIELD BY TH	E CLIENT PRIOR TO C
ELEVATIONS ARE SHOWN THUS: $\times 1^{5^{1}}$ = 1073.77	METRES (GEODETIC)
	•
TE: APRIL 9, 2018	
TE OF SURVEY: APRIL 6, 2018	# 20,1323-44th A
RVEYOR'S INTIALS: JR/KH/YK	Ph. (403) 230-07 E-mail: jonesgeo
	L

									Client- HONEYWELL CUST
2	21/03/20	DEVELOPMENT PERMIT DRAWINGS	AK		AK				Design by- Seíka Archítec
I/R	YY/MM/DD	ISSUE/REVISION DESCRIPTION		снк		ENG	IDR	APP	651 MACEWAN DRIVE N.W.CALGARY ALB TE-403-210 5085

	SITE INFORMATION
	LEGAL ADDRESS
PERMIT PLAN	LOT 25 ; BLOCK 9A PLAN 2010359
	ORTH AND
ORN DRIVE N.E.	LOT 11 & 12 ; BLOCK 9A PLAN 1280AJ
DERS INC.	
ST WAY N.E. T3J 5N1	
	6508 & 6520 RUNDLEHORNE DRIVE N E., CALGARY, AB
9A; PLAN 1280AJ	LANDUSE
9A; PLAN 201 0359	ZONING M-C1 MULTI RESIDENTIAL - CONTEXTUAL LOW PROFILE
,	SITE AREA 2,606 SQM (0.6439 ACRES)
	MAXIMUM DENSITY 148 UNITS PER Ha DENSITY PROPOSED 35 UNITS (134.3 UNITS PER Ha)
24, RGE.29, W.4thM.	BUILDING AREA
	BUILDING 1 = 206 SQM BUILDING 2= 530 SQM
	TOTAL BUILDING AREA =736 SQM
	PARCEL COVERAGE 28.24%
	TOTAL FLOOR AREA(ALL THE FLOORS) BUILDING 1 TOTAL FLOOR AREA 618 SQM
SEC. DENOTES SECTION. SP DENOTES SIGN POST.	BUILDING 2 TOTAL FLOOR AREA 2,398 SQM
TWP. DENOTES TOWNSHIP. TEST HOLE SHOWN THUS: STH WATER VALVE SHOWN THUS: SO	TOTAL FLOOR AREA=3,016 SQM
POWER POLE SHOWN THUS: OPP MANHOLE SHOWN THUS: OMH	TOTAL NUMBER OF UNITS 35
GAS VALVE SHOWN THUS: © FIRE HYDRANT SHOWN THUS: $\Phi_{\rm FH}$	
LAMP POLE SHOWN THUS: 🔅 🕫	
DECIDUOUS TREE SHOWN THUS:	BLOCK 1 - TOTAL UNITS = 7
OVERHEAD UTILITIES SHOWN THUS:	TOTAL MAIN FLOOR AREA=206 M2 TOTAL 2ND FLOOR AREA =206 M2
	TOTAL 3RD FLOOR AREA =206 M2 TOTAL BASEMENT FLOOR AREA = 195M2
LESS OTHERWISE SHOWN.	TOTAL BASEMENT FLOOR AREA - 195102
171 118 501 AND No. 171 248 368	BLOCK 2 - TOTAL UNITS = 24
	TOTAL MAIN FLOOR AREA=530 M2 TOTAL 2ND FLOOR AREA =684 M2
	TOTAL 3RD FLOOR AREA =684 M2
ENT PRIOR TO CONSTRUCTION.	TOTAL 4TH FLOOR AREA =500M2 TOTAL BASEMENT FLOOR AREA = 546M2
RES (GEODETIC)	
	PARKING
	PARKING REQUIRED RESIDENTIAL =1 X 35 UNITS
	=35 STALLS VISITORS =0.15 X 35 UNITS= 5 STALLS
Jones Geomatics Ltd. Alberta Land Surveyor	PARKING REDUCTION
20,1323-44th Ave. N.E., Calgary, Alberta T2E 6L5 h. (403) 230-0778 Fax (403) 230-0714	RESIDENTIAL PARKING STALLS
-mail: jonesgeo@telus.net Job No. 008070-18	LAN USE BYLAW 560 (b) 10% REDUCTION 38 X 10%= 4 STALLS
	TOTAL REDUCTION
	4 STALLS
	RESIDENCE 35 STALLS VISITORS 6 STALLS
	PARKING PROVIDED
	RESIDENCE 28 STALLS
	VISITORS 5 STALLS PERMIT DECISION
	RENDERED
	ON THIS PLAN
	PROPOSED MULTI RESIDENTIAL DEVELOPMENT
CUSTOM HOMES INC	AT 6508 & 6520 RUNDLEHORNE DRIVE N.E.
	DEVELOPMENT PERMIT DRAWINGS

SURVEYOR PLAN

PROJECT NUMBER

SE-140

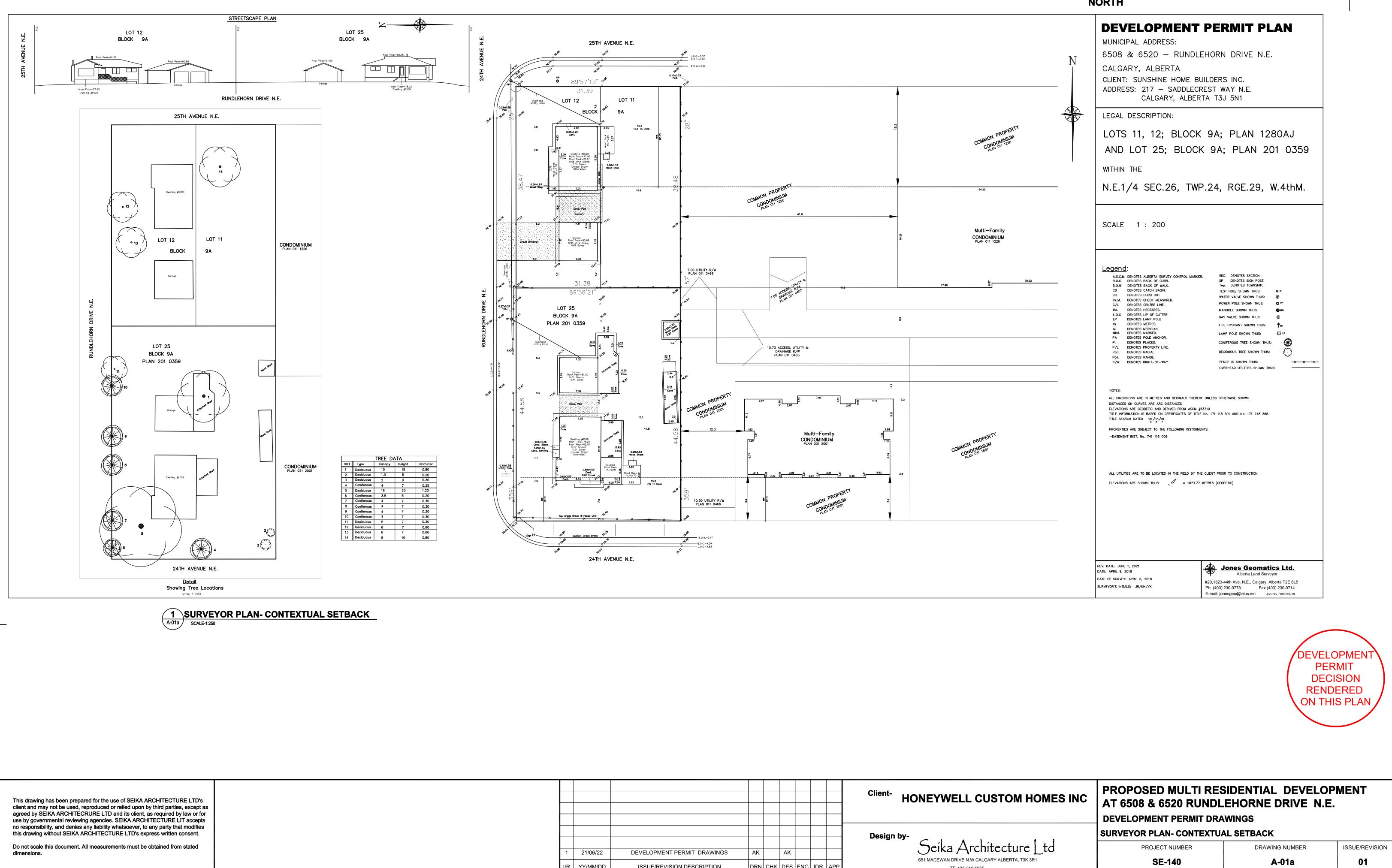
hitecture [td] LGARY ALBERTA, T3K 3R1

A-01

DRAWING NUMBER

ISSUE/REVISION

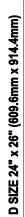


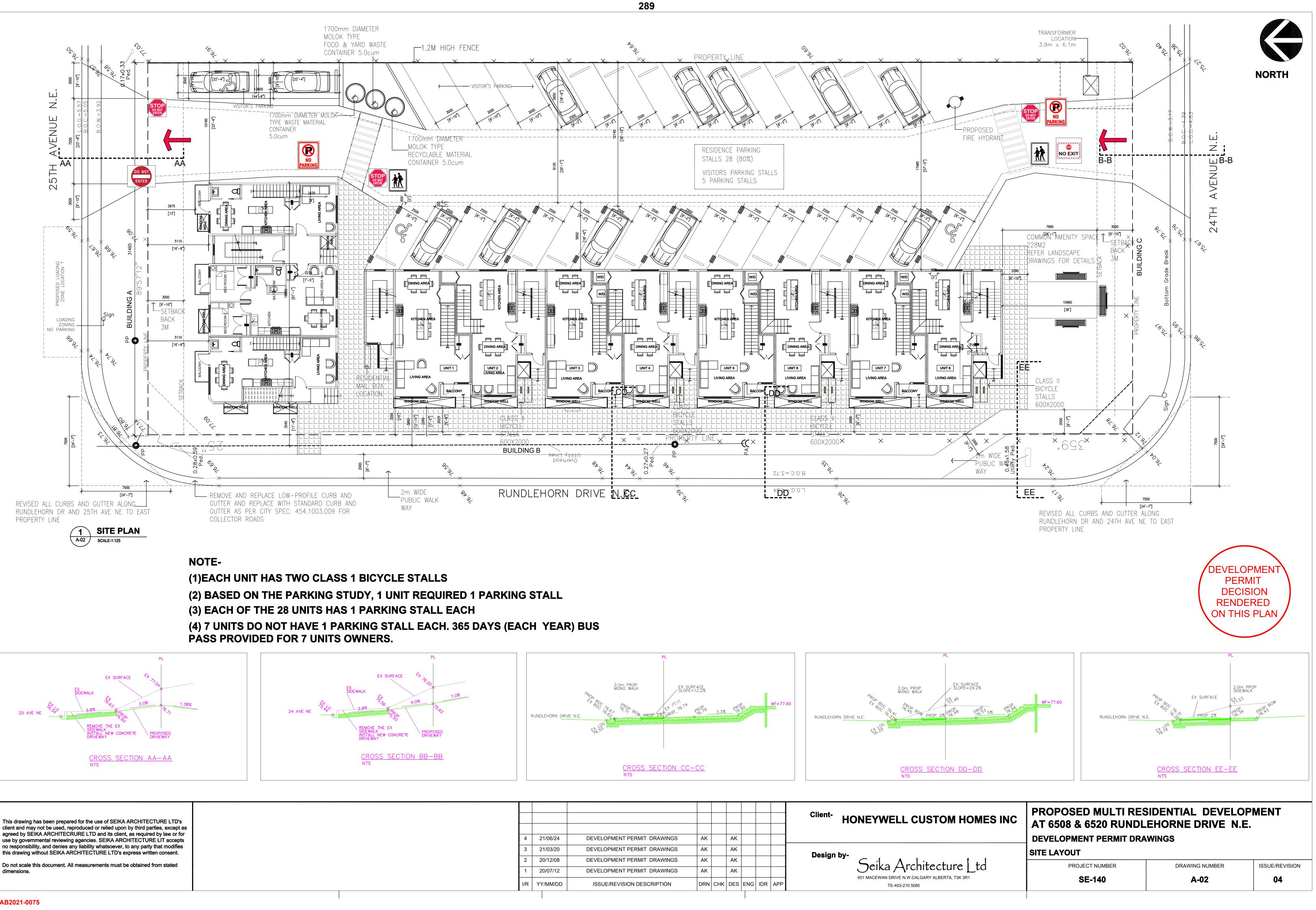


Client- HONEYWELL C									
Design by-									
Seíka Arch				AK		AK	DEVELOPMENT PERMIT DRAWINGS	21/06/22	1
651 MACEWAN DRIVE N.W.CAL TE-403-210 5085	APP	IDR	ENG	DES	СНК	DRN	ISSUE/REVISION DESCRIPTION	YY/MM/DD	I/R

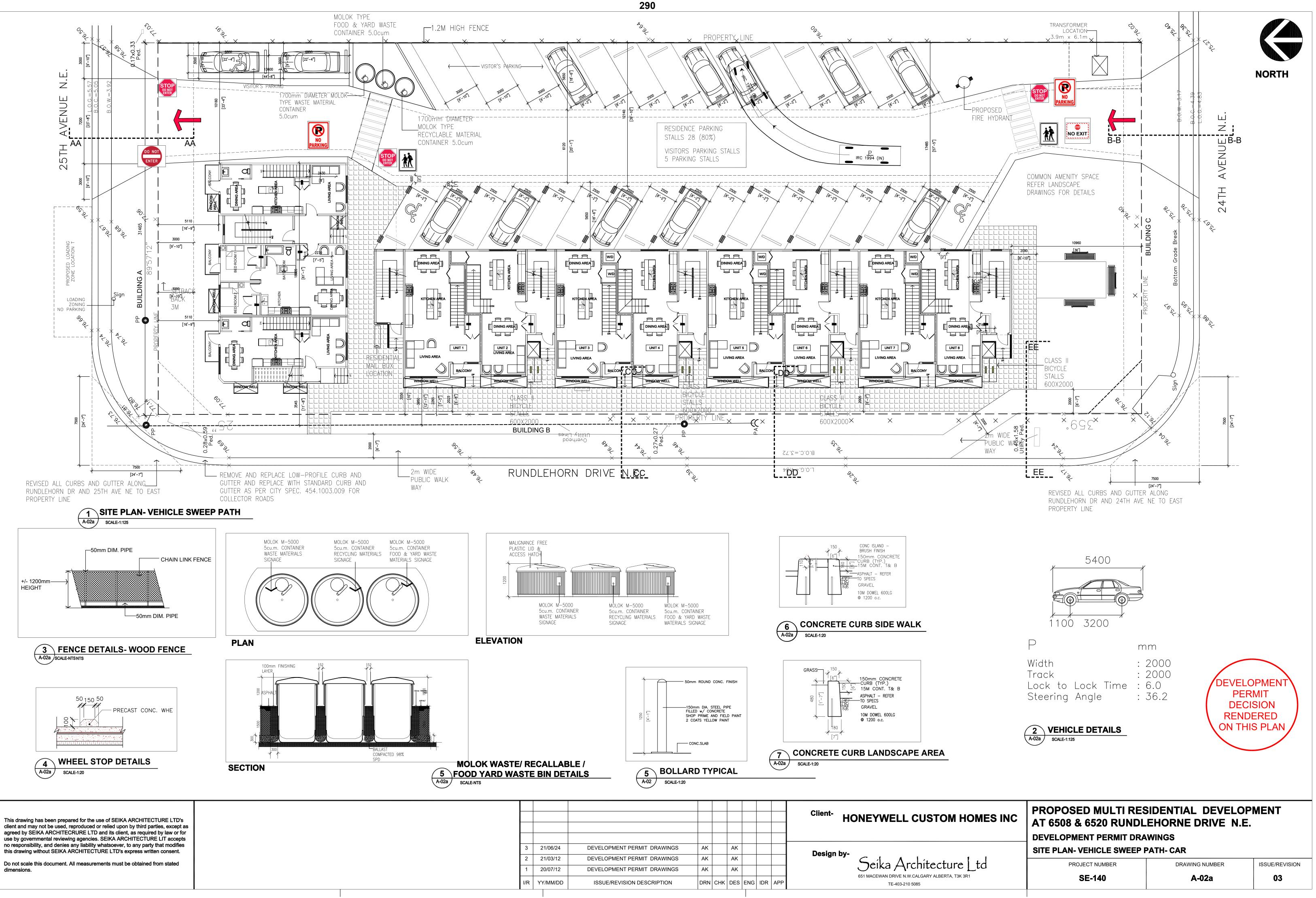


N	DEVELOPMENT PERMIT PLAN MUNICIPAL ADDRESS: 6508 & 6520 - RUNDLEHORN DRIVE N.E. CALGARY, ALBERTA CLIENT: SUNSHINE HOME BUILDERS INC. ADDRESS: 217 - SADDLECREST WAY N.E. CALGARY, ALBERTA T3J 5N1
	LEGAL DESCRIPTION:
NN PROPERTY NDOMINIUM LAN 011 1226	LOTS 11, 12; BLOCK 9A; PLAN 1280AJ AND LOT 25; BLOCK 9A; PLAN 201 0359 WITHIN THE
	N.E.1/4 SEC.26, TWP.24, RGE.29, W.4thM.
Family MINIUM	SCALE 1 : 200
<u>36.22</u>	<section-header><section-header><section-header><section-header><section-header><section-header><section-header><text></text></section-header></section-header></section-header></section-header></section-header></section-header></section-header>
	REV. DATE: JUNE 1, 2021 DATE: APRIL 9, 2018 DATE OF SURVEY: APRIL 6, 2018 SURVEYOR'S INITIALS: JR/KH/YK

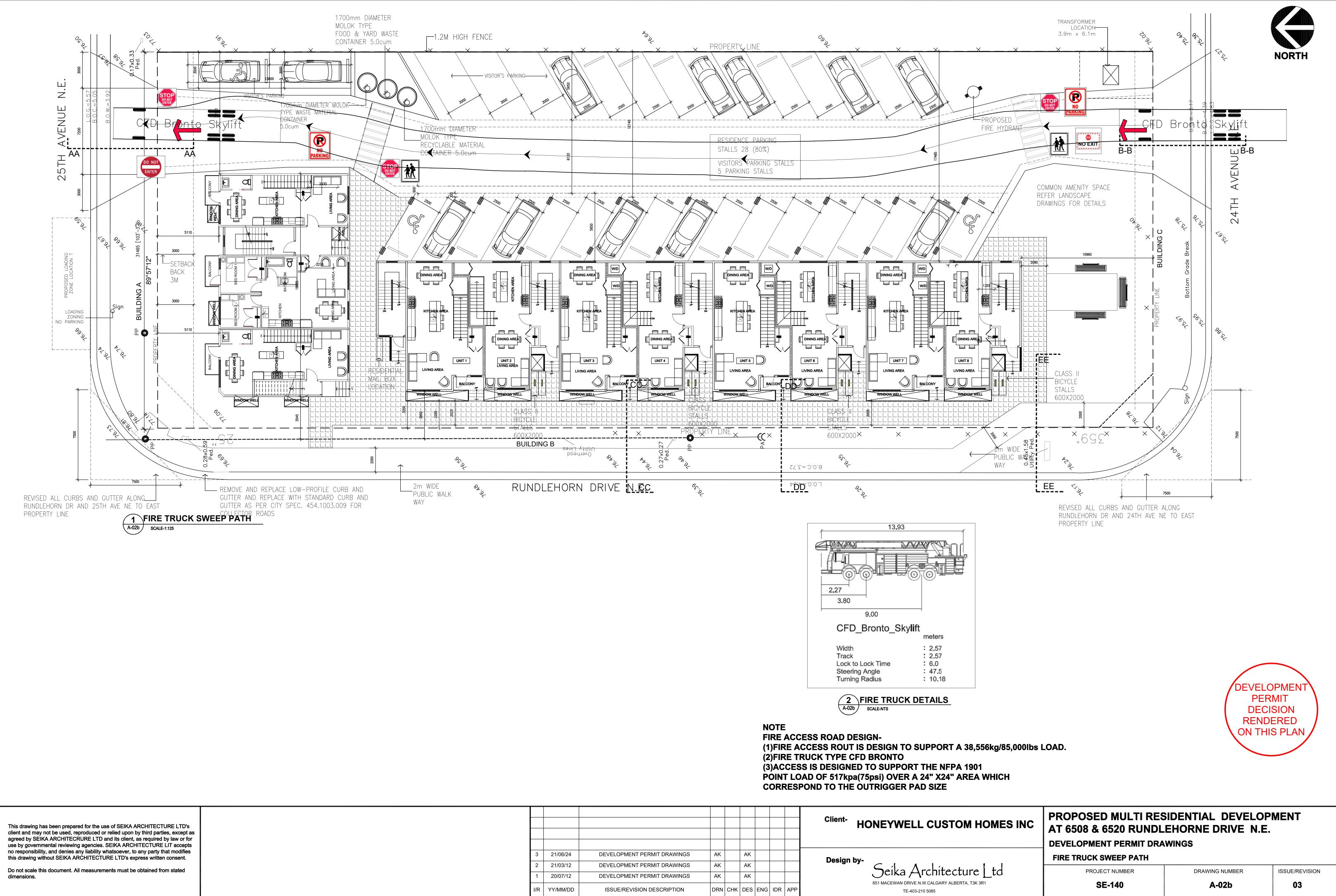




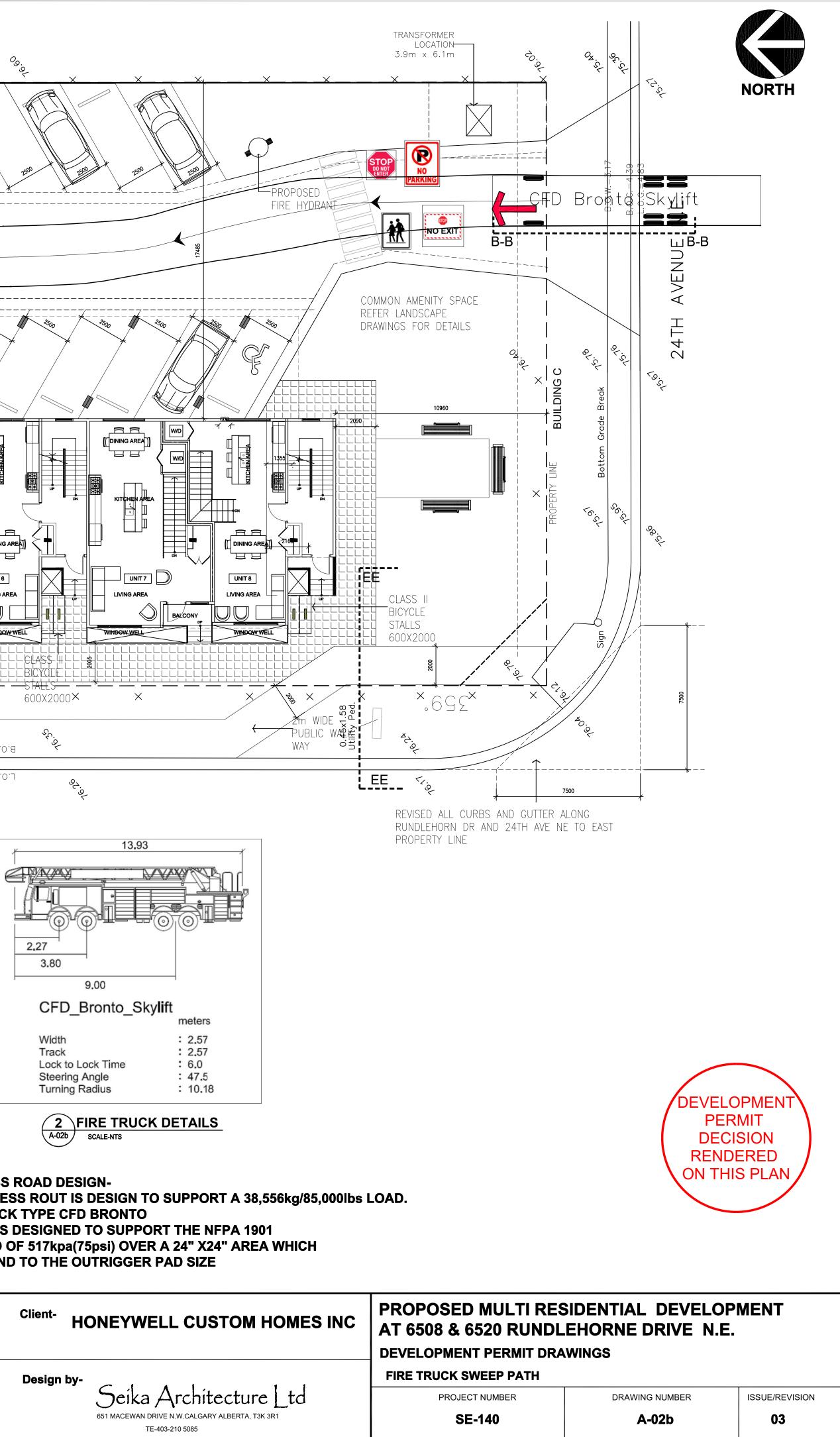
^{nt-} HONEYWELL CU	Client-									
					AK		AK	DEVELOPMENT PERMIT DRAWINGS	21/06/24	4
	Decian				AK		AK	DEVELOPMENT PERMIT DRAWINGS	21/03/20	3
Soiles Angle	Design				AK		AK	DEVELOPMENT PERMIT DRAWINGS	20/12/08	2
Seíka Archí					AK		AK	DEVELOPMENT PERMIT DRAWINGS	20/07/12	1
651 MACEWAN DRIVE N.W.CALGA TE-403-210 5085		APP	IDR	ENG	DES	снк	DRN	ISSUE/REVISION DESCRIPTION	YY/MM/DD	I/R

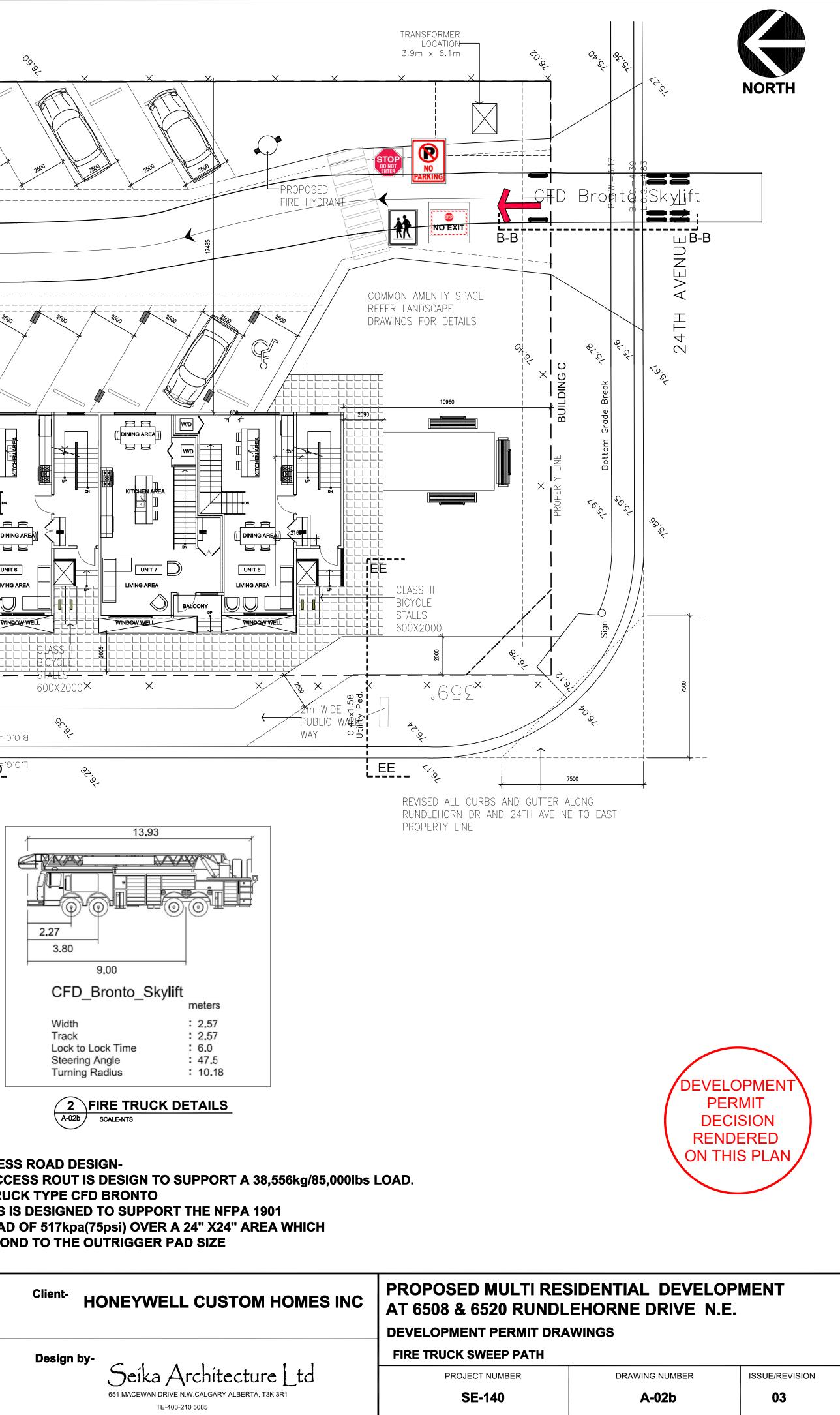




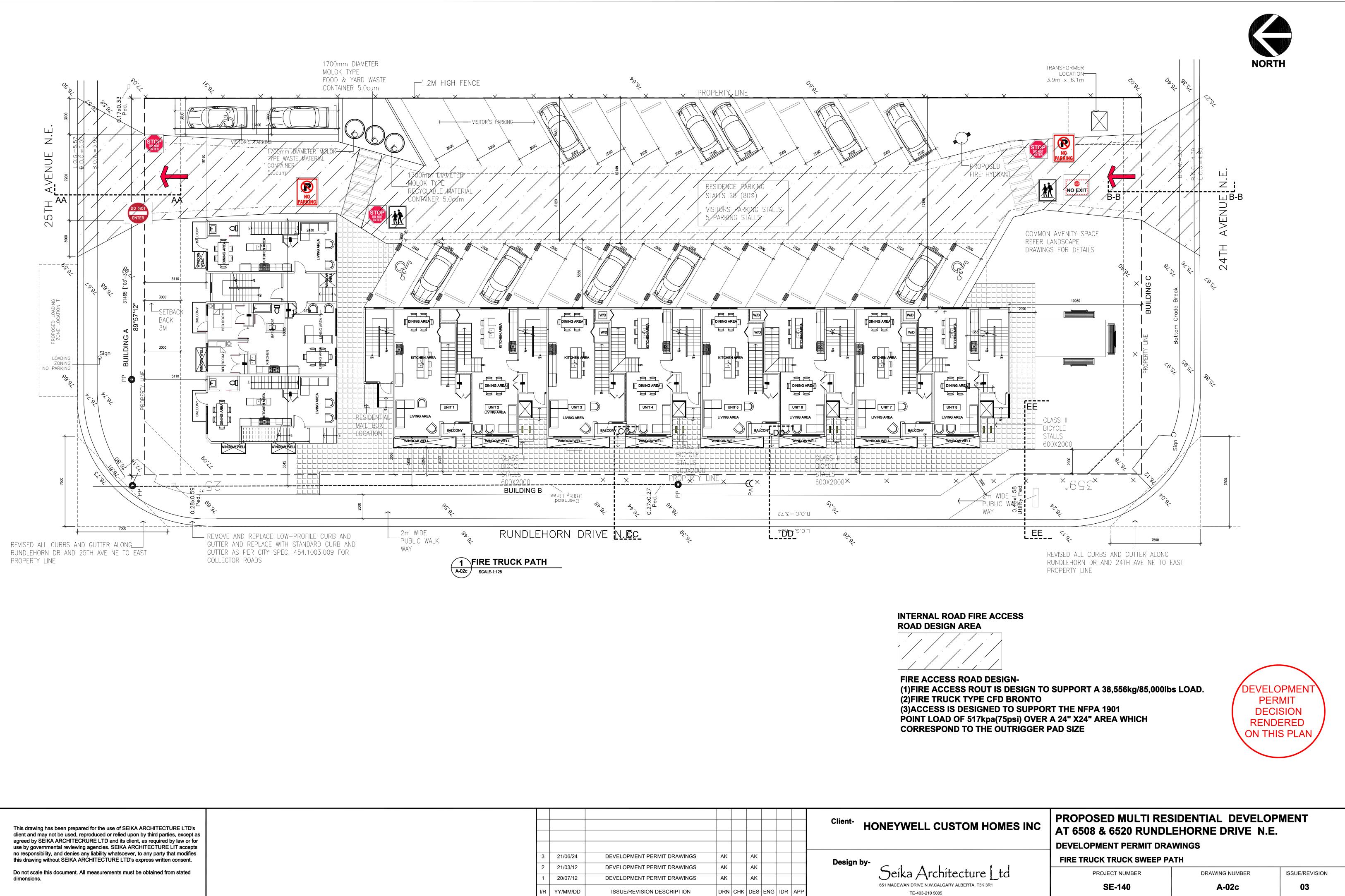


									Client- HONEYWELL CU
3	21/06/24	DEVELOPMENT PERMIT DRAWINGS	AK		AK				Decign by
2	21/03/12	DEVELOPMENT PERMIT DRAWINGS	AK		AK				Design by- Seíka Archí
1	20/07/12	DEVELOPMENT PERMIT DRAWINGS	AK		AK				
I/R	YY/MM/DD	ISSUE/REVISION DESCRIPTION	DRN	СНК	DES	ENG	IDR	APP	651 MACEWAN DRIVE N.W.CALGA TE-403-210 5085
				I	1				





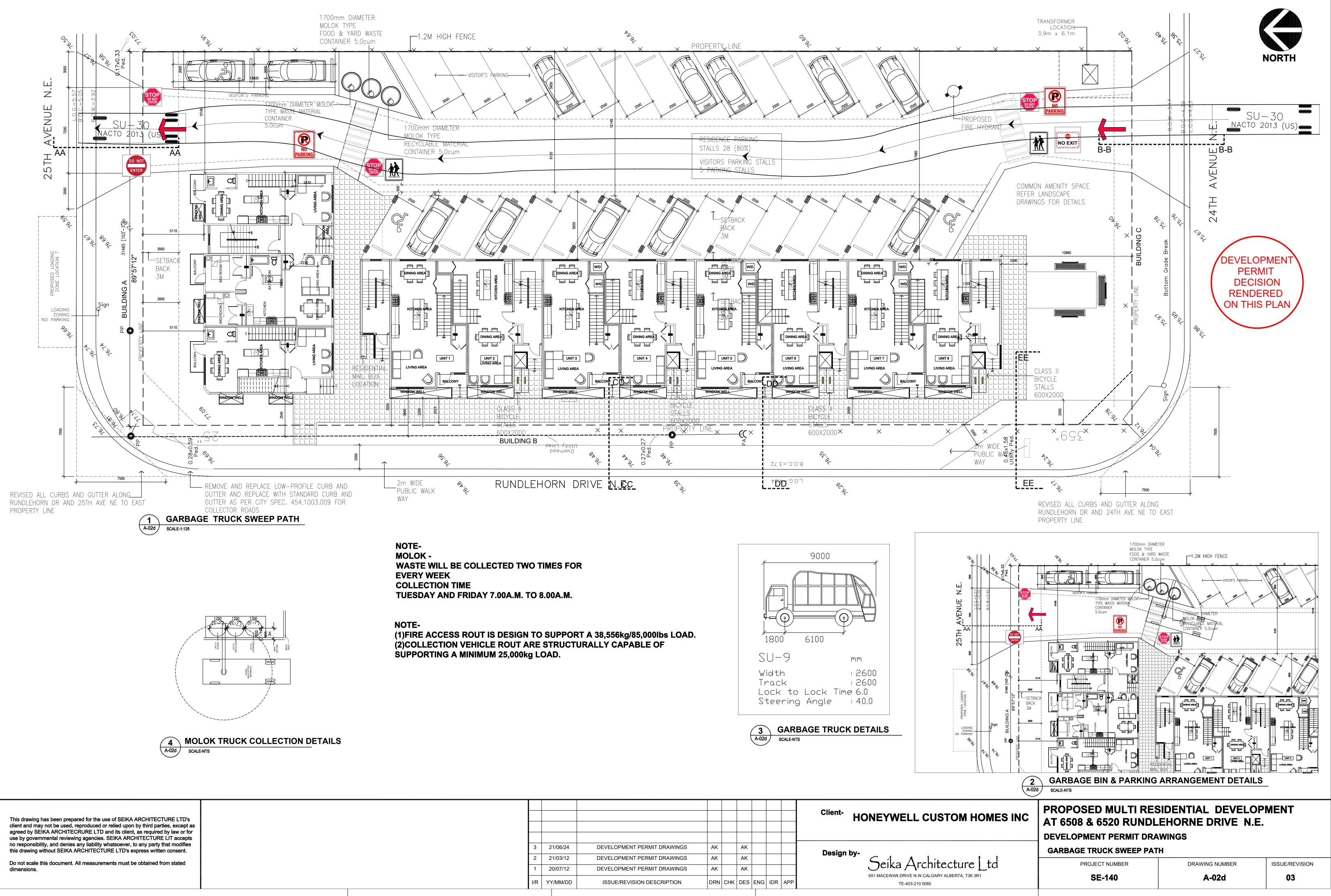






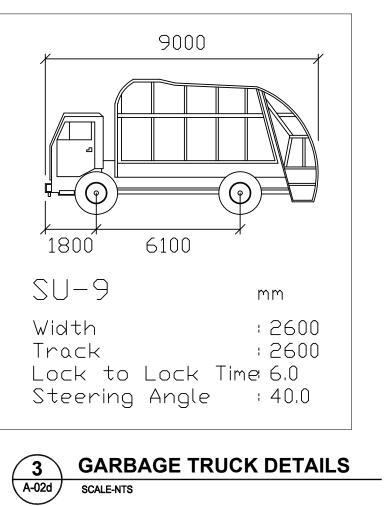
								Client- HONEYWELL CUS
3 21/06/24	DEVELOPMENT PERMIT DRAWINGS	AK		AK				
2 21/03/12	DEVELOPMENT PERMIT DRAWINGS	AK		AK				Design by- Seíka Archite
1 20/07/12 I/R YY/MM/DD	DEVELOPMENT PERMIT DRAWINGS	AK DRN	СНК	AK DES	ENG	IDR	APP	651 MACEWAN DRIVE N.W.CALGARY TE-403-210 5085

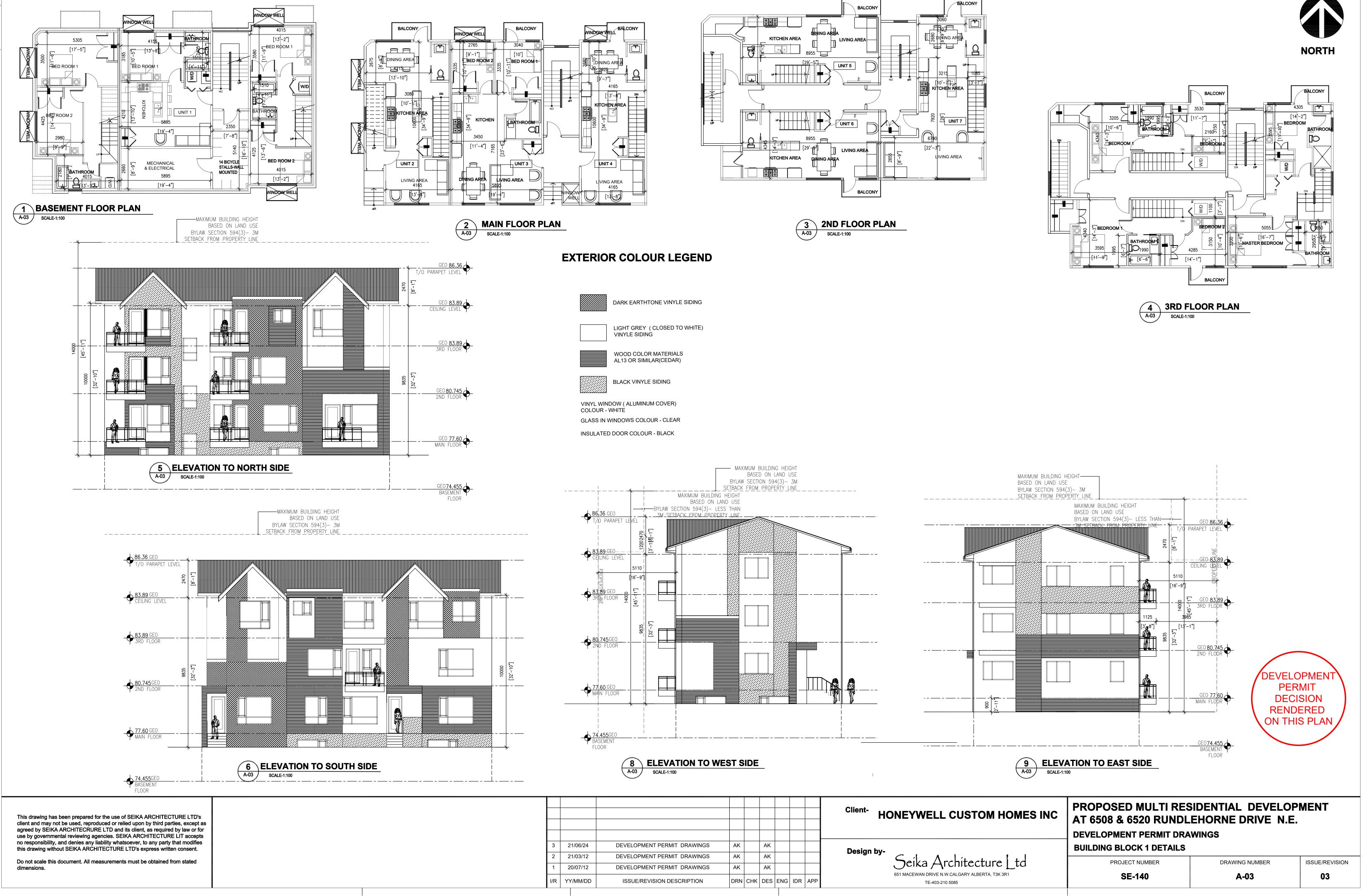


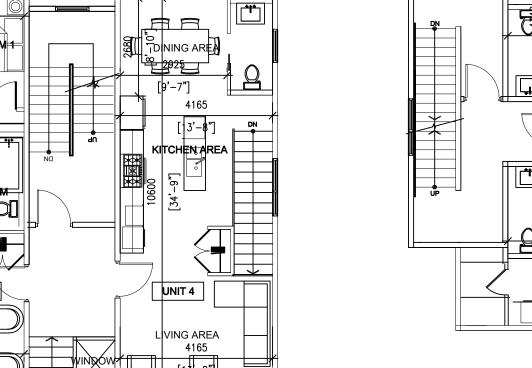


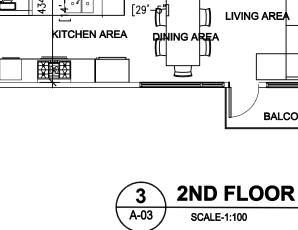


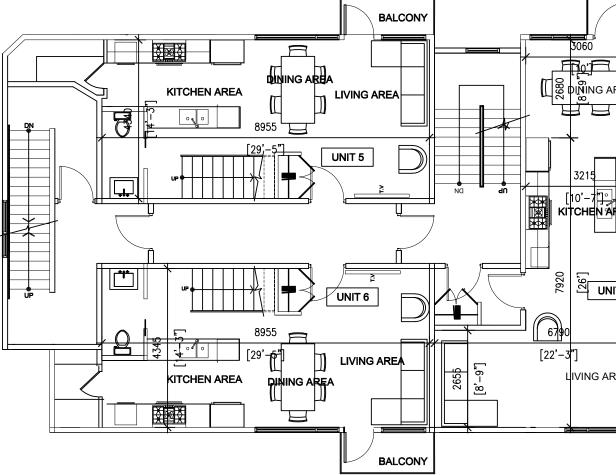
										Client- HONEYWELL CUS
3	3	21/06/24	DEVELOPMENT PERMIT DRAWINGS	AK		AK				Design by
2	2	21/03/12	DEVELOPMENT PERMIT DRAWINGS	AK		AK				Design by- Seíka Archíte
1		20/07/12	DEVELOPMENT PERMIT DRAWINGS	AK		AK				651 MACEWAN DRIVE N.W.CALGARY A
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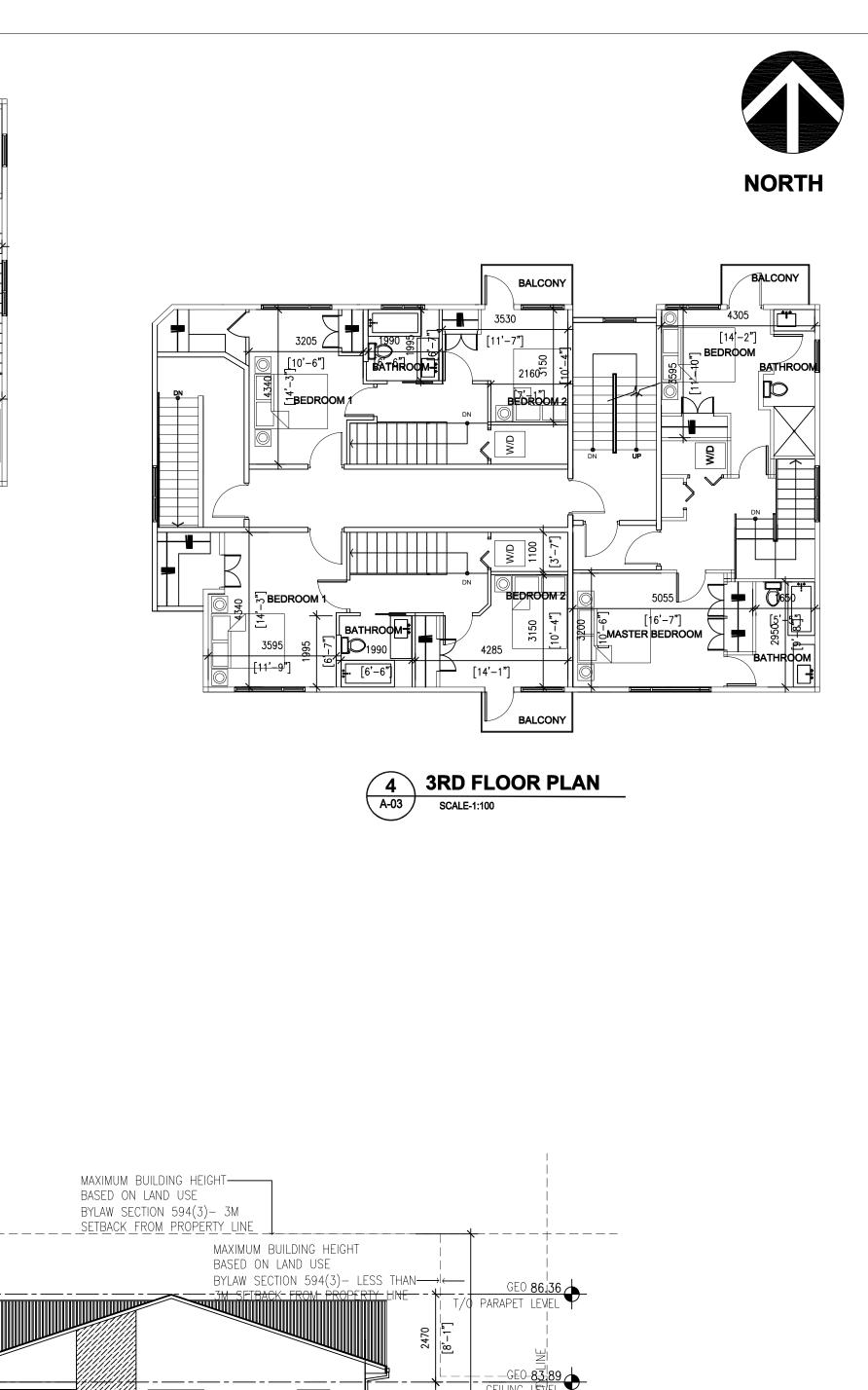








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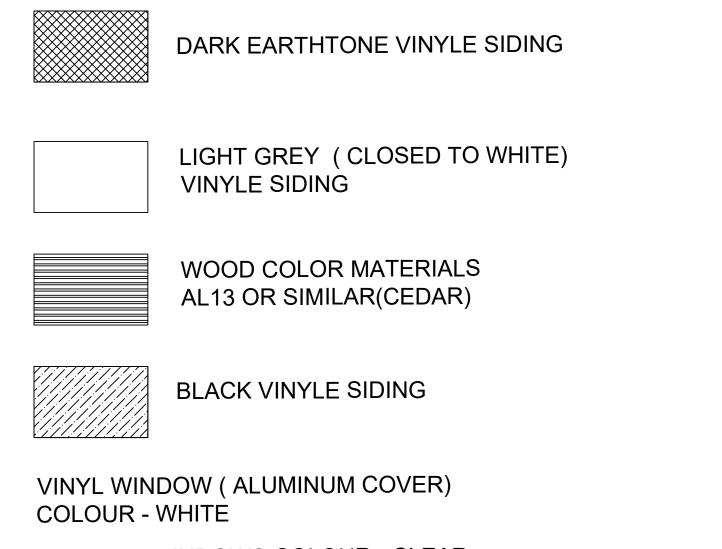




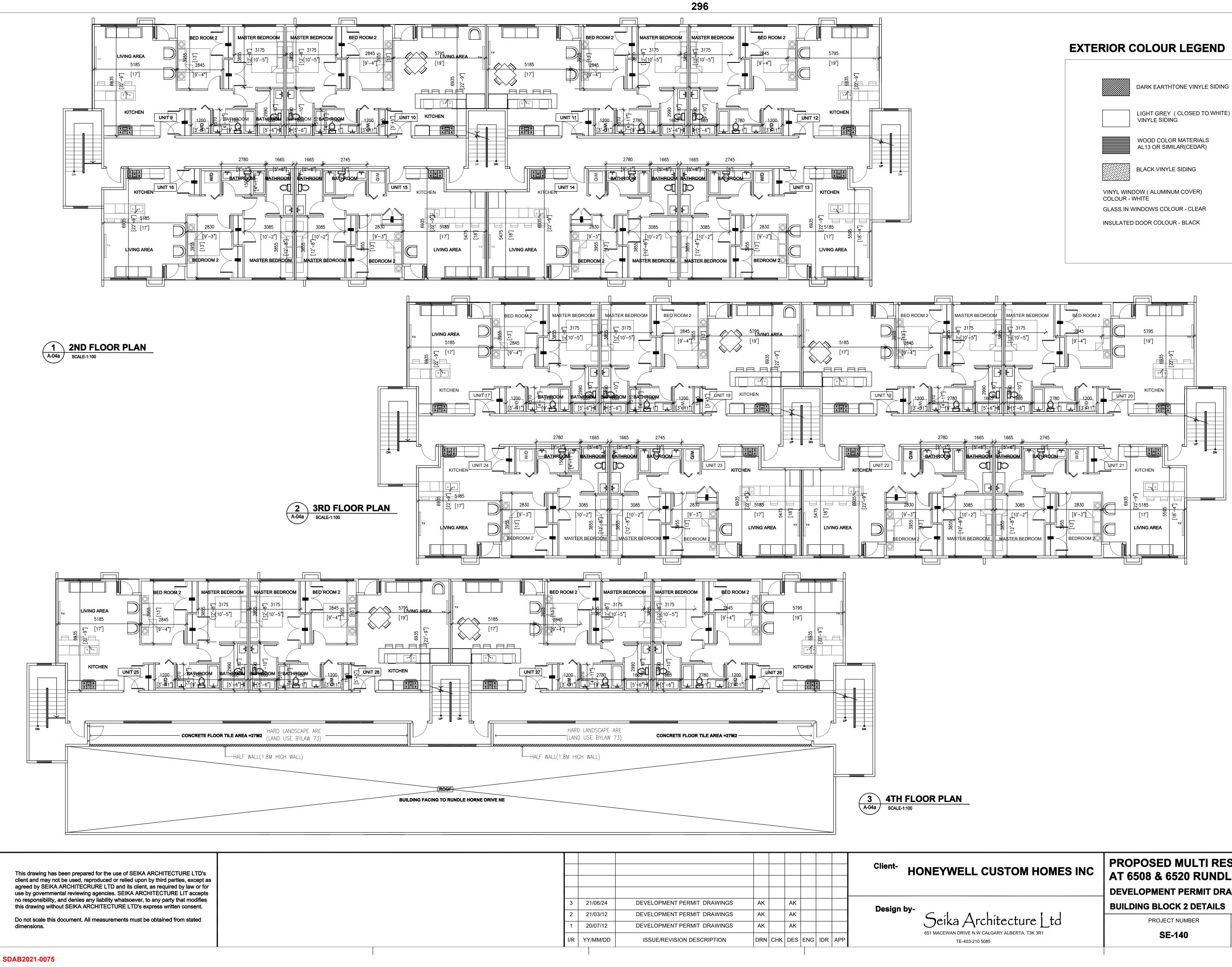


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PROPOSED MULTI RESIDENTIAL DEVELOPMENT AT 6508 & 6520 RUNDLEHORNE DRIVE N.E. **DEVELOPMENT PERMIT DRAWINGS**

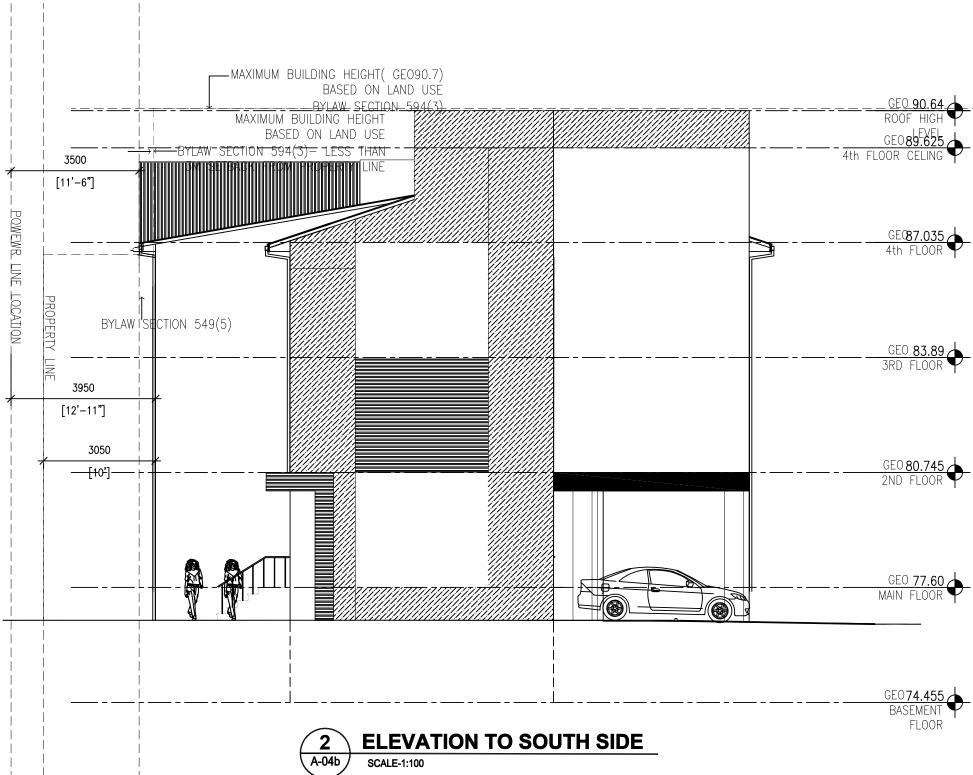
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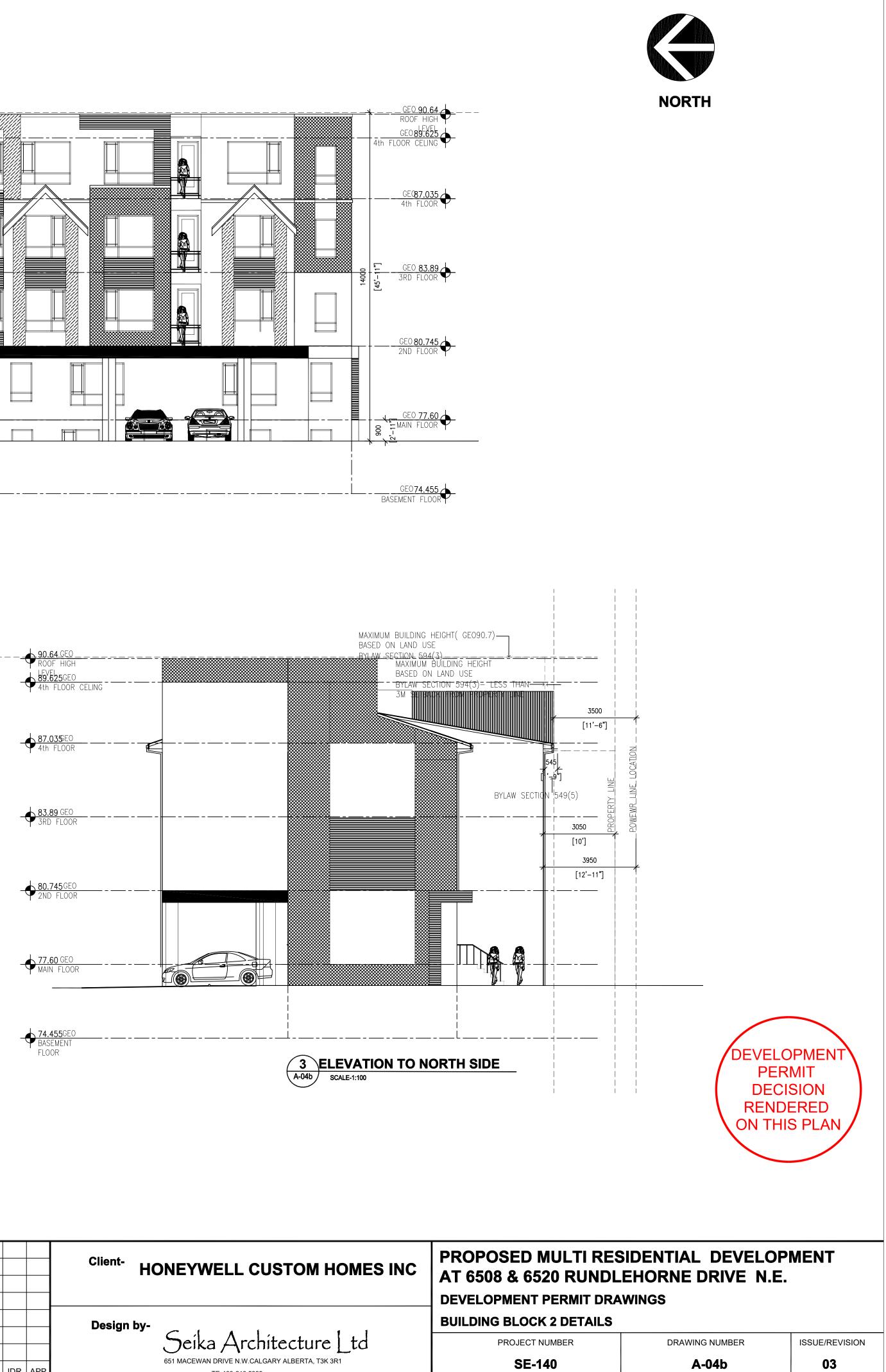
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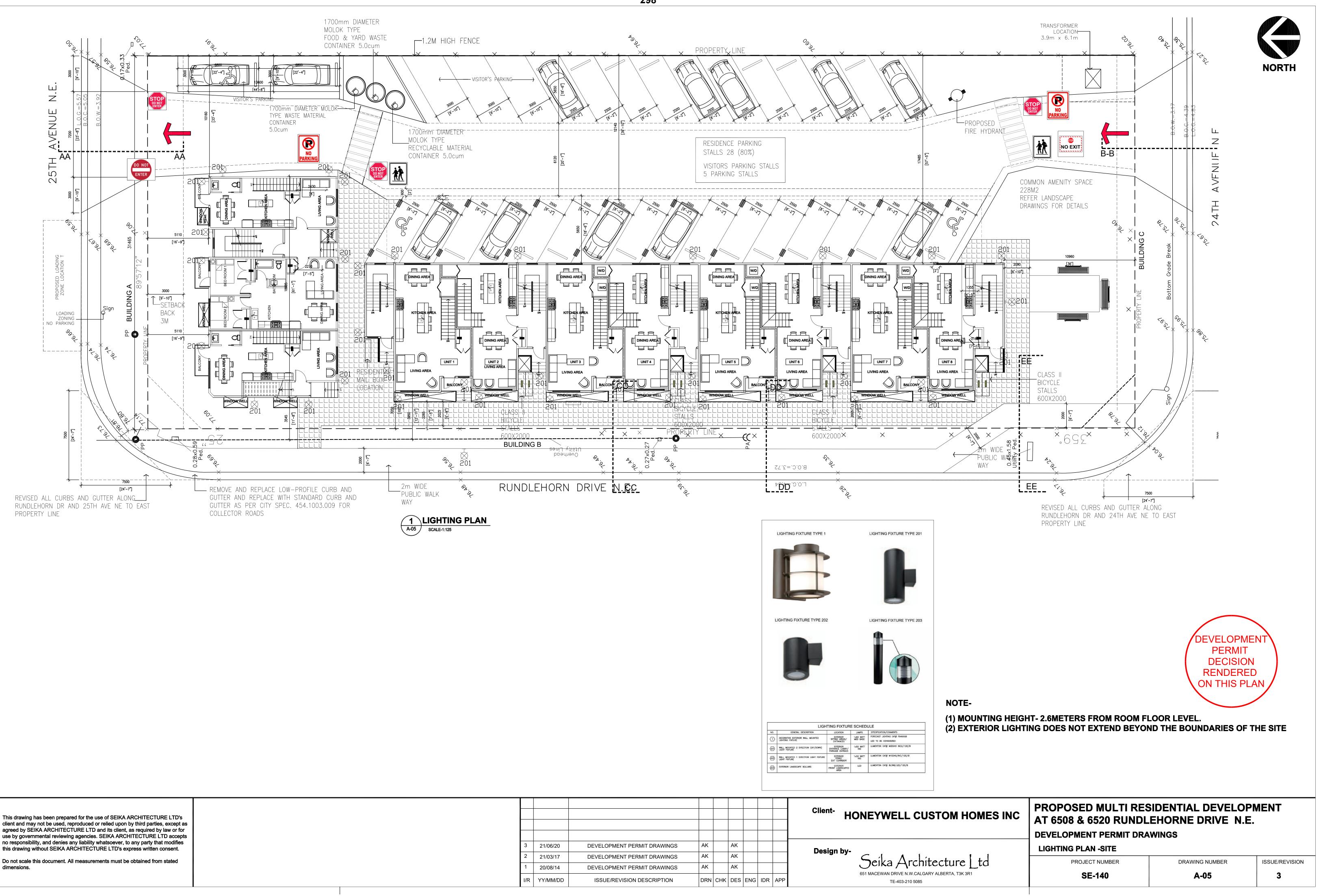


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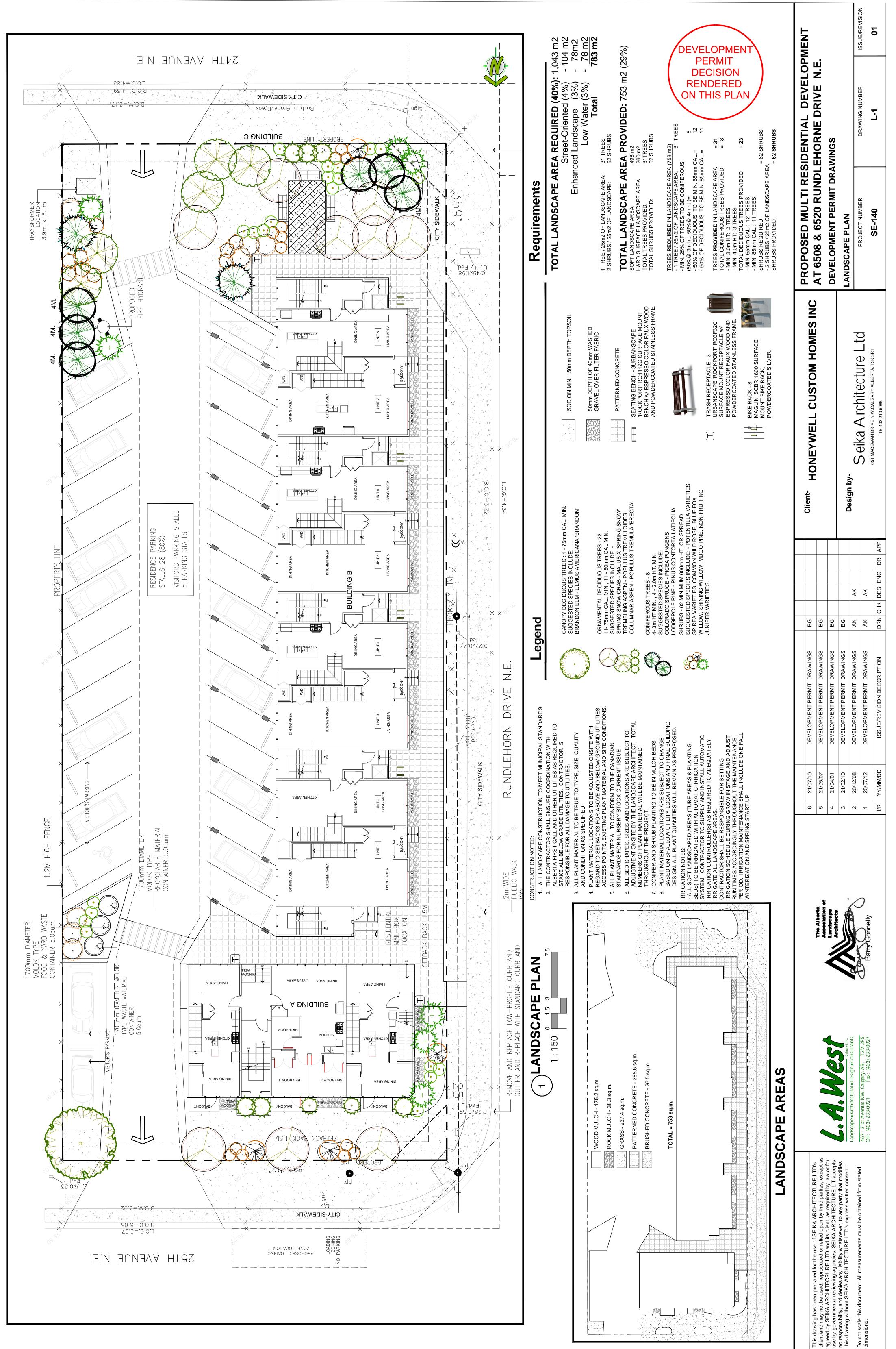




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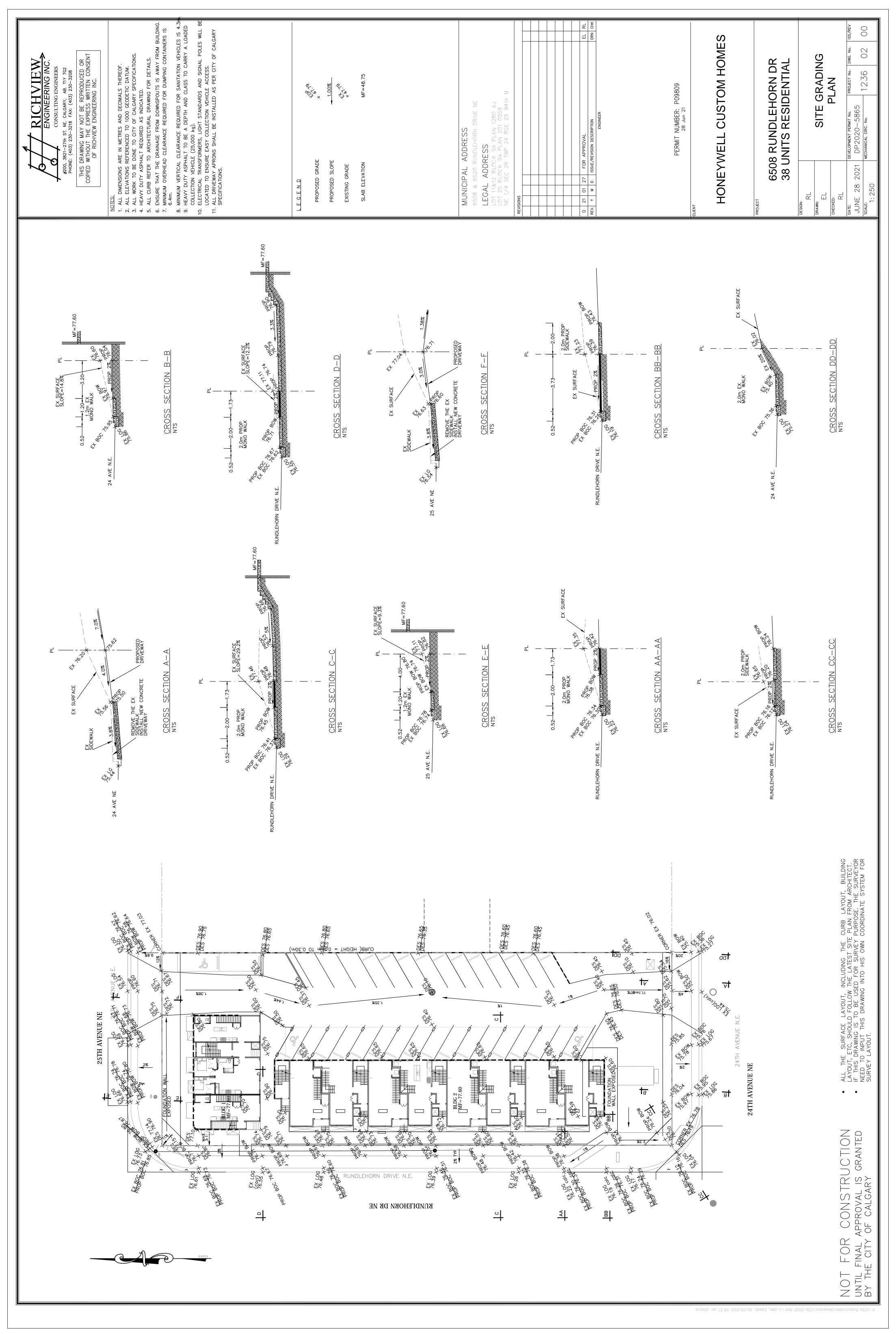
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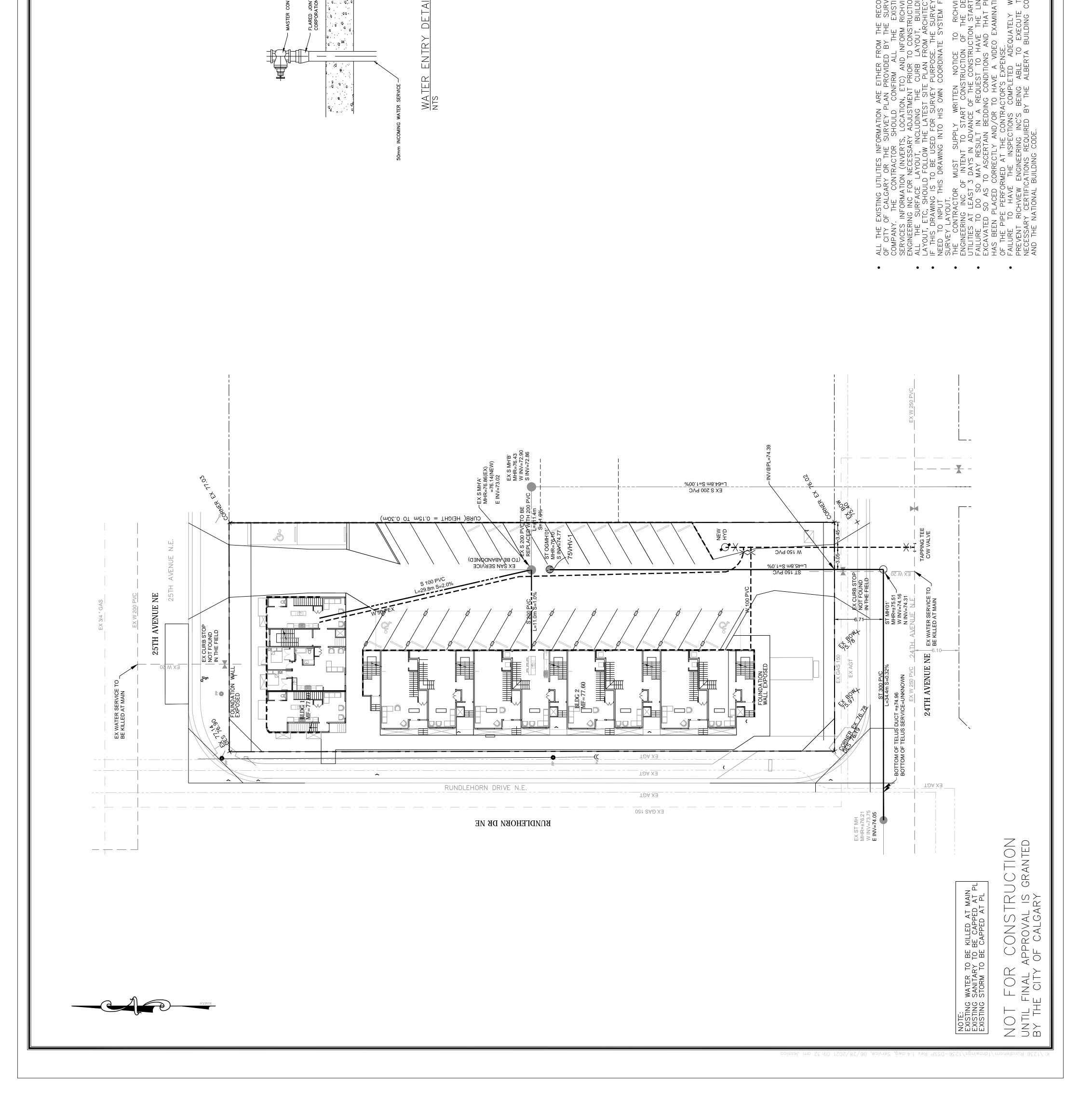


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SDAB2021-0075

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SDAB2021-0075

Appeal Board rec'd: November 24, 2021 Submitted by: M. Roy, Appellant

SDAB2021-0075: APPEAL AGAINST APPROVAL BY DEVELOPMENT AUTHORITY OF CITY OF CALGARY FOR DP2020-5865: 6508 & 6520 RUNDLEHORN DRIVE NE

PINERIDGE COMMUNITY

SLIDE TWO

MY NAME IS MARJORIE ROY, VOLUNTEER INTERIM PRESIDENT OF PINERIDGE COMMUNITY ASSOCIATION. I MADE THE APPEAL ON BEHALF OF OUR COMMUNITY ASSOCIATION.

DURING THE DEVELOPMENT PERMIT APPROVAL STAGE AND AFTER THE COMMUNITY ASSOCIATIONS'S REVIEW OF APPLICATION IN MAY 2021, THE PLANS WERE REVISED. NEITHER THE CA NOR COMMUNITY RESIDENTS WERE GIVEN OPPORTUNITY TO REVIEW.

PINERIDGE COMMUNITY RESIDENTS AND ITS ASSOCIATION WELCOME A NEW, COMPLEMENTARY DEVELOPMENT ON THIS SITE THAT INCLUDES THE SIDEWALK.

SLIDE THREE

THE SITE IS IN THE COMMUNITY OF PINERIDGE AND LOCATED BETWEEN 24TH AND 25TH AVENUES ON RUNDLEHORN DRIVE NE.

SLIDE FOUR:

WE ARE APPEALING THIS APPROVAL FOR FOUR REASONS – HEIGHT OF ONE OF THE BUILDINGS AND THE SHADOWING OF THIS BUILDING INCLUDING HOW THIS PLANNED DEVELOPMENT DOES NOT COMPLEMENT THE AREA, THE RELAXATION ON NUMBER OF PARKING STALLS REQUIRED, PLANNED TRAFFIC FLOW TO ENTER/EXIT PARKING OF THE DEVELOPMENT AND TRAFFIC DENSITY, AND RELAXATION ON LANDSCAPING INCLUDING PUBLIC AMENITIES.

SLIDE FIVE

WE WOULD LIKE IT NOTED THAT IT IS NOT A 3-BUILDING DEVELOPMENT AS STATED ON THE SUMMARY BUT A TWO-BUILDING DEVELOPMENT. THE DP WAS REVISED AFTER OUR COMMUNITY ASSOCIATION'S REVIEW IN MAY 2021 AS PART OF THE DEVELOPMENT PERMITTING APPROVAL PROCESS.

ALSO, I'D LIKE IT NOTED THAT OUR COMMUNITY AND ITS ASSOCIATION WELCOME A NEW DEVELOPMENT ON THIS SITE. FOR A NUMBER OF YEARS, THE PROPERTY ADDRESS #6520 HAS BEEN AN EYESORE TO OUR COMMUNITY RESIDENTS. THESE PROPERTIES ARE KNOWN AS THE SPOT WHERE THERE ARE TWO OLD FARM HOUSES. WITH THE PURCHASE OF BOTH PROPERTIES, THERE WAS AN OPPORTUNITY TO BUILD A DEVELOPMENT THAT IS COMPLEMENTARY TO THIS AREA AND FITS WITHIN THE LAND USE DESIGNATION OF M-C1 THAT WE HAD SUCCESSFULLY ASSISTED & PROMOTED THE PREVIOUS OWNER, SUNSHINE HOME BUILDERS, TO OBTAIN REZONING IN EARLY 2019. AS MENTIONED IN MANY OF THE RESIDENT'S COMMENTS, WE ALSO WELCOME A SIDEWALK IN FRONT OF THE NEW DEVELOPMENT.

SLIDE SIX

TO BE COMPLEMENTARY TO THE AREA THAT CURRENTLY CONSISTS OF SINGLE-FAMILY DWELLINGS TO THE SOUTH, SINGLE & TWO-STOREY DUPLEXES TO THE WEST, TWO-STOREY MULTI FAMILY DWELLINGS – HABITAT FOR HUMANITY TO THE NORTH, AND A VARIETY OF CONDOMINUM UNITS RANGING FROM TWO STOREY TO THREE STOREY COMPLEXES TO THE EAST. THE LAND USE BYLAW REGULATES THE HEIGHT OF LOW-DENSITY RESIDENTIAL DEVELOPMENT USING A CONTEXTUAL BUILDING HEIGHT FORMULA THAT IS BASED IN PART ON THE HEIGHTS OF NEIGHBOURING HOUSES AND IS DESIGNED TO ENSURE THAT NEW DWELLINGS HAVE A HEIGHT THAT IS <u>SENSITIVE TO NEIGHBOURING PROPERTIES</u>. THE PLAN FOR ONE OF THE BUILDINGS IS TO BE THE MAXIMUM HEIGHT ALLOWED AT ALMOST 14M. THE TALLEST BUILDING NEIGHBOURING ON RUNDLEHORN DRIVE IS APPROX 9 M TO THE NORTH AND APPROX 6M TO THE SOUTH. TO COMPLEMENT THE AREA CONTEXTUALLY, THE BUILDING HEIGHT SHOULD NOT EXCEED 11M AS PER ORIGINAL DEVELOPMENT PERMIT APPLICATION AND AS PER NOTICE PROVIDED TO THE COMMUNITY RESIDENTS.

SLIDE SEVEN

THE PURPOSE OF THIS PICTURE IS TWO FOLD. IT'S TO GIVE EACH OF US THE PERSPECTIVE ON TWO BUILDINGS SIDE BY SIDE – ONE APPROX 14 M AND THE OTHER 9 M. THE 2ND REASON IS TO SHOW THE SHADOWING OF THE TREES ON THE LEFT-HAND SIDE. THIS PICTURE WAS TAKEN ON OCT 25TH AT 5:03 PM. THESE ARE MATURE TREES AND APPEAR TO BE APPROX 14 M TALL. THE SHADOWS ARE CAST TO THE EAST ACROSS THE FULL WIDTH OF 56TH STREET WHICH, FOR REFERENCE, IS A PRIMARY ROAD – TWO FULL LANES WITH PARKING ON EACH SIDE. THE SHADOWING OF AN ALMOST 14M HIGH BUILDING WILL BLOCK THE MORNING SUN TO THE WEST NEIGHBOURS WHO HAVE BUILT BEAUTIFUL GARDENS FOR THE PAST TWENTY OR SO YEARS, WILL SHADOW THE HABITAT FOR HUMANITY COMPLEXES WHERE 74 CHILDREN ARE AT PLAY DAILY, AND WILL EXTEND ITS SHADOW TO THE EAST AS WELL IN THE AFTERNOON.

SLIDE EIGHT

OUR SECOND POINT IS ABOUT THE PARKING RELAXATION. ACCORDING TO LAND USE BYLAW 1P2007, THERE SHOULD BE PARKING ALLOTMENT OF 44 PARKING STALLS FOR RESIDENTS AND SIX VISITOR PARKING STALLS. THE DEVELOPMENT PLAN IS FOR 28 PARKING STALLS FOR RESIDENTS AND FIVE VISITOR STALLS. THAT IS A DEFICIENCY OF 17 PARKING STALLS.

SLIDE NINE

IF WE ALLOW FOR THE RELAXATION OF 10% THAT THE BYLAW ADVISES IS POSSIBLE TO USE IN CERTAIN SITUATIONS, THE PARKING REQUIREMENT WOULD STILL BE DEFICIENT BY 13 PARKING STALLS IN THE DEVELOPMENT PLAN.

SLIDE 10

LET'S TAKE IT ONE STEP FURTHER AND AGREE THAT THERE NEEDS TO BE ONLY ONE PARKING STALL PER UNIT – 35 PARKING STALLS REQUIRED PLUS FIVE VISITOR STALLS (STILL WITH A RELAXATION REQUIRED), THIS WOULD STILL LEAVE A DEFICIENCY OF EIGHT PARKING STALLS.

SLIDE 11

THE DEVELOPMENT AUTHORITY HAS ADVISED THAT THERE CAN BE A REDUCTION IN PARKING STALLS BECAUSE THERE IS FREQUENT BUS SERVICE WITHIN 150 M. ACCORDING TO GOOGLE, GOING A STRAIGHT-LINE, IT IS SLIGHTLY LESS THAN 150M

SLIDE 12

THE PICTURE ON THE TOP SHOWS THE DEVELOPMENT AT THE CORNER OF RUNDLEHORN DRIVE AND 26TH AVENUE – THE NEAREST BUS STOPS ARE TO THE LEFT 20 M AND JUST BEHIND WHERE THE PERSON WAS STANDING TO TAKE THE PICTURE. AS YOU CAN SEE THERE IS NO SIDEWALK ALONG RUNDLEHORN DRIVE. TRANSIT USERS WOULD BE REQUIRED TO CROSS THE ROAD TWICE TO GET TO THESE STOPS, PARTICULARLY DURING MONTHS WITH SNOWFALL. GOOGLE MAPS SHOWS THAT IT WOULD BE MORE THAN 200 M FOR RESIDENTS OF THE PROPOSED DEVELOPMENT TO WALK TO TAKE TRANSIT.

SLIDE 13

ANOTHER REASON GIVEN BY THE DEVELOPMENT AUTHORITY IS THAT THERE WOULD BE STREET PARKING AVAILABLE. FOR FURTHER GUIDANCE, ALL THE DEVELOPMENTS IN THE IMMEDIATE AREA HAVE A MINIMUM OF ONE PARKING STALL PER UNIT AND THERE STILL ARE CONCERNS OF PARKING ADDRESSED BY THE COMMUNITY RESIDENTS. DIRECTLY NORTH, HABITAT FOR HUMANITY DEVELOPMENT – 24 UNITS/24 RESIDENT PARKING STALLS; HORIZON HOUSING DEVELOPMENT – 65 UNITS/65 RESIDENT PARKING STALLS; PINERIDGE 2000 – 60 UNITS/60 RESIDENT PARKING STALLS; LEGACY ESTATES – 123 UNITS/123 RESIDENT PARKING STALLS; PINERIDGE GARDENS I & II – 54 UNITS/54 RESIDENT PARKING STALLS; AND FINALLY, DIRECTLY EAST OF THE PROPOSED DEVELOPMENT – POINTE OF VIEW WITH 60 UNITS/60 PARKING STALLS FOR RESIDENTS. MANY OF THESE COMPLEXES HAVE AMPLE VISITOR PARKING AS WELL BUT THERE IS STILL A STRUGGLE FOR ON-STREET PARKING EVERY EVENING. NOT TO MENTION WHEN THERE IS A SNOW EVENT AND THE CITY OF CALGARY IS TRYING TO CLEAR THE STREETS!

SLIDE 14

OUR THIRD OBJECTION TO THE APPROVAL IS THE TRAFFIC FLOW. EARLIER IN THE DEVELOPMENT PERMIT PROCESS, WE REQUESTED THAT THE TRAFFIC FLOW BE ONE WAY INTO THE DEVELOPMENT PARKING AND ONE WAY OUT. THE DEVELOPER AND DEVELOPMENT AUTHORITY AGREED AND THE TRAFFIC FLOW IS SHOWN ONE WAY ENTRANCE FROM 24TH AVENUE AND EXIT ONTO 25TH AVENUE.

SLIDE 15

THIS SHOULD BE REVERSED – ENTRANCE FROM 25TH AVENUE AND EXIT ONTO 24TH AVENUE (SHOWN IN ORANGE) FOR THE FOLLOWING REASONS: TO EXIT ONTO 25TH AVENUE WOULD TAKE YOU DIRECTLY IN FRONT OF THE HABITAT FOR HUMANITY COMPLEXES WHICH ARE HOME TO 24 FAMILIES INCLUDING 74 CHILDREN. 25TH AVENUE IS CURRENTLY ONE OF TWO ENTRANCES/EXITS FOR ALL SIX CONDOMINIUM/APARTMENT COMPLEXES FOR 386 PLUS VEHICLES (BASED ON ONE VEHICLE PER UNIT). EXITING FROM 24TH AVENUE WOULD HAVE BETTER LINE OF SIGHT FOR TURNING OUT OF THE DEVELOPMENT'S PARKING AREA.

SLIDE 16

I WOULD LIKE TO REFERENCE THE ENTIRE AREA FOR A MOMENT. THIS ENTIRE DEVELOPED AREA FROM 26^{TH} AVENUE TO THE NORTH, 68^{TH} STREET TO THE EAST, 24^{TH} AVENUE TO THE SOUTH, AND RUNDLEHORN DRIVE ON THE WEST – HAS ONLY TWO ENTRANCES/EXITS (SHOWN BY BLUE ARROWS) – 25^{TH} AVENUE AND 66^{TH} STREET. THERE ARE NO EXITS OR ENTRANCES FOR ANY OF THESE COMPLEXES TO EITHER 24TH AVENUE OR 68TH STREET. IN THIS IMMEDIATE AREA, THERE ARE 386 UNITS AND, IF ONLY ONE CAR PER UNIT, WE COULD POTENTIALLY HAVE 386 VEHICLES TRYING TO ENTER OR EXIT ONTO EITHER 66TH STREET OR 25TH AVENUE.

IMMEDIATELY NORTH OF THIS DEVELOPMENT ARE SIX TWO-STOREY BUILDINGS THAT HOUSE 24 UNITS, NAMED HABITAT FOR HUMANITY, AND, AT THIS TIME, THERE ARE **74** CHILDREN LIVING IN THESE HOMES, PLAYING IN THEIR YARDS, AND PLAYING NEAR THE STREETS. FOR THE SAFETY OF THESE CHILDREN AND LINE OF SIGHT FOR VEHICLES PROPOSED TO EXIT ONTO 25TH AVENUE, WE WOULD LIKE TO SEE RECONSIDERATION OF THE TRAFFIC FLOW. ENTRANCE SHOULD BE OFF 25TH AVENUE AND EXIT ONTO 24TH AVENUE.

SLIDE 17

AND FINALLY, OUR FOURTH POINT, RELAXATION ON THE LANDSCAPING AND PUBLIC AMENITIES. CONTEXTUALLY, OUR COMMUNITY IS WELL DEVELOPED WITH MANY TREES, SHRUBS ON EVERY PARCEL AND MOST HAVE GRASSY AREAS. THE LANDSCAPING RELAXATION SHOULD BE DENIED AND, IF THERE IS NOT ENOUGH ROOM FOR TREES, SHRUBS, AND FOILAGE THEN THE BUILDINGS THEMSELVES SHOULD BE REDUCED TO MAKE ROOM FOR LANDSCAPING TO COMPLEMENT THE NEIGHBOURHOOD NOT DETRACT. ACCORDING TO THE DEVELOPMENT PLAN, THERE IS A FULL 75 M ALONG RUNDLEHORN DRIVE THAT WILL NOT HAVE ANY TREES OR SHRUBS. THIS WILL NOT COMPLEMENT THE AREA.

AND THE REASONS GIVEN FOR MANY OF THE LANDSCAPING RELAXATIONS – TO ACCOMMODATE THE REQUIRED PARKING AREA!

SLIDE 17

WE CURRENTLY HAVE LETTERS OF SUPPORT FROM TWO OF THE COMPLEXES – HABITAT FOR HUMANITY (24 FAMILIES) AND PINERIDGE GARDENS II (24 FAMILIES). LETTERS INCLUDED WITH SUBMISSION.

SLIDE 18

CONCLUSION:

HEIGHT OF BOTH BUILDINGS SHOULD BE NO HIGHER THAN 11 M TO COMPLEMENT THE SURROUNDING NEIGHBOURHOOD. THE AREA IS ALREADY DENSIFIED WITH SIX CONDOMINIUM AND APARTMENT COMPLEXES WITH THE FOUR BLOCKS WITH 386 HOMES AND MORE THAN 800 RESIDENTS.

IF THE AREA OF THIS DEVELOPMENT CANNOT SUSTAIN THE REQUIRED NUMBER OF PARKING STALLS AS PER CITY OF CALGARY BYLAW SECTION 558, THEN THE NUMBER OF UNITS SHOULD BE REDUCED.

THE TRAFFIC FLOW INTO AND OUT OF THE PROPOSED DEVELOPMENT MUST BE REVERSED TO PROTECT THE RESIDENTS AND CHILDREN ON 25TH AVENUE.

WE KNOW FROM EXPERIENCE THAT ONCE THE DEVELOPMENT AUTHORITY HAS GIVEN ITS APPROVAL, THERE WILL BE NO FURTHER INPUT FROM THE COMMUNITY AND GIVEN ALL THE RELAXATIONS THAT THE DEVELOPMENT AUTHORITY PERMITTED ON THIS DEVELOPMENT PERMIT, WE ARE VERY CONCERNED THAT WE WILL END UP WITH A DEVELOPMENT THAT DOES NOT COMPLEMENT THE AREA AND, IN FIVE YEARS TIME, WILL NOT BE RENTED TO ITS FULL CAPACITY AS THERE WAS NOT ENOUGH PARKING OR AMENITY SPACES TO ENCOURAGE THE PROSPECTIVE COMMUNITY RESIDENTS TO STAY IN THIS AREA.

WE ASK THAT THE SUBDIVISION DEVELOPMENT APPEAL BOARD CONSIDER OVERTURNING THE DEVELOPMENT AUTHORITY'S APPROVAL IN ITS ENTIRETY AND ALLOW FOR AN IMMEDIATE DEVELOPMENT PERMIT APPLICATION BE DONE WITH CONSIDERATION OF OUR SUGGESTIONS ON APPEAL.

AS WE STATED IN THE BEGINNING, WE WANT TO SEE A DEVELOPMENT HERE. WE WANT TO SEE A SIDEWALK BUILT. WE WANT TO BE GOOD NEIGHBOURS.

THANK YOU FOR YOUR TIME.

APPEAL OF APPROVAL BY DEVELOPMENT AUTHORITY

SDAB2021-0075: DP2020-5865 6508-6520 RUNDLEHORN DRIVE NE Pineridge Community Association - Marjorie Roy

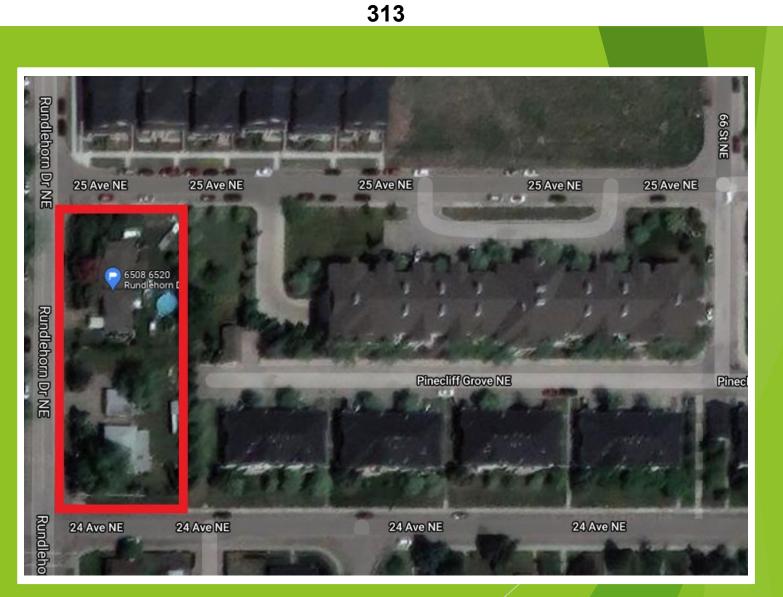
INTRODUCTION

My name is Marjorie Roy, Volunteer Interim President of Pineridge Community Association, and I made the appeal on behalf of the CA.

312

- During the Development Permit approval stage and after the Community Association's review of the application in May 2021, the plans were revised, and neither the CA nor community residents were given opportunity to review.
- The community of Pineridge and its association welcome a new, complementary development at this site.
- We ALL agree that a sidewalk needs to be built here for all Pineridge residents to enjoy the walking benefit.

Pineridge Community Association's Appeal - Marjorie Roy



Pineridge Community Association's Appeal - Marjorie Roy

REASONS FOR APPEAL:



Pineridge Community Association's Appeal - Marjorie Roy

4

1. Height of Building

- Maximum Height allowed per M-C1 is 14 M
 - From October 2020 to June 2021, the plan was for three buildings, each with maximum height of 11 M
 - June 2021, reduced to two buildings one building was raised to approx 14 M high and 2nd building stayed at 11M
- Surrounding Community
 - Land Use Bylaw regulates the height of low-density residential developments using a contextual building height formula that is based, in part, on the heights of neighbouring homes. This is designed to ensure that new dwellings have a height that is sensitive to the height of neighbouring properties.
 - Buildings in the immediate area range from 6 M to 9 ½ M

Pineridge Community Association's Appeal - Marjorie Roy



5

1. Height of Building - Bylaw states height should be Sensitive to Neighbouring Properties



Pineridge Community Association's Appeal - Marjorie Roy

- Neighbouring properties:
 - South single family
 - West single family & two-storey duplexes
 - North two-storey, multi family (Habitat for Humanity)
 - East 2 & 3 storey condos

6

Height of Building Shadowing

- For perspective and located in Pineridge, Silvera for Seniors has two buildings across from Village Square Leisure Centre and its parking lot
 - Building one (Gilchrist Gardens) is approx. 13 M at its highest point
 - Building two (Gilchrist Manor) is approx. 9 M
 - Tree Shadows



Pineridge Community Association's Appeal - Marjorie Roy

2. Parking Relaxation

CITY OF CALGARY LAND USE BYLAW 1P2007

PART SIX MULTI-RESIDENTIAL DISTRICTS

- Parking Requirements
 - ▶ 1.25 parking stalls required per unit = 44 parking stalls
 - .15% visitor parking stalls = 6 parking stalls
 - ▶ Total parking stalls required = 50
- Parking Relaxations per Development Authority
 - ▶ Provided 28 resident parking stalls two are barrier free
 - Providing 5 visitor parking stalls two are barrier free
 - ▶ Total parking stalls provided = 33:

** Deficient 17 stalls **

Pineridge Community Association's Appeal - Marjorie Roy

2. Parking Relaxation - 10%

CITY OF CALGARY LAND USE BYLAW 1P2007 PART SIX MULTI-RESIDENTIAL DISTRICTS

- Allows a parking relaxation of 10%
- Parking Requirements
 - ▶ 44 resident parking stalls less 10% = 40 stalls
 - ▶ 6 visitor parking stalls less 10% = 6 stalls
 - ▶ Total parking stalls required = 46
- > Parking Relaxations per Development Authority
 - ▶ Provided 28 resident parking stalls two are barrier free
 - ▶ Providing 5 visitor parking stalls two are barrier free
 - ▶ Total parking stalls provided = 33:

** Deficient 13 stalls **

Pineridge Community Association's Appeal - Marjorie Roy

2. Parking Relaxation - 1 Stall per unit

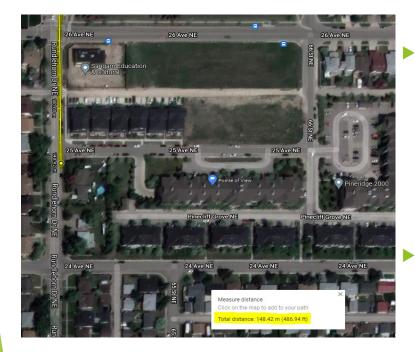
CITY OF CALGARY LAND USE BYLAW 1P2007 PART SIX MULTI-RESIDENTIAL DISTRICTS

- Could not find this relaxation in the Bylaw**
- Parking Requirements
 - ▶ 35 resident parking
 - 6 visitor parking stalls
 - ▶ Total parking stalls required = 41
- Parking Relaxations per Development Authority
 - ▶ Provided 28 resident parking stalls two are barrier free
 - ▶ Providing 5 visitor parking stalls two are barrier free
 - ▶ Total parking stalls provided = 33:

** Deficient 8 stalls **

Pineridge Community Association's Appeal - Marjorie Roy

2. Parking Relaxation -Transit



- The Development Authority has advised relaxation is, in part, due to proximity of Frequent Bus Service (within 150 M)
- According to Google, it is.

Pineridge Community Association's Appeal - Marjorie Roy





Imagery ©2021 Maxar Technologies, S. Albe

Measure distance Total distance: 219.02 m (718.56 ft)

2. Parking Relaxation -Transit

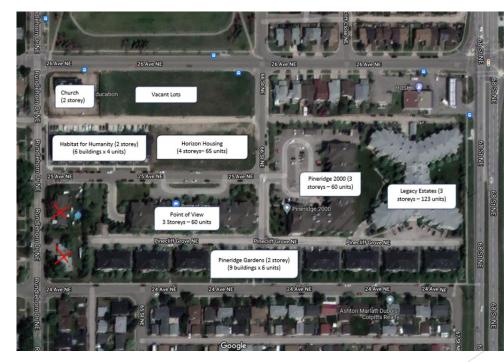
- Straight line less that 150 M (148.42 M) but here is the concern - there is no sidewalk for part of the intended route - not passable in winter snow conditions. Transit riders must cross the road.
 - Now, it's more than 200 M

Pineridge Community Association's Appeal -Marjorie Roy

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2. Parking Relaxation - On Street Parking



Pineridge Community Association's Appeal - Marjorie Roy

SDAB2021-0075 Additional Submission

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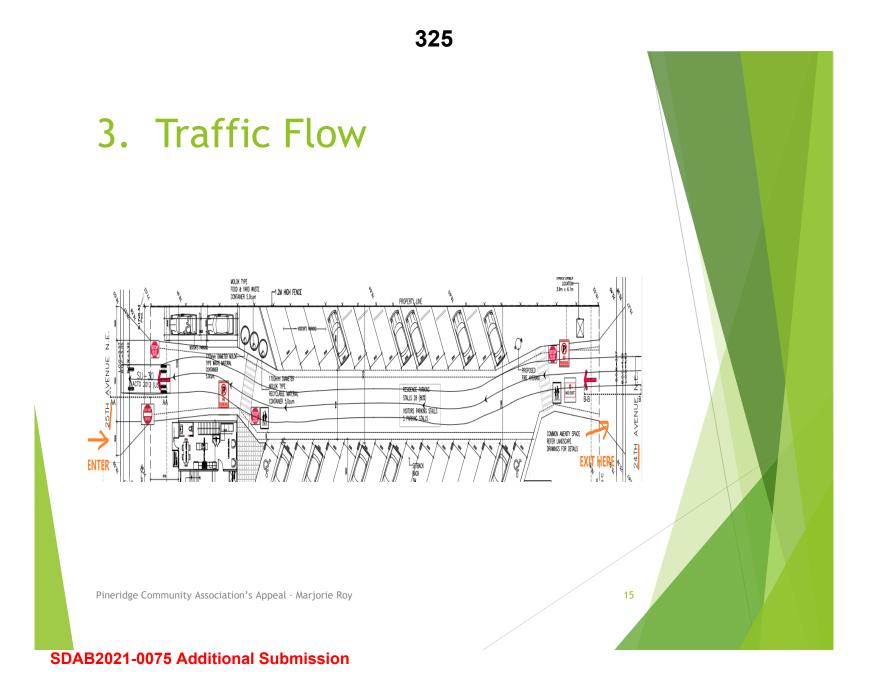
3. Traffic Flow

- One way enter 24th Avenue and exit on 25th Avenue. Should be reversed for following reasons:
 - Exit on 25th Avenue would be directly in front of the Habitat for Humanity Complexes which are currently home to 74 children.
 - Line of sight would be impacted by parked cars
 - 25th avenue is currently one of two entrances/exits for all six condominium / apartment complexes for 386 parking stalls
 - 24th Avenue has no recognizable hazards for vehicles exiting the development.

Pineridge Community Association's Appeal - Marjorie Roy



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3. Traffic Flow - Density of Area



Pineridge Community Association's Appeal - Marjorie Roy

SDAB2021-0075 Additional Submission

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4. Landscaping Relaxations

- 75 Metres along Rundlehorn Drive will not have trees or shrubs according the plan
- Regulation 550 General Landscaped Area - (4) & (7) relaxation granted
- Regulation 551 Specific Rules (2), (5), & (6) relaxation granted
- Regulation 593 Landscaping - relaxation granted
- Reasons given need to accommodate space for parking!



Pineridge Community Association's Appeal - Marjorie Roy

SDAB2021-0075 Additional Submission

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LETTERS OF SUPPORT

Pineridge Place Condominium Board

- Also known as Habitat for Humanity
- Represents 24 homes 74 children and 48 adults

Pineridge Gardens II Condominium Property

4 Buildings with 6 units each Represents 24 families

Pineridge Community Association's Appeal - Marjorie Roy

CONCLUSION - Our suggestions

Height of both buildings to be 11 M Reduce number of units to 31

Parking stalls remain as 33 with relaxation on number of visitor stalls reduced to two and make those two barrier-free stalls (relaxation required)

Reverse the traffic flow - entrance off 25th Avenue/exit onto 24th Avenue

Increase the number of trees & shrubs, plant grass, add full balconies, make the building itself complementary to neighbouring styles

Be a good neighbour from the start

Pineridge Community Association's Appeal - Marjorie Roy

Pineridge Place Condominium board

November 18, 2021

To Whom it may concern,

RE: Appeal number: SDAB2021-0075

This is letter is written on behalf of 24 families and 74 children that live at Pineridge Place Condominiums. We are directly affected by this proposed development and we support the appeal by Pineridge Community Association. Our families live in what is referred to as the Habitat for Humanity homes in the appeal by the Pineridge Community Association. Our six fourplexes are located on the north side of 25th Avenue directly across from this development.

Our main concern is the safety of our children. Most of the children are younger and there is no safe place for them to play. Our fourplexes do not have yards large enough to accommodate groups of children playing and they usually end up on the boulevard that runs the length of 25th Avenue on the north side. Our children are active, they are running around and chasing each other, our worry is that our children will run out on the road and get hit by a vehicle. They have no other place to play, parents and the children are very frustrated with the lack of green areas/playground space close to our homes where we can see them play.

Several of the children in the condo units have special needs and are picked up and dropped off from school by a wheel chair accessible bus. There is a lack of parking and 25th avenue is bumper to bumper on both sides of the street. The handibus has to stop in the middle of the road to load and unload these children. Increased traffic will only increase the risk for the driver who is loading and unloading these children and for the children themselves.

We are worried that with the dedicated exit for this development being located on 25th Avenue, more vehicles will use 25th Avenue and this will increase the risk for ALL our children. We have been so concerned with vehicles driving fast and not having awareness of the children playing, we have discussed requesting speed bumps for 25th Avenue and signage asking people to slow down because there are children playing.

We thank you for the opportunity to voice our opinions.

Sincerely,

Sherin Ibrahim, President, Pineridge Place Condo Board

APPEAL NUMBER: SDAB2021-0075: 6520 & 6508 RUNDLEHORN DRIVE NE. New: Multi-residential development against and approval by the Department Authority of the City of Calgary, DP2020-5865

November 2, 2021

Marjorie Roy President (Interim) First VP Pineridge Community Association

Dear Marjorie:

Thank you for letting us know about the appeal against this development and approval by the City. The Board members of Pineridge Gardens is expressing our disapproval of this new development. We are 4 buildings condo property located at 6589 – 6639 Pinecliff Grove that is east (behind) this development and facing 24 Avenue NE. We are directly affected for the following reasons:

- Less visibility for residents in our buildings due to the height of this 4 stories development. Our 4th building next to the development will cause unnecessary shadowing.
- Extra traffic due to the dedicated exit on 25th Avenue of this development. This exit will be too close to the exit for underground parking for Point of View 3-stories property.
- More parking issues on 24th and 25 Avenues due to fewer parking stalls than units at this development. As we know, families tend to have more than one vehicle.
- FYI There will be more parking on both sides of the 25th Avenue roadway with the two-story, multifamily houses (Habitat for Humanity), the new 4 stories under construction development as well as the Rundlehorn Drive development. This will severely impact traffic flow and cause poor visibility when residents are exiting and entering Pinecliff Grove NE.

We are disappointed with the tight deadline to respond to this development permit approval as we just were notified this week. We are unhappy that so many bylaws are being ignored for this development. Finally, we are opposed to the many parking and landscaping relaxations.

With the help of our project manager, Megan Madden, we are encouraging our residents to attend to speak against this development at this coming Thursday's SDAB meeting at 10am. Unfortunately, I will unable to attend.

Please know that we are favour of this appeal. Thank you for reaching out to us so we can voice our concerns.

Sincerely,

Danica Dixon President, Condo Board Pineridge Gardens II Condominium Property

Appeal Board rec'd: November 24, 2021 Submitted by: D. McIsaac, Appellant Team

Subdivision and Development Appeal Board Appeal Number: SDAB 2021-0075 File Number: DP 2020-5865

6520 Rundlehorn Drive NE



We have not opposed development, in the past Habitat for Humanity and Horizon Housing Development were supported by the community, as were the earlier condo developments east of this development location.

- In every case the developer met with the community association and provided opportunities for the community to review the proposed development and we felt our concerns were listened to.

- the Pineridge Community Association approved these development plans before they were approved by the City of Calgary Development Authority.

- This condo development will have a life cycle of over 50 years, it is imperative that this structure meets the needs of people who will be living in this building for the next five decades.
- Support letter provided to Seika Architecture by Michael Frank (page 145, Development Appeal Board Package) mirrors our feelings.

"Let us stop and think through. Unfortunately, some redevelopment I think is inevitable, and in many ways desirable. For one, I often favor a degree of "densification", to make better use of resources. I guess my bottom line is some growth and redevelopment is an ongoing necessity to preserve vibrancy and an opportunity to have a better living, like a new sidewalk that will connect 24th Ave where people especially children can now walk safely and not have to cross the road. A poor redevelopment however can certainly have negative results too though"

"The residential units are to be marketed to people that do not plan to own a vehicle while they live in these condominiums; the **ideal resident would be someone who prefers to use active transportation and transit for their trips.**" And the development will have accommodations for 76 bicycles. (page 196, Development information, Honeywell Townhouses parking assessment done by JCB Engineering LTD.)

The 7 basement units do not have access to a designated parking stall

"There are concerns by the City that vehicle ownership may be greater than one vehicle per dwelling unit for this type of development, so a relaxation in vehicle parking will need to be offset by strong support for other trip modes. A survey of on- street parking will also need to be conducted to determine if there is any vehicle parking spillover it will not have a significant impact on the community." (page 197, 2. Scope of work)

Page 198, 4. Existing and Proposed Transportation Network.

- The regional pathway that connects ALL the bikeways located in Pineridge is the Rotary/Mattany Greenway Trail that follows Stoney Trail part way around the city.
- Also mentioned is the "signed on-street bikeways" which are signed cyclist routes that are on residential roads, cyclists sharing those roads with local vehicles, trucks and city buses and while navigating parked cars.
- There is no primary transit service available to Pineridge (Page 204)
- There is a large commercial complex 800 metres away from the development (Page 198/199).

Parking Assessment report done by JCB engineering - street parking and vehicle parking spillover.

- the report reads "From Table 3-1 (on page 197), there is a shortfall of only 8 resident vehicle parking stalls, this could be accommodated on Rundlehorn Drive NE immediately adjacent to the subject site without any impact on the other on- street parking in the area"
- When a property was adjacent to both Rundlehorn Drive NE and another roadway, there appeared to be a preference to park on the other roadway. This is likely because Rundlehorn Drive NE is a collector roadway through the community and drivers would prefer to park their vehicles on the lower volume roadways (page 200).

- Both the average and maximum utilization of on-street parking was calculated, to determine the on-street parking supply for this assessment the maximum utilization was used. This is a very conservative approach to determining supply as various sections of roadway surveyed had the maximum number of vehicles parked at different times of the day instead of all at the same time." (Page 201)
- The study found the on-street parking directly across from the development, on the west side of Rundlehorn Drive at between 24th Avenue and 25th Avenue at capacity. (page 201)

For a five-year term, commencing at the date the development completion permit is issued, a \$1,308 per year transit subsidy/active transportation credit (equivalent value to an annual transit pass) must be provided to every unit that is not allotted on on-site parking stall. This credit can be used for transit passes/fares or other mobility options including but not limited to e-scooter fares, carshare rental fees, or rideshare fares. 'page 19, Development Appeal Package.

SDAB2021-0075 Pineridge Community Association - Deb McIsaac

Number 6- Relaxation of Private and Common Amenities

CITY OF CALGARY LAND USE BYLAW 1P2007

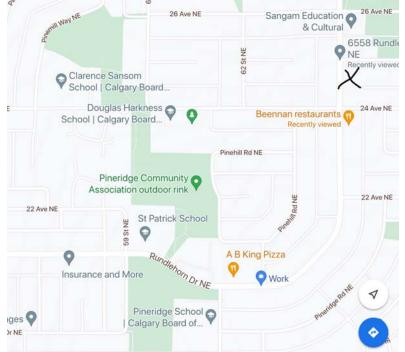
PART 6: MULTI-RESIDENTIAL DISTRICTS

- Amenity Space Requirements
 - ▶ (4) The req. min. amenity space is 5.0 m2 /unit
 - (8) Private amenity space must: (b) have no minimum dimensions of less than 2.0m
 - (9) Common amenity space: (c) must have a contiguous area of not less than 50.0m², with no dimension less than 6.0m;
 - (9) Common amenity space: (d) must not be located in a required setback area;
 - (4) All landscaped areas, other than private amenity space, must be accessible to all residents of the development.
- Amenity Relaxations per Development Authority
 - ▶ Plans indicate an amenity space total of 87.63m² (-87.37m²).
 - ▶ Plans indicate all balconies have a depth less than 2.0m.
 - Plans indicate a common outdoor amenity area of 31.20m² (-18.80m²).
 - > Plans indicate a common outdoor amenity spaces with a width less than 6.0m.
 - Plans indicate a common amenity space in the South setback area.
 - > Plans indicate an above grade landscaped area in building 2 that is not accessible to all residents of the development.

SDAB2021-0075 Pineridge Community Association - Deb McIsaac

Number 6- Relaxation of Private and Common Amenities

- 1. Clarence Sansom Junior High green space is for their track and field.
- 2. Douglas Harkness Elementary has two playgrounds and their track and field space runs into
- 3. St. Patrick Elementary School has one playground and their track and field space is combined with Douglas Harkness.



RM1

Number 6- Relaxation of Private and Common Amenities

Pineridge Park

Pineridge Park is green space but it is what people in Pineridge commonly call the "dry pond". It does have a walking path and a playground located on the top of the dry pond near 28 avenue NE does have park benches. The dry pond with the playground on the top right area and the soccer goal posts.



Slide 11

RM1 Russell McIsaac, 11/17/2021

Number 6- Relaxation of Private and Common Amenities

Pineridge Park

This is a visual to show how steep the slope within the dry pond is and the slope on the north side below the playground is even steeper



This picture shows the grate built into the side of the hill and this is where the excess storm water comes from.

RM3

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SDAB2021-0075 Pineridge Community Association - Deb McIsaac

Slide 12

RM3 Russell McIsaac, 11/22/2021

Number 6- Relaxation of Private and Common Amenities

Pineridge Park

A view of the "dry pond" when it fills with water.



SDAB2021-0075 Pineridge Community Association - Deb McIsaac

Another day and time showing the dry pond when it fills with water.



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Number 6- Relaxation of Private and Common Amenities

- The private and common amenity relaxations are based on the expectation that renters, who will call this development home, can go somewhere to seek outdoor space rather than have the required private and public amenity space where they live.
- These buildings will be standing for over 50 years, our community feels that these parking stall, private and common amenity relaxations show little regard or respect for the people who will calling this development home.

SDAB2021-0075 Pineridge Community Association - Deb McIsaac

Timeline for building height changes

- July 21, 2021- email applicant sent to Kelsey Cohen, city planner- Change in building height despite assurances from former owner that the building height would be three stories, (Page 124, Development Appeal Package)
- August 17, 2021- development permit approval, page 13. Development was approved with 3 less units (35 units instead of the 38 units) reduction made based on community concerns. The number of buildings changed from 3 buildings/3 stories, to 2 buildings, one is 3 stories the other is 4 stories with 4 units in the fourth floor.
- The 4 story building (page 296) was approved by the City of Calgary Development Authority without an elevator.
- > Alberta Building code reference is 3.8.2.3.

SDAB2021-0075 Pineridge Community Association - Deb McIsaac

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Subdivision and Development Appeal Board Presentation Appeal Number: SDAB 2021-0075 File Number: DP 2020-5865

Good morning my name is Debra McIsaac, I am a Pineridge Community Association member and I am part of the committee that the community association organized to the appeal the approval of this development.

First slide-

- This is photograph, that was taken recently shows where the proposed development will be located. Rundlehorn Drive is the main thoroughfare through Pineridge and this development will be in full view to anyone going through our community.
- There are no four-story buildings the entire length of Rundlehorn Drive.
- People will agree that something needs to be built here. People are pleased to know that the developer will build a much-needed sidewalk.
- The buildings are empty and fenced off, the concerns for community residents are the longer they remain this way, the greater risk for vandalism and opportunities for people facing homelessness to move into these spaces and the consequences like starting fires.

Second slide-

- We know that it has been difficult during this pandemic to meet with community, it has been difficult for us too.
- Our councillor Ray Jones retired just after the development permit application was started and there was a re-arranging of Ward 10 staff and assignment of Councillors to cover for the lack of representation in Ward 10.
- The signage posted announcing the proposed development was placed on 24th Avenue, in a location where only people entering that residential area would see it rather than on Rundlehorn Drive where it would be more visible by people directly affected.
- Many residents did not see the signage and our response was delayed. Once we had contact with the City Planner, we were made aware of the requested relaxations. The community association wrote a letter dated May 14th, on page 172 of the Appeal Package outlining the community's concerns.
- It should be noted, that at no time, was the community informed or asked for feedback about the change from a 3 building, 3 story to a 2 building, 3 story and 4 story before the approval of the development permit.

Third slide-

- The bylaw relaxations will affect both the people who rent in this condo development and our community long term.
- Will the relaxations enhance or deter the rental experience? People renting long term bring value to our community. We do care about who will be living in these rental units.

Fourth slide- Parking stall relaxations-

- We know from the Honeywell Townhouses parking assessment done by JCB Engineering LTD. page 196, Development appeal package, page 196, reasoning behind the parking stall relaxation request.
- We question the justification to target a small sector of society to ask for and receive parking stall relaxations when this development will need to conform to a larger group of society who will rent these units for the next 50 years.

Fifth slide-

- There is no mention of any connectivity to any other bike paths in the city that a cyclist might take, such as going downtown or other areas in the city.
- There is no mention of dedicated cyclist lanes in Pineridge.
- Pineridge is served by 2 feeder buses that run on average every 20 minutes. The buses follow the same route, one running clockwise, the other running counter clockwise.
- The buses start at the Sunridge LRT, go through the residential communities of Rundle, Pineridge, Monterey, and back through Pineridge and Rundle to the Sunridge LRT.
- With the exception of the local junior and high school students who take the bus, most riders would need to transfer to another bus or the LRT to complete their trips within the city.
- The study does find there is a commercial complex with a large grocery store, that is accessible to pedestrian and bicycling connections. There is no mention of connections to transit.

Sixth slide-

- The on-street parking study was done conducted on January 5 and 6th, 2021 (page 200).
- It is noted that the parking assessment does confirm the shortfall of the parking stalls for the 7 basement units could be accommodated in front of the proposed development.
- Even the parking assessment acknowledges the possibility the people living in the basement suites without a designated parking stall, may have vehicles and would need to park on the street.
- The contradiction is that even if there is space on the east side of Rundlehorn Drive, people may not want to park there if there is parking available in an area with less traffic.
- The report also concluded that 8 additional vehicles could park on 24th Ave, which is probably where the 8 vehicles that don't want to park in front of the development on the east side of Rundlehorn Drive will also park.
- This presents a problem because Pineridge Gardens and Legacy Estates also use 24th Avenue on-street parking for their excess vehicles.

Seventh slide-

- Many of our streets and avenues are already at on-street parking capacity.
- And this is before this development with 35 two-bedroom units is built with the potential of 70 or more adults living there all with vehicles that need to be parked somewhere.

Eighth slide-

- To help accommodate these parking relaxations, there was an agreement with the City of Calgary and the developer, 7 basement units will receive a transportation subsidy.
- We question why the subsidy is only for five years, when our city is committed to increasing density, when our community continues to densify, the on-street parking problems will only increase.
- The purpose of the transportation subsidy isn't to help people afford transit, it is to recompense them for not having a designated parking stall, yet there is no accountably if they chose to own a vehicle and use on-street parking.

Nineth slide-

- This slide refers to the relaxation approvals for private and common amenity space. The requirements are on the top of the slide and the approved relaxations below.
- All of the balconies approved have less that 2 metres dimension.
- Some of the balconies are as small as .86m dimension (page 66)
 - To put this into context, a person measuring from butt to knees would measure approximately .60m, and it would be difficult to sit on these small balconies.
- The public amenity space has been relaxed, and to compound the problem because the balconies are smaller, people living in the development will be crowded in the common amenities space they share with others in the development.
- We have noted that on page 81, the private and common amenity relaxations were granted because the site is located close to Pinecliff Park and multiple open spaces and school sites.

Tenth slide-

- These are the three schools and green spaces connected to all the schools that are being used as reasoning behind the private and common amenity relaxations.
 - Clarence Sansom is a junior high school and the field east of the school is used for track and field activities
 - Green space connects Clarence Sansom to Douglas Harkness elementary which has green space including two playgrounds, one for older children and the second for younger children.
 - The green space carries on to St. Patrick elementary, which has a playground.
 - The green space between both elementary schools is used by each school for their track and field activities.
 - All schools are in operation for ten months of the year and have children at the schools, before, during and after school hours.

- Yet the basis for relaxation approval assumes that people will be able to use this green space and not interfere with before, during and after school activities.

Eleventh slide-

- The purpose of the dry pond is to divert excess storm water reducing flooding in homes in Monterey Park and immediate area.
- During heavy rainfall, water from storm drains is diverted into the basin of the dry pond. When the area is dry, people routinely play soccer.

Twelfth slide-

- Because the sides of the dry pond are so steep there is little place to enjoy any kind of recreation other than on the soccer field/basin of the dry pond, there is a walking path around the dry pond.
- The grate shown in the second picture is open during the summer and this is where the excess storm water comes into the dry pond.
- Please note the cement top of the grate, this is used as a resting spot when people, like myself, want to take a break from walking.
- There are no public benches, picnic tables etc. that a park might have.
- There is no lighting in the dry pond for evening walking. And because it is so deep, the street lights don't shine into the basin of the dry pond at night.
- This area just has the basics because its purpose is not meant for leisure activities.

Thirteenth slide-

- The water that fills the dry pond is run off from homes, alleys and streets.
- It is not clean water and although the water drains quickly, there is a residue that can smell and depending on how much damp weather there is the ground can be saturated for some time.
- It is recommended that no one stays in the dry pond area when it rains.
- The dry pond is not a justification to reduce private and common amenities.

Fourteenth slide-

- From this pandemic we have learned that people want outdoor spaces where they can go that are not public areas, where they can put a table on the balcony and a comfortable chair and relax.
- Conforming to the current city bylaws at least ensures that the building will meet the basic needs/expectations of future renters.

Fifteenth slide-

- When we started out with the appeal process, we were looking at the relaxations.
- We knew the number of units had been reduced from 38 to 35 units but we initially didn't realize the building height had been changed or that the number of buildings had changed.
- We have confirmed with city planning that the four-story building will require an elevator in order for the developer to apply for a building permit.

- Our community has so many concerns and questions about this process.
- This development has already been approved, what ever changes the developer decides to do, whether it is to change the design to incorporate an elevator or change the design completely in order to get a building permit, our community will be out of the loop, we will have no say into any further changes for this development because this development was approved even though it required elevator that wasn't included in the plans.

Subdivision & Development Appeal Board



SDAB2021-0075 | DP2020-5865 Appeal against the approval of: New: Multi-Residential Development (2 Buildings)

Corrections to Board Report

REPORT TO THE SUBDIVISION AND DEVELOPMENT APPEAL BOARD

DATE: November 4, 2021	APPEAL NO.: SDAB 2021-0075 FILE NO.: DP2020-5865
APPEAL BY: Pineridge Community Association, represented by Marjorie Roy	
FROM A DECISION OF THE DEVELOPMENT AUTHORITY where a	LAND USE DESIGNATION: M-C1
New: Multi-Residential Development (3 buildings)	Discretionary
was approved at <u>6520 Rundlehorn Drive NE</u> .	
COMMUNITY OF: Pineridge	DATE OF DECISION: August 17, 2021
APPLICANT: Ajith Karunasena, SEIKA Architecture	OWNER: Honeywell Custom Homes

New: Multi-Residential Development (2 buildings)

> This error occurs on pages 1, 3, 12 and 181 of the Board Report

Approved Development - Summary

Site Details

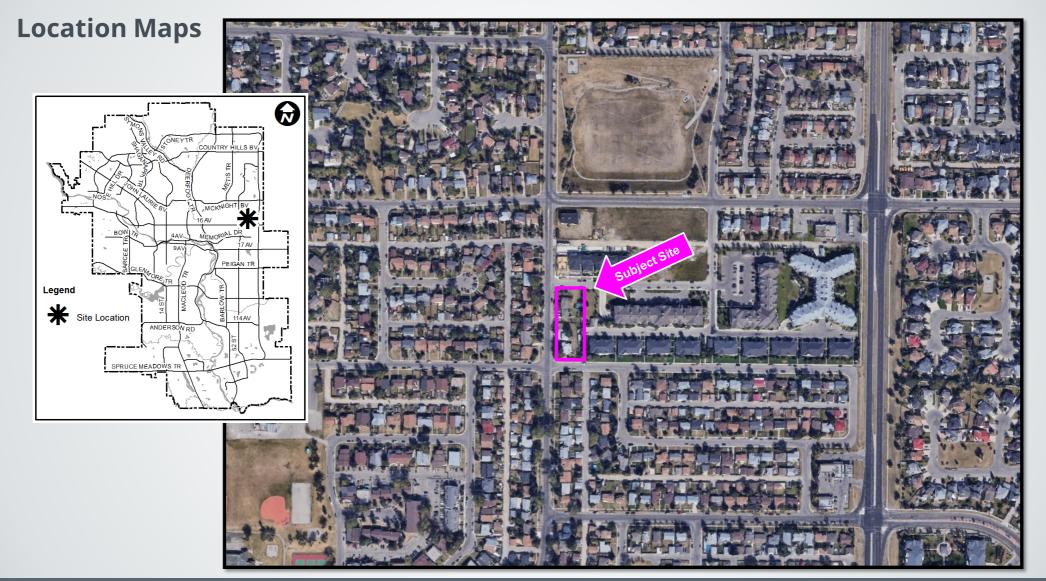
- Community of Pineridge
- Multi-Residential Contextual Low-Profile (M-C1) District
- 2 parcels: 6508 & 6520 Rundlehorn Drive NE
- 2,607.6 square metres

Approved Development Details

- DP2020-5865
- Multi-Residential Development 2 buildings
- 1 three-storey building with 7 units & 1 four-storey building with 28 units

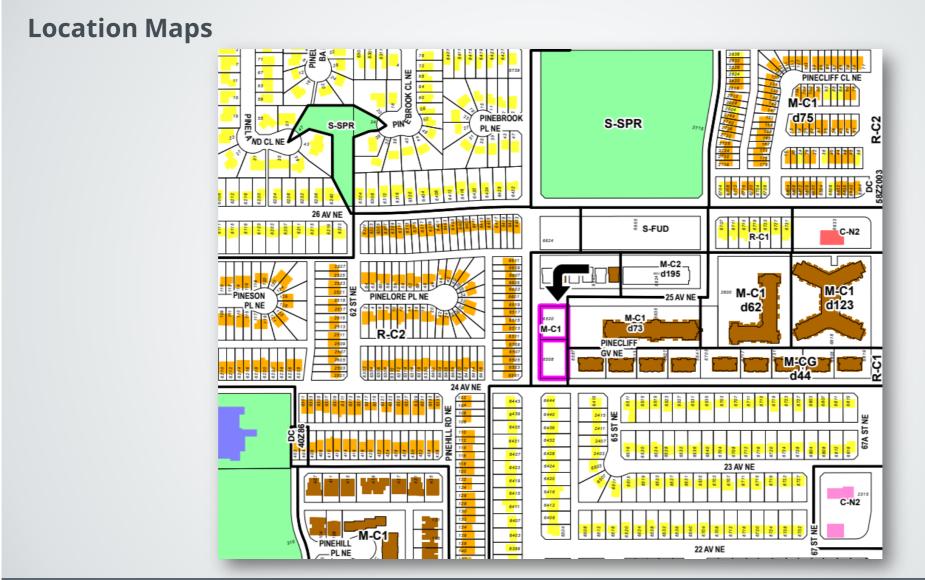


The City of Calgary – SDAB2021-0075 - DP2020-5865 SDAB2021-0075 Additional Submission



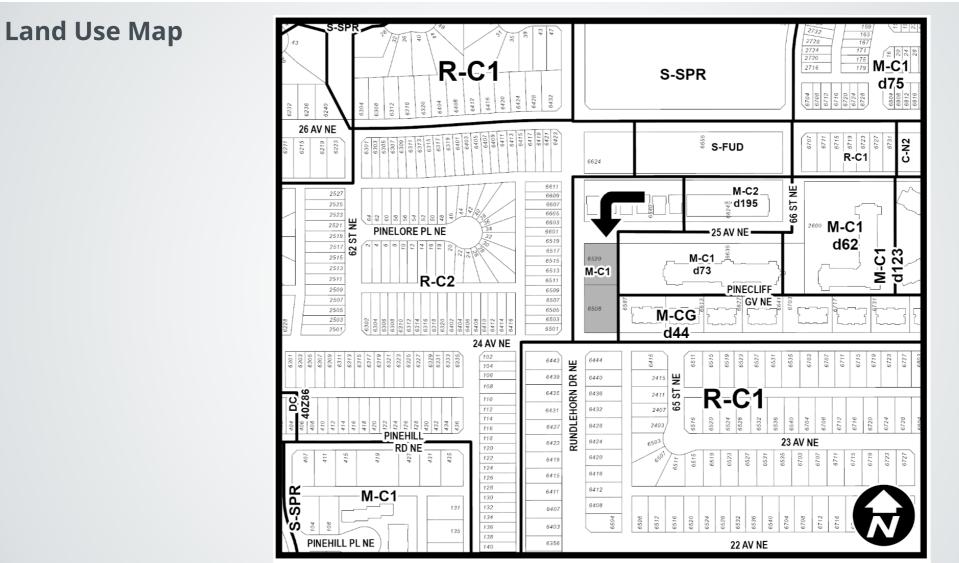
Location Maps





The City of Calgary – SDAB2021-0075 - DP2020-5865 SDAB2021-0075 Additional Submission







Context Map



The City of Calgary – SDAB2021-0075 - DP2020-5865 SDAB2021-0075 Additional Submission

Site Photos

A view of the subject site looking north-east



The City of Calgary – SDAB2021-0075 - DP2020-5865 SDAB2021-0075 Additional Submission

Site Photos

A view of the subject site looking south-east



The City of Calgary – SDAB2021-0075 - DP2020-5865 SDAB2021-0075 Additional Submission

Application Timeline





Full image on page 185 of Board Report

Circulation to Stakeholders

Circulation Dates: 8 October 2020 to 29 October, 2020

Stakeholder	Response	Comments
National Building Code	Comments	Changes required to comply with egress requirements - resolved with amended plans
Enmax Power Corporation	Comments	Conflict identified that was later resolved.
National Energy Code Council	No objection	N/A
Shaw, Telus, Atco	No Objection	N/A
Ward 10 Councillor	No comments	N/A
Pineridge Community Association	No comments	No comments received from circulation, however comments received 14 May, 2021 citing concerns with: a) consultation with the Community b) no notification of development permit changes c) too many units d) parking supply does not comply with bylaw e) increased traffic in the area near a playground.

All circulation responses available on pages 158 – 172 of the Board Report

The City of Calgary – SDAB2021-0075 - DP2020-5865 SDAB2021-0075 Additional Submission

Applicable Legislation: Municipal Development Plan 2020

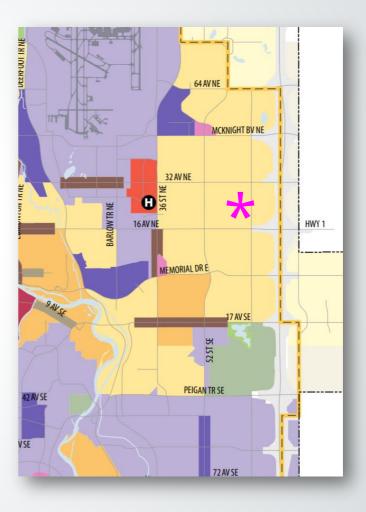
Policies - Neighbourhood infill and redevelopment

A. Encourage community growth and change that is similar in scale and built form and increases the mix of housing types

B. Support a broader range of housing choice in local communities to help stabilize population declines and support the demographic needs of communities

C. Encourage higher residential densities in areas of the community that are more extensively served by existing infrastructure, public facilities and transit.

D. Encourage redevelopment that incorporates natural infrastructure solutions and shared energy efficiencies



Applicable Legislation: Land Use Bylaw

PART 6: MULTI-RESIDENTIAL DISTRICTS

Division 3: Multi-Residential – Contextual Low Profile (M-C1) (M-C1d#) District

Purpose

- **586** The Multi-Residential Contextual Low Profile District:
 - (a) is intended to apply to the *Developed Area*;
 - (b) has Multi-Residential Development that will typically have higher numbers of Dwelling Units and traffic generation than low density residential dwellings and M-CG District;
 - (c) provides for Multi-Residential Development in a variety of forms;
 - (d) has Multi-Residential Development of low height and medium density;
 - (e) allows for varied *building height* and *front setback areas* in a manner that reflects the immediate context;
 - (f) is intended to be in close proximity or *adjacent* to low density residential *development*;
 - (g) provides space for social interaction; and
 - (h) provides landscaping to complement the design of the *development* and to help screen and buffer elements of the *development* that may have impacts on residents or nearby *parcels*.

Maximum Density – 148 units per hectare (38 units)

Maximum Building Height – 14 metres

Applicable Legislation: Land Use Bylaw Relaxations

Bylaw Discrepancies		
Regulation	Standard	Provided
592 Building Setbacks (min.)	 (1) Unless otherwise referenced in subsection (2), the minimum building setback from a property line shared with a street is the greater of: (a) the contextual multi-residential building setback; or 	Plans indicate a building setback of 3.96m (- 15.24m) between building 1 and the North property line.
549 Projections Into Setback Areas (max.)	(1) Unless otherwise referenced in subsections (2), (3),(4), (5), (6), and (7), a building or air conditioning units must not be located in any setback area.	Plans indicate building 1 is located in the North setback area.
	(5) Eaves may project a maximum of 0.6m,	Plans indicate eaves that project 14.70m (+14.10m) into the North setback area.
	and window wells may project a maximum of 0.8m, into any setback area.	Plans indicate window wells that project 16.07m (+15.27m) into the North setback area.

The full Bylaw check can be found on pages 61 - 78 of the board report.

Applicable Legislation: Land Use Bylaw

Relaxations

Regulation	Standard	Provided
594,13 Building Height and Cross Section (max.)		Plans indicate portions of the roof on both buildings 1 & 2 are located in the maximum building height chamfers established from the West property line.
	(4) The maximum area of a horizontal cross section through a building at 12.0m above average grade must not be greater than 40.0% of the maximum area of a horizontal cross section through the building between average grade and 10.0m	Plans indicate a horizontal cross section area of 524.06m ² (+192.70m ² - at 12.0m above average grade) or 63.26% (+23.26%) of the largest cross section area between average grade and 10.0m.
550 General Landscaped Area Rules	(4) All landscaped areas, other than private amenity space, must be accessible to all residents of the development.	Plans indicate an above grade landscaped area in building 2 that is not accessible to all residents of the development.
	(7) All SetDack areas adjacent to a street or another parcel	Plans indicate motor vehicle parking stalls in the North & East setback area. Plans indicate building 1 is located in the North setback area.

The full Bylaw check can be found on pages 61 - 78 of the board report.

Applicable Legislation: Land Use Bylaw Relaxations

Bylaw Discrepancies			
Regulation	Standard	Provided	
551 Specific Rules for Landscaped Areas	(2) Unless otherwise referenced in section 553, a minimum of 40.0% of the area of a parcel must be a landscaped area.	Plans indicate a landscaped area of 783.06m ² (-259.34m ²) or 30.05% (-9.95%) of the parcel.	
	(5) For landscaped areas above grade, a minimum of 30.0% of the area must be covered with soft surfaced landscaping.	Plans indicate 54.04m ² of above grade landscaped area, none of which is soft surfaced.	
	(6) Where a landscaped area above grade is fragmented into isolated spaces, a minimum of 30.0% of each space must be covered with soft surfaced landscaping.		
593 Landscaping	At least 90.0% of the required landscaped area must be provided at grade.	Plans indicate an at-grade landscaped area of 729.02m ² (-209.14m ²) or 69.94% (-20.06%) of the total landscaped area provided.	

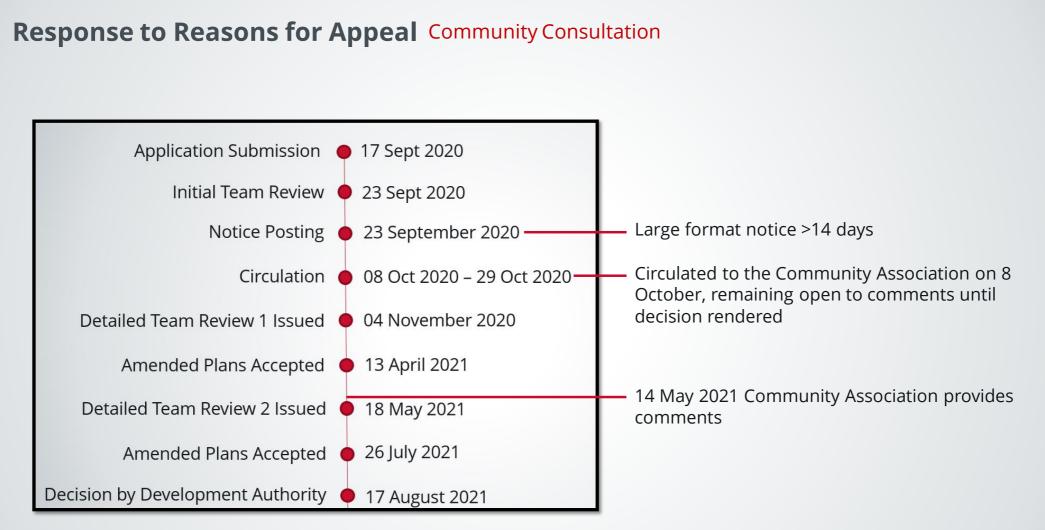
The full Bylaw check can be found on pages 61 - 78 of the board report.

Applicable Legislation: Land Use Bylaw Relaxations

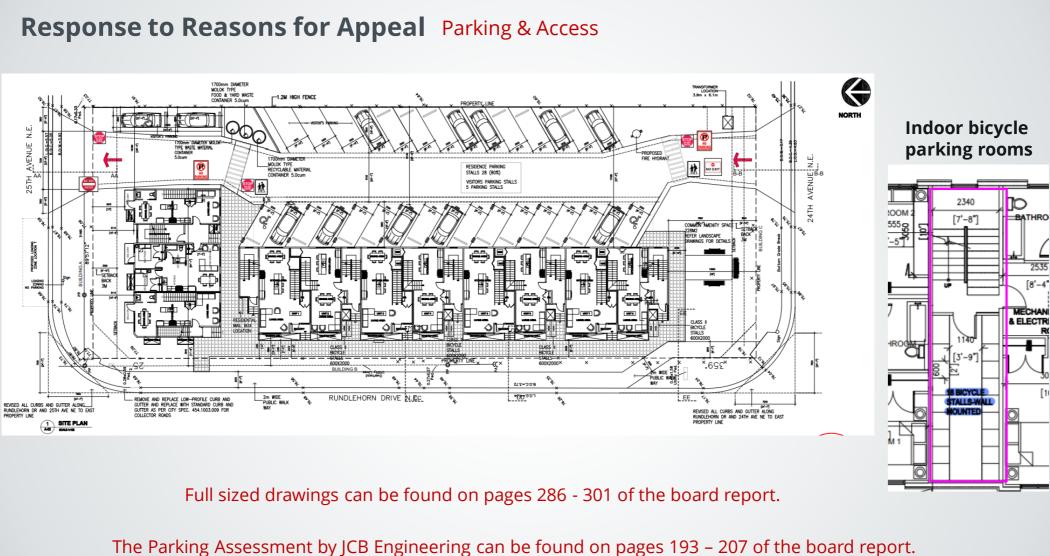
Regulation	Standard	Provided
557 Amenity Space	(4) The req. min. amenity space is 5.0 m2 /unit.	Plans indicate an amenity space total of 87.63m ² (-87.37m ²).
	(8) Private amenity space must:(b) have no minimum dimensions of less than 2.0m	Plans indicate all balconies have a depth less than 2.0m.
	(9) Common amenity space:	Plans indicate a common outdoor amenity area of 31.20m ² (-18.80m ²).
	(c) must have a contiguous area of not less than 50.0m ² , with no dimension less than 6.0m;	Plans indicate a common outdoor amenity spaces with a width less than 6.0m.
	(9) Common amenity space:	Plans indicate a common amenity space
	(d) must not be located in a required setback area; and	in the South setback area.
Motor Vehicle Parking Stalls	44 resident motor vehicle parking stalls required.	Plans indicate 28 (-16) resident parking stalls.
	6 visitor motor vehicle parking stalls required.	Plans indicate 5 (-1) visitor parking stalls.

The full Bylaw check can be found on pages 61 - 78 of the board report.

The City of Calgary – SDAB2021-0075 - DP2020-5865 SDAB2021-0075 Additional Submission 372



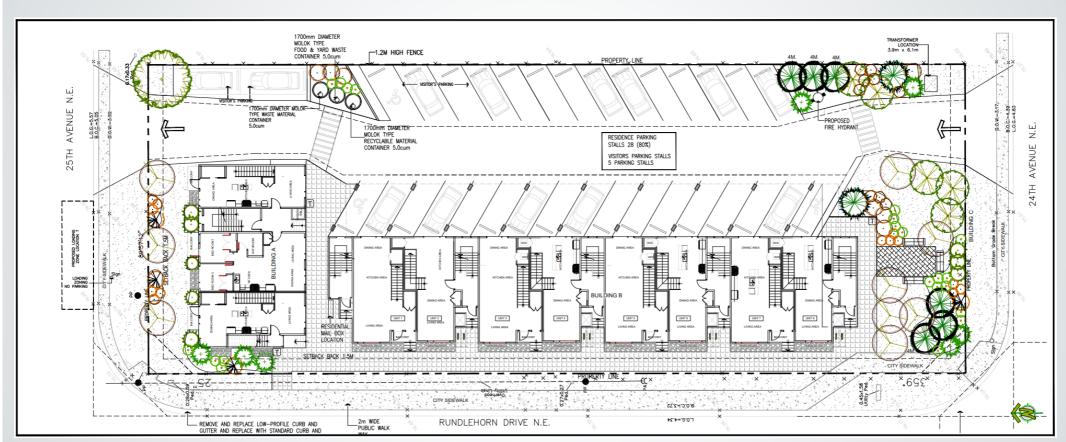
The City of Calgary – SDAB2021-0075 - DP2020-5865 SDAB2021-0075 Additional Submission



The City of Calgary – SDAB2021-0075 - DP2020-5865 SDAB2021-0075 Additional Submission

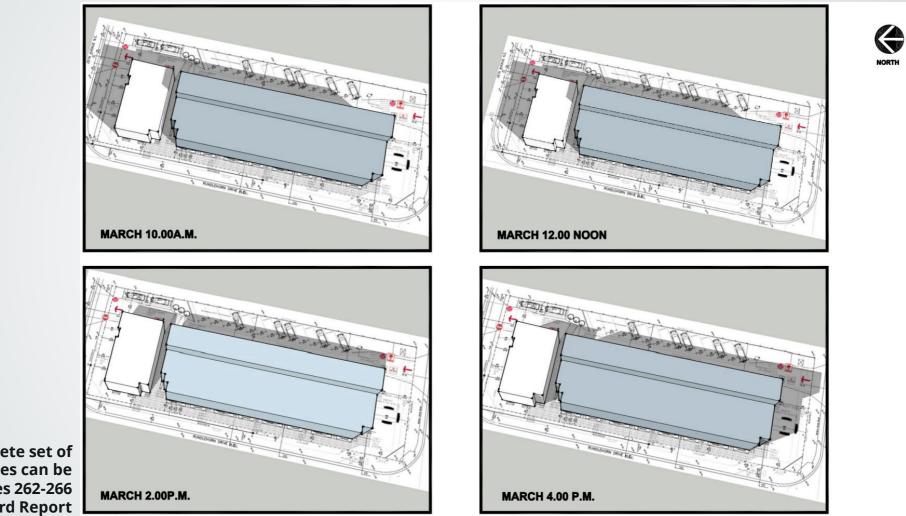
374

Response to Reasons for Appeal Landscaping



The full-sized Landscape Plan can be found on page 299 of the Board Report

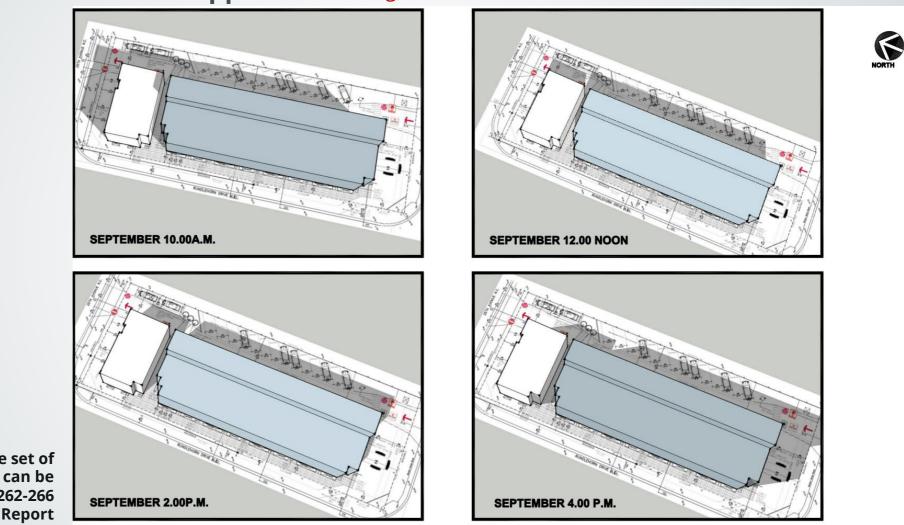
Response to Reasons for Appeal Shadowing



The complete set of Shadow Studies can be found on pages 262-266 of the Board Report

The City of Calgary – SDAB2021-0075 - DP2020-5865 SDAB2021-0075 Additional Submission

Response to Reasons for Appeal Shadowing

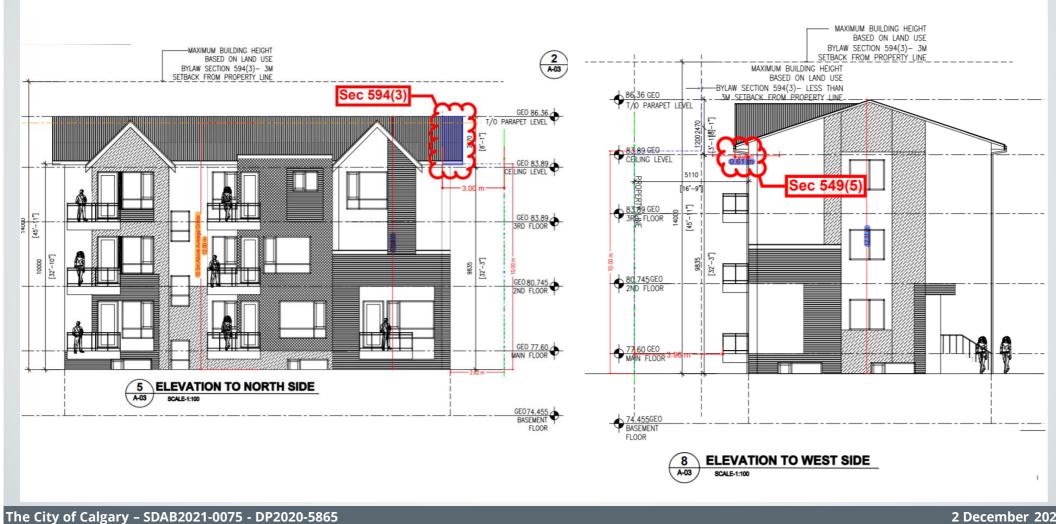


The complete set of Shadow Studies can be found on pages 262-266 of the Board Report

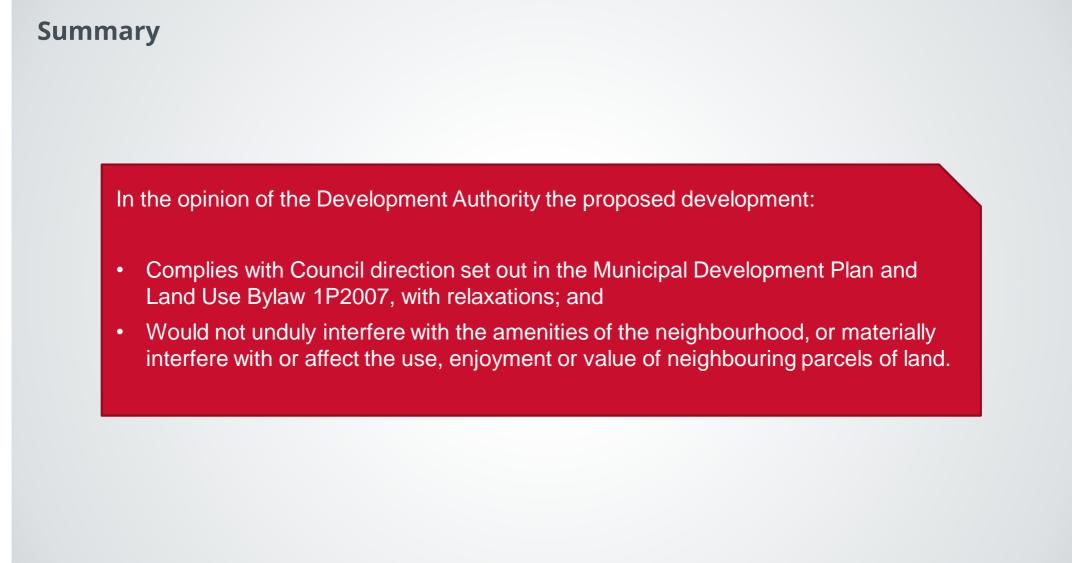
The City of Calgary – SDAB2021-0075 - DP2020-5865 SDAB2021-0075 Additional Submission

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Response to Reasons for Appeal Building Height



SDAB2021-0075 Additional Submission



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Planning & Development Report to Calgary Planning Commission 2019 January 10

ISC: UNRESTRICTED CPC2019-0056

Road Closure and Land Use Amendment in Pineridge (Ward 10) at 6508 and 6520 Rundlehorn Drive NE, LOC2018-0082

379

EXECUTIVE SUMMARY

This application has been submitted by TC Design and Consulting, on 2018 April 17, on behalf of the land owners Lois and Robert Finlay.

This land use amendment application seeks to close a road right-of-way and redesignate that closed road right-of-way and two parcels in the community of Pine Ridge from undesignated road right-of-way, Special Purpose – Future Urban Development (S-FUD) District and Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Low Profile (M-C1) District to allow for:

- Multi-residential buildings (e.g. apartment buildings, townhouses);
- A maximum of 38 dwelling units (an increase from the current maximum of 6 dwelling units);
- A maximum building height of 14 metres (an increase from the current maximum of 10 metres); and
- The uses listed in the proposed M-C1 designation.

No development permit has been submitted at this time.

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Planning & Development Report to Calgary Planning Commission 2019 January 10

ISC: UNRESTRICTED CPC2019-0056

Road Closure and Land Use Amendment in Pineridge (Ward 10) at 6508 and 6520 Rundlehorn Drive NE, LOC2018-0082

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ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

- ADOPT, by bylaw, the proposed closure of 0.02 hectares ± (0.05 acres ±) of road (1812336; Area A) adjacent to 6508 and 6520 – Rundlehorn Drive NE with conditions (Attachment 4); and
- 2. Give three readings to the proposed closure bylaw.
- ADOPT, by bylaw, the proposed redesignation of 0.26 hectares ± (0.64 acres ±) located at 6508 and 6520 - Rundlehorn Drive NE and the closed road (Plan 1280AJ, Block 9A, lots 11, 12, 13 and 14 and Plan 1812336, Area A) from Special Purpose – Future Urban Development (S-FUD) District, Residential – Contextual One/Two Dwelling (R-C2) District and undesignated road right-of-way to Multi-Residential – Contextual Low Profile (M-C1) District; and
- 4. Give three readings to the proposed bylaw.

RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, DATED 2019 JANUARY 10:

That Council hold a Public Hearing; and

- Adopt, by Bylaw, the proposed closure of 0.02 hectares ± (0.05 acres ±) of road (1812336; Area A) adjacent to 6508 and 6520 – Rundlehorn Drive NE with conditions;
- 2. Give three readings to the proposed closure Bylaw 2C2019;
- Adopt, by Bylaw, the proposed redesignation of 0.26 hectares ± (0.64 acres ±) located at 6508 and 6520 - Rundlehorn Drive NE and the closed road (Plan 1280AJ, Block 9A, lots 11, 12, 13 and 14 and Plan 1812336, Area A) from Special Purpose – Future Urban Development (S-FUD) District, Residential – Contextual One/Two Dwelling (R-C2) District and undesignated road right-of-way to Multi-Residential – Contextual Low Profile (M-C1) District; and
- 4. Give three readings to the proposed Bylaw **59D2019**.

PREVIOUS COUNCIL DIRECTION / POLICY

None. BACKGROUND

Planning & Development Report to Calgary Planning Commission 2019 January 10

ISC: UNRESTRICTED CPC2019-0056

Road Closure and Land Use Amendment in Pineridge (Ward 10) at 6508 and 6520 Rundlehorn Drive NE, LOC2018-0082

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This application has been submitted by TC Design and Consulting, on 2018 April 17, on behalf of the land owners Lois and Robert Finlay. While no development permit has been submitted at this time, the applicant indicated their intent to develop a 2-3 storey multi-residential building as referenced in the submitted Applicant Submission (Attachment 1).

The area was subdivided in the mid-1970s, with historical photos showing that these parcels were at the edge of Calgary in 1979. Throughout the history of these parcels, the laneway road was never used or developed. In 1999, approval was granted for the multi-residential developments to the east of the subject site. On 2009 October 5, Council approved redesignation of 6520 Rundlehorn Drive NE from S-FUD to R-C2. In 2014, the parcel to the north of the site, across 25 Avenue NE, was redesignated to the Multi-Residential – Contextual Medium Profile (M-C2) District to accommodate a now completed multi-residential development. And finally, on 2016 May 2, Council refused redesignation of 6520 Rundlehorn Drive NE from R-C2 to M-C1 citing community opposition.

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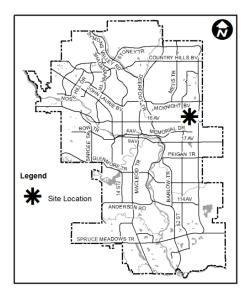
Planning & Development Report to Calgary Planning Commission 2019 January 10

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Road Closure and Land Use Amendment in Pineridge (Ward 10) at 6508 and 6520 Rundlehorn Drive NE, LOC2018-0082

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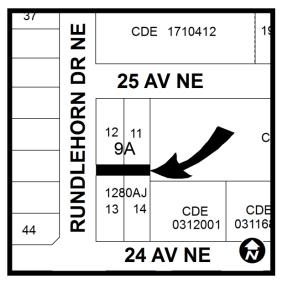
Location Maps

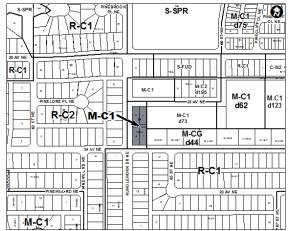




Road Closure Map

Proposed Land Use Map





Planning & Development Report to Calgary Planning Commission 2019 January 10

ISC: UNRESTRICTED CPC2019-0056

Road Closure and Land Use Amendment in Pineridge (Ward 10) at 6508 and 6520 Rundlehorn Drive NE, LOC2018-0082

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Site Context

The subject site is located in the northeast community of Pineridge along the east side of Rundlehorn Drive NE, between 24 Avenue NE and 25 Avenue NE. The surrounding area is developed with low density residential to the west and south, and medium density residential to the east and north. A private roadway providing access to the development to the east has been constructed up to the eastern boundary of the subject site, but does not provide access to this site. Transit is located nearby with stops located on 26 Avenue NE as well as Rundlehorn Drive NE. An unused and undeveloped road right-of-way exists between the two parcels. The site is relatively flat with no significant vegetation or natural features. Each parcel contains one single detached dwelling with associated out buildings.

As identified in Figure 1 below, the community of Pineridge has seen a population decline over the last several years with its population peak in 1991. Since 1991, the community has lost approximately 760 residents.

Pineridge	
Peak Population Year	1991
Peak Population	10,501
2017 Current Population	9,741
Difference in Population (Number)	-760
Difference in Population (Percent)	-7%

Source: The City of Calgary 2017 Census

Additional demographic and social-economic information may be obtained online through the <u>Pineridge</u> community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Pineridge is a community largely developed in the 1970s. In 2001, multi-residential development was developed immediately to the east of the subject site – bringing a multi-residential context to the local area. The proposed M-C1 land use district allows for a contextually sensitive intensification of land use which has the potential to increase the diversity of housing types allowing residents to choose to live and remain in the neighbourhood as their housing needs change over their lifetime.

Planning Considerations

As part of the review of this application, several key factors were considered by administration including the alignment with relevant policies, and the appropriateness of the land use district. The following sections highlight the scope of technical planning analysis conducted by Administration.

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Planning & Development Report to Calgary Planning Commission 2019 January 10

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Road Closure and Land Use Amendment in Pineridge (Ward 10) at 6508 and 6520 Rundlehorn Drive NE, LOC2018-0082

Road Closure

The application proposes to close the undeveloped road right-of-way between the two parcels, incorporate it into the adjacent parcels and designate it M-C1. The attached Conditions of Approval (Attachment 4) provides the guiding conditions of the road closure.

Land Use

This land use amendment application seeks to redesignate two parcels and close and redesignate an undeveloped and unused lane in the community of Pineridge from Special Purpose – Future Urban Development (S-FUD) District, Residential – Contextual One / Two Dwelling (R-C2) District, and undesignated road right-of-way to Multi-Residential – Contextual Low Profile (M-C1) District. The proposed M-C1 District is a designation that provides for multi-residential development of low height and medium density, and is intended to be in close proximity or adjacent to low density residential development. The proposed M-C1 District allows for a range of multi-residential housing forms such as townhouses, rowhouses and three to four storey apartment buildings with a maximum building height of 14 metres and a maximum density of 148 units per hectare or 38 dwelling units on this site.

Development and Site Design

The proposed redesignation is intended to accommodate redevelopment of the subject site with a multi-residential development. Future redevelopment of the site will be guided by the rules of the proposed M-C1 District. At the development permit stage, key factors will be important to address include:

- Vehicle access restricted on Rundlehorn Drive NE with future access preferred from 25 Avenue NE, although access may be granted from 24 Avenue NE; and
- At grade orientation of main floor units facing all three street frontages.

Environmental

An Environmental Site Assessment was not required as part of this application.

Transportation Network

The parcel is located along Rundlehorn Drive NE which is a two-lane collector roadway, between 24 Avenue NE and 25 Avenue NE. Both 24 and 25 Avenues NE are two lane residential roadways. A Transportation Impact Assessment was not requested for application. Currently, no sidewalk connection exists on the subject site, along Rundlehorn Drive NE. At the development permit stage a sidewalk connection may be required as part of any application. Two transit stops are located within 160 metres of the site with the nearest primary transit route being located 2.8 kilometres away from the subject site located at the Rundle LRT station. Planning & Development Report to Calgary Planning Commission 2019 January 10 ISC: UNRESTRICTED CPC2019-0056

Road Closure and Land Use Amendment in Pineridge (Ward 10) at 6508 and 6520 Rundlehorn Drive NE, LOC2018-0082

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Utilities and Servicing

Water and sanitary sewer are available to service the subject site. Sanitary capacity will be evaluated at the development permit stage through the review of a Sanitary Servicing Study. Storm sewer is not immediately available for connection. Stormwater management options, as well as the possible requirement for a storm main extension will be also reviewed at the development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

Administration received one letter in opposition to the application citing parking as their concern. Parking will be an essential consideration at the development permit stage, although the size of the parcel under request offers many different options to accommodate required parking on the site.

Comments from the Pineridge Community Association (Attachment 2) were submitted highlighting that they do not have an issue with the land use redesignation request, although they would prefer the laneway remain until such time that a development permit can inform where parking will be accessed from. Given that the laneway is connecting to Rundlehorn Drive NE, the optimal access point is not where the existing undeveloped laneway is located and is better to be configured off of 25 Avenue NE or 24 Avenue NE.

No public meetings were held for this application.

Following Calgary Planning Commission, notification for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation, the date of the Public Hearing will be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Municipal Development Plan (Statutory, 2009)

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Road Closure and Land Use Amendment in Pineridge (Ward 10) at 6508 and 6520 Rundlehorn Drive NE, LOC2018-0082

The subject parcel is located within the Residential – Developed Established area of the *Municipal Development Plan* (MDP). The applicable MDP policies encourage moderate intensification in a form and nature that respects the scale and character of the neighbourhood. **Social, Environmental, Economic (External)**

The proposal has the potential to allow for a further mix of housing types in the Pineridge neighbourhood at a location that is served by transit and local existing infrastructure. The proposed M-C1 District facilities the potential for a more efficient use of land within the city boundary, thereby the application is in keeping with the City's goal of accommodating 33 percent growth within our established area by the year 2039.

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget:

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *Municipal Development Plan*. The proposed M-C1 District is intended for parcels in proximity to or directly adjacent to low density residential development, and suitable for the context of the area. The proposed laneway closure includes a better use for lands which have not been developed or utilized as a lane in the area, and do not have the ability to connect into any existing lanes in the area. Access to the site can and will be accommodated through other satisfactory measures.

ATTACHMENT(S)

- 1. Applicant Submission
- 2. Pineridge Community Association Letter
- 3. Road Plan
- 4. Proposed Road Closure Conditions
- 5. Proposed Bylaw 2C2019
- 6. Proposed Bylaw 59D2019

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CPC2019-0056 Attachment 1

Applicant Submission

Lots #6508 & #6520 Rundlehorn Drive NE

The Purpose of the rezoning this side-to-side lots into M-C1; is to allow Multi-Family development and encouraging more families to move into the area, increasing the density, and bringing a build form that will enhance the corner parcel with entrances on both street faces. The build form intended could be Townhouses, row-houses, or cluster type form. The intended number of units will comply with density bylaw. The units will provide a 2 bedrooms and 3 bedrooms. This type of building/s form adds to the residential appearance of side street and allows to keep design patterns prevalent in the neighborhood.

In addition to match the neighboring lots M-C1 zoning at same block ; we feel that The proposed re-designation meets some or most of the MDPs and ARPs policies, as well as Location Criteria for Multi-Family residential Infill such:

1- Criteria 1: On a corner parcel.

2- Criteria 2: Within 400 meters of transit stop.

3- Criteria 3: Within 600 meters of existing or planned primary transit stop.

4- Criteria 4: On Collector or Higher Standard roadway on at least one frontage

5- Criteria 5: Adjacent to existing or planned non-residential development or multi-family development

6- Criteria 8: Although there is no direct lane access at this time, we are planning to provide Lane within the Lot for direct lane access.

We are also looking for Lane/Road closure, of the undeveloped lane, between both lots in order to better utilization for this property and to achieve the goals for the rezoning as mentioned above.

CPC2019-0056 Attachment 2

Pineridge Community Association Comments



VIA EMAIL

May 26, 2018

CIRCULATION CONTROL PLANNING & DEVELOPMENT CITY OF CALGARY CALGARY, ALBERTA eMail: cpag.circ@calgary.ca

Attention: Brad Bevill

Ref: LOC2018-0082

Location Address: 6508 & 6520 Rundlehorn Drive NE

Dear Sir:

I am responding on behalf of the Pineridge Community Association and its members.

We do not have an objection to the Land Use Redesignation to M-C1 for both of these side-toside lots. We agree with the applicant that the change to rezone to allow for Multi-Family development is in the best interest of our community overall.

We do object to the proposed Lane/Road closure of the undeveloped lane at this time. The applicant has stated that although there is no direct lane access, they are planning to provide Lane within the Lot for direct lane access.

It is our opinion that the Lane closure could be proposed within the guidelines of the Development Permit stage where we would view and be assured that the access Lane is included in the development plans.

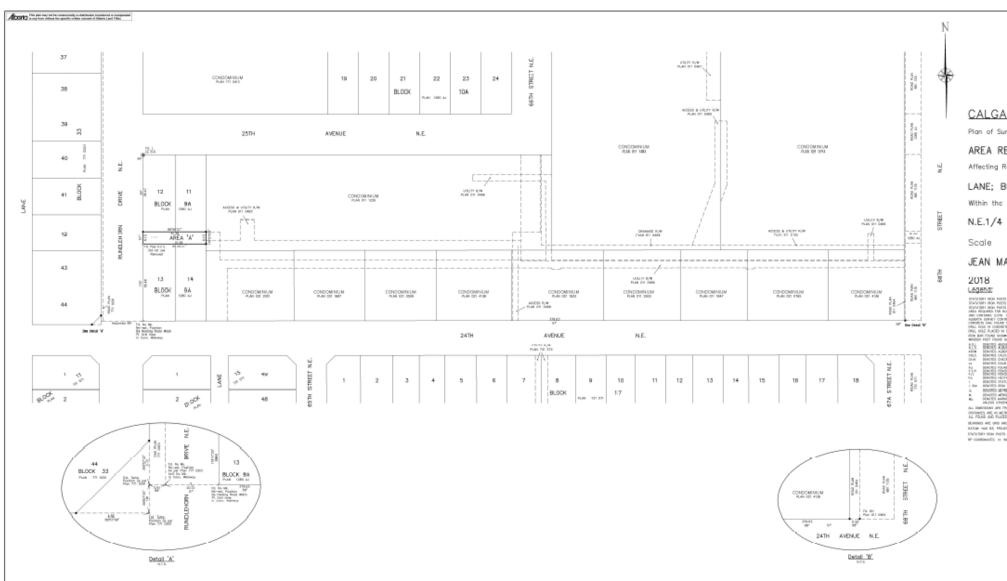
If you have any questions or comments, I can be reached by reply email or by phone, 403-585-3710.

Regards.

Marjørie Roy President

> 6024 Rundlehorn Drive NE, Calgary, Alberta TIY 2X1 Telephone: 403-280-2774 Email: info@pineridgecommunity.ca Website: www.pineridgecommunity.ca

Road Plan



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CPC2019-0056 Attachment 3

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Survey Showing			
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CPC2019-0056 Attachment 4

Proposed Road Closure Conditions

- 1. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
- 2. The developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
- 3. All costs associated with the road closure shall be borne by the applicant.
- 4. That protection and/or relocation of any utilities required for the road closure will be at the applicant's expense and to the appropriate standards.
- 5. The closed road right-of-way is to be consolidated with the adjacent lands.





CPC2019-0056 ATTACHMENT 5

BYLAW NUMBER 2C2019

BEING A BYLAW OF THE CITY OF CALGARY FOR A CLOSURE OF A ROAD (PLAN 1812336, AREA A) (CLOSURE LOC2018-0082/CPC2019-0056)

WHEREAS The City of Calgary has decided to close from public use as a public street and to sell or to hold those portions of street described below;

AND WHEREAS the provisions of Sections 22 and 606 of the <u>Municipal Government</u> <u>Act</u>, R.S.A. 2000, c.M-26 as amended, with respect to notice of intention of Council to pass such a Bylaw have been complied with;

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. Immediately upon passage of this Bylaw, the following described street shall be closed from use as a public highway:

PLAN 1812336 AREA A EXCEPTING THEREOUT ALL MINES AND MINERALS

- 2. The proper officers of The City of Calgary are hereby authorized to execute such instruments as may be necessary to effect the purpose of the Bylaw.
- 3. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON

READ A SECOND TIME ON

READ A THIRD TIME ON

MAYOR

SIGNED ON _____

CITY CLERK

SIGNED ON _____

393



CPC2019-0056 ATTACHMENT 6

BYLAW NUMBER 59D2019

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2018-0082/CPC2019-0056)

WHEREAS it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

AND WHEREAS Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and substituting therefor that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
- 2. This Bylaw comes into force on the date it is passed.

MAYOR

SIGNED ON _____

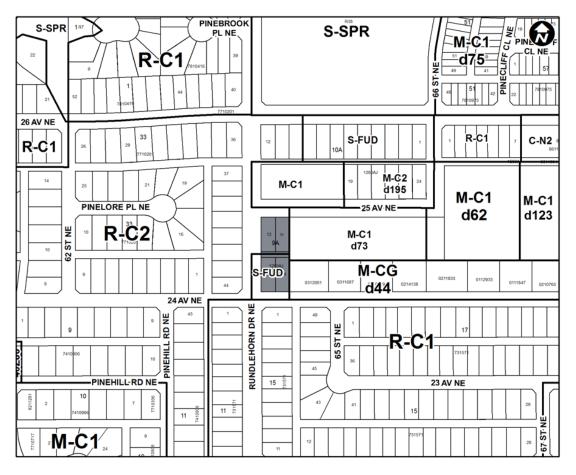
CITY CLERK

SIGNED ON _____

394 PROPOSED AMENDMENT LOC2018-0082/CPC2019-0056

BYLAW NUMBER 59D2019

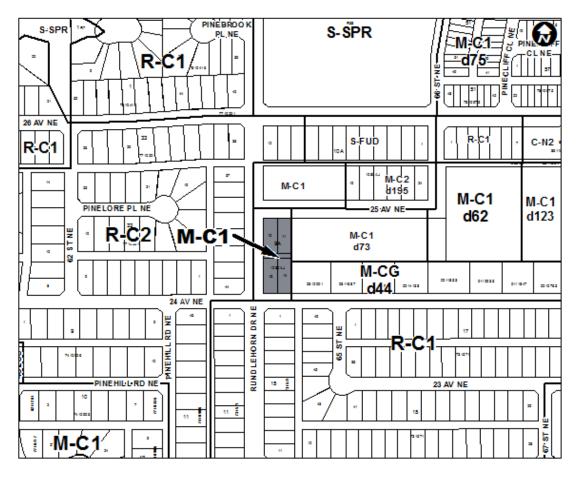
SCHEDULE A



395 PROPOSED AMENDMENT LOC2018-0082/CPC2019-0056

BYLAW NUMBER 59D2019

SCHEDULE B



3.5.1 GENERAL POLICIES FOR DEVELOPED RESIDENTIAL AREA

Policies

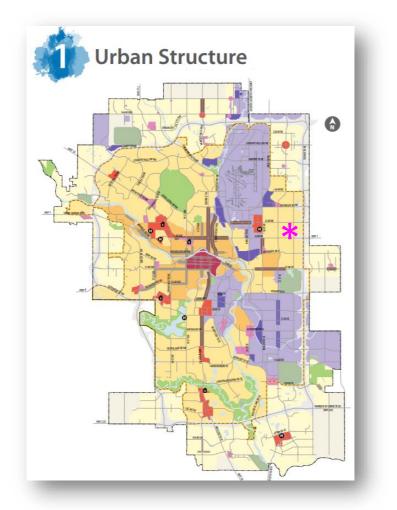
The following policies apply to all Developed Residential Areas and are general in nature. Policies that are unique to the Inner City Area and the Established Area follow after this section.

Land Use Policies

- a. Recognize the predominantly low density residential nature of Developed Residential Areas and support retention of housing stock, or moderate intensification in a form and nature that respects the scale and character of the neighbourhood. Local commercial development within residential areas, that is of a scale and intensity that supports residents' commercial needs is supported.
- b. Redevelopment within predominantly multifamily areas should be compatible with the established pattern of development and will consider the following elements:
 - Appropriate transitions between adjacent areas.
 - ii. A variety of multi-family housing types to meet the diverse needs of present and future populations.
- c. Redevelopment should support the revitalization of local communities by adding population and a mix of commercial and service uses.

Mobility Policies

- d. For multi-family housing, encourage parking that is well integrated into the residential environment (e.g., consider landscape buffering, smaller lots).
- When designing new streets or retrofitting existing streets, use the Complete Streets policies in the CTP.
- f. Ensure that high-quality pedestrian and cyclist connections and facilities are provided from the Developed Residential Area and linked to adjacent areas of higher intensity development (i.e., Neighbourhood Main Streets and Neighbourhood Activity Centres).
- g. Areas beyond the Primary Transit Network will be served with Base Transit Service, with opportunities for enhancing frequency of service as required.



PART 3 Typologies for Calgary's Future Urban Structure

PART

3

3.5.3 ESTABLISHED AREAS

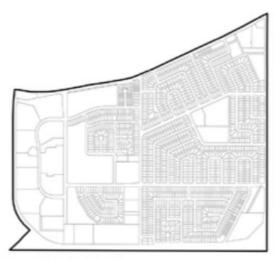
The Established Area comprises residential communities that were planned and developed between the 1950s and 1990s. They are primarily residential communities containing a mix of lowand medium-density housing with support retail in relatively close proximity. The road network is a blend of modified-grid and curvilinear. These are stable residential communities with limited redevelopment potential over the next 30 years. Populations have declined from their peak and housing stock is generally in good condition.

Land Use Policies

- Encourage modest redevelopment of Established Areas.
- Redevelopment opportunities should be focused on the Neighbourhood Activity Centres, though changes to other sites may provide opportunities for redevelopment over time.
- c. New developments in Established Areas should incorporate appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network.

Mobility Policies

- Provide opportunities to increase pedestrian, cycling and emergency services connectivity when redevelopment occurs where community support exists.
- e. Transit stops should be easily accessible and, where possible, integrated with adjacent multi-family residential or retail buildings.



Typical Established Area Pattern

SITE PHOTOGRAPHS – SDAB2021-0075

23 November 2021





SDAB2021-0075 Additional Submission

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The City of Calgary Planning and Development

Development Authority Response to Notice of Appeal

Appeal number: SDAB2021-0075

Development Permit number: DP2020-5865

Address: 6508 & 6520 Rundlehorn Dr NE

Description: New: Multi-Residential Development (2 buildings)

Land Use: Multi-Residential - Contextual Low Profile (M-C1) District

Community: Pineridge

Jurisdiction Criteria:

Is this application subject to any license, permit, approval, or other authorization from the National Resources Conservation Board, the Energy Resources Conservation Board, the Alberta Energy Regulator, the Alberta Energy and Utilities Board, the Alberta Utilities Commission or the Minister of Environmental and Parks? **No**

DA Attendance: Yes

Use: Discretionary

Notice Posted: Yes, the application was notice posted for a minimum of 21 days with a large sign.

Objections: Three letters of opposition were received, including one from the Community Association.

Support: One letter was received which indicated support for the multi-residential development but not a parking relaxation.

Bylaw relaxations:

Relaxations granted by the Development Authority are summarized in Attachment 1 and relate to:

- a) building setback (north);
- b) projection into north setback area;
- c) building height and cross-section;
- d) landscaping within north setback area;

- e) amenity space;
- f) visitor parking requirement; and
- g) residential parking requirement.

Applicable ARP, ASP or Design Brief (in addition to the MDP):

None

INTRODUCTION

This document was prepared in response to an appeal (SDAB2021-0075) against the approval of a new Multi-Residential Development by the Development Authority on 2021 August 17. This document is intended to provide a summary of the development, the review process, the relaxations to Land Use Bylaw 1P2007 granted by the Development Authority, and directly respond to concerns raised by the appellant.

Development Summary:

The development permit (DP2020-5865) application was submitted 2020 September 17, by Seika Architecture on behalf of Honeywell Custom Homes. The scope of development crosses two parcels: 6508 Rundlehorn Dr NE (lot area: 1400.0 m2) and 6520 Rundlehorn Dr NE (lot area: 1207.6 m2). The application proposes one three-storey building with 7 units and one four-storey building with 28 units. The subject site is designated Multi-Residential – Contextual Low-Profile (M-C1) District.

Application Timeframe:

2020 September 23	Development Permit DP2020-5865 application received
2020 October 21	Application placed on customized timeline
2020 November 4	Detailed Team Review 1 issued
2021 April 13	Amended plans accepted
2021 May 18	Detailed Team Review 2 issued
2021 July 26	Amended plans accepted
2021 August 17	Decision by Development Authority

Application Review:

The design and layout of the proposed development has evolved over the course of the application's review, which has involved the issuance of two Detailed Team Review documents along with comments from various stakeholders.

During the review process the applicant worked with Administration to address City policies and regulations, as well as to address and respond to comments from the Community Association and nearby residents. Specific design changes are outlined in the 'Circulation, Notice Posting and Development Permit Public Notice' and 'Response to Reasons for Appeal' sections, below.

The application aligns with the applicable policies of the Municipal Development Plan. It also complies with Land Use Bylaw 1P2007 Multi-Residential – Contextual Low-Profile (M-C1) District regulations and use definitions for Multi-Residential Development, with relaxations to the sections of Land Use Bylaw 1P2007 outlined in Attachment 1. In the opinion of the Development Authority, the proposed relaxations meet section 36 of Land Use Bylaw 1P2007 and do not

DP2020-5865

unduly interfere with the amenities of the neighborhood or interfere with or affect the use, enjoyment, or value of neighboring parcels of land.

Circulation, Notice Posting and Development Permit Public Notice:

During the circulation period from 2020 October 8 to 29, the following referees were circulated:

- ENMAX Provided comments. A conflict was identified by ENMAX during the initial circulation in that the proposed building conflicted with an aboveground distribution line and guy wire. A subsequent letter was received from ENMAX on 2021 July 13 indicating the conflict was resolved on the amended plans.
- 2. *Ward 10 Councillor* No comments. The Ward 10 office confirmed receipt of the circulation.
- 3. *City of Calgary Building Regulations* Provided comments noting that changes would be required to comply with egress requirements in the building code. These issues were addressed in the amended plans.
- 4. *Pineridge Community Association (CA)* Did not provide comment during the initial circulation period but provided comment on 2021 May 14. The comments give the following reasons for opposing the development:

a) lack of consultation with the Community Association and residents;

b) lack of notification that the development permit application varied significantly from a previous application;

c) density of the development (too many units to reasonably fit the land area of the site);

- d) parking supply does not comply with bylaw requirements; and
- e) increased traffic in the area, especially near a playground.

In response to this feedback, administration asked the architect to reduce the number of proposed units, and to engage further with the Community Association and residents. The amended plans reduced the number of units from 38 to 35, which also reduced the size of the requested parking relaxation.

5. Atco, Shaw, and Telus – No objections.

Following Administration's standard practices and the notice posting requirements of Land Use Bylaw 1P2007, stakeholders were given the opportunity to comment online through the Planning and Development Map or by contacting the planner directly by mail, phone, or email. The site was notice posted for 21 days with a large sign which exceeds the minimum requirement of seven days.

Public Comments: Administration received 3 letters of opposition to the proposed development, expressing the following concerns:

- Existing shortage of street parking may be exasperated by the new development.
- Future residents may be unlikely to walk to amenities as intended.
- Provision of bicycle parking in lieu of on-site parking will not decrease vehicle ownership for intended residents.

DP2020-5865

• Safety risks to neighbourhood kids from increased traffic.

Administration also received one letter noting support for a multi-residential development, but not for a parking relaxation.

The Development Authority responded to these comments by requesting the applicant submit amended drawings and updated documentation. The updated documentation included a Parking Demand Study, provided by JCB Engineering. The Parking Demand Study concluded that parking demand would be less than the number of stalls required by the rules of Land Use Bylaw 1P2007 and argued that a relaxation to these rules was therefore justified. The applicant was also asked to reduce the number of units on site from 38 to 35, which further reduced the size of the requested parking relaxation.

To further support the requested parking relaxations, the applicant expressed a willingness to provide subsidized transit passes to residents, however this was not factored into the Development Authority decision due to the short-term nature of such subsidies and an inability to enforce them.

Site and building design changes from the initial application to the final approved amended plans in August 2021 demonstrate how the applicant evolved their design to account for the site's surrounding local context, discrepancies with Land Use Bylaw 1P2007, and public comments.

Development Permit Public Notice: The development permit application was approved in accordance with Land Use Bylaw 1P2007 and the public notice was posted online for 21 days.

Comments on Relevant Planning Policies and Legislation:

Municipal Development Plan (Statutory - 2009)

The subject site is located within the "Developed Residential – Established" area as defined on Map 1. The site is affected by city-wide policies for Strong Residential Neighbourhoods (2.2.5) supporting "redevelopment that provides a broader range of housing choice in local communities to help stabilize population declines and support the demographic needs of communities." The policies within the Developed Residential Areas include an emphasis on moderate intensification at key locations or nodes, which respect the existing scale and character of the neighbourhood. This application was determined to be consistent and in keeping with these policies of the Municipal Development Plan.

Policies specific to the Established Areas (3.5.3) further guide development by encouraging modest redevelopment incorporating appropriate density and a pedestrian friendly environment to support the transit network. The proposed development demonstrates alignment with these policies supporting well-planned residential intensification in a location well served by public transit and a range of amenities.

Land Use Bylaw 1P2007

The land use designation for the site is Multi-Residential – Contextual Low Profile (M-C1). The M-C1 District is intended to accommodate multi-residential development that will have higher density and transportation demand than low-density or low-profile residential uses. It is also intended to be located close or directly adjacent to low-density residential uses.

DP2020-5865

The district allows for a maximum height of 14.0 metres and a maximum density of 148 units per hectare, which would allow for 38 units on the 0.26 hectare site. Above 10.0 metres in height, the building must step back 3.0 metres when facing a street (not including a lane).

The proposed plans include several discrepancies requiring relaxations to Land Use Bylaw 1P2007 (Attachment 1). These discrepancies relate generally to building setbacks, building height, landscaping, amenity space, and parking.

Several of the discrepancies result from the location of a building in the north setback area, due to an unusually large contextual setback determined by the location of the multi-residential building to the east, which has a parking lot located between the building and 25th Avenue NE. This large contextual setback necessitates five relaxations to setback and landscaping rules, which have been viewed as appropriate given the desirability of street-oriented development along 25 Avenue NE.

Based on the initially submitted plans, Land Use Bylaw 1P2007 would require the following amounts of parking:

Stalls for	Required (Section)	Provided (Discrepancy)
Residents	44 (558(2)(a)(i))	28 (-16)
Visitors	6 (558(2)(a)(ii))	5 (-1)
Bicycle - Class 1	18 (559(b))	68 (+50)
Bicycle - Class 2	4 (559(c))	8 (+4)

The site can accommodate parking for 28 of the 35 units, and visitors. The expectation is that some residents will not own a car, relying instead on walking, transit, and bicycle infrastructure. The site is located within 15 minutes walking distance of a shopping plaza with a grocery store, small neighbourhood-based commercial services, the Community Association site, four schools, and several parks. Bus Routes 34 (with service to Rundle Station) and 68 (service to Saddletowne Station and 17th Avenue SE) both have stops nearby. The proposal also includes plenty of secure bike storage. The applicant submitted a parking analysis which showed sufficient street parking to support any excess demand generated by the proposed development, which was the main concern voiced by neighbours. These factors were sufficient for the Development Authority to support the requested relaxations.

Individually and combined, the Development Authority assessed these discrepancies (and corresponding relaxations) would not unduly interfere with the amenities of the neighbourhood or affect the use, enjoyment, or value of neighbouring parcels of land. The proposed development was also determined to meet the intent of the land use district.

ATTACHMENT 1

Land Use Bylaw 1P2007 Discrepancies

Regulation	Standard	Provided
592 Building Setbacks (min.)	 (1) Unless otherwise referenced in subsection (2), the minimum building setback from a property line shared with a street is the greater of: (a) the contextual multi-residential building setback; or 	Plans indicate a building setback of 3.96m (- 15.24m) between building 1 and the North property line.
549 Projections Into Setback Areas	 (1) Unless otherwise referenced in subsections (2), (3), (4), (5), (6), and (7), a building or air conditioning units must not be located in any setback area. 	Plans indicate building 1 is located in the North setback area.
(max.)	(5) Eaves may project a maximum of 0.6m,and window wells may project a	Plans indicate eaves that project 14.70m (+14.10m) into the North setback area. Plans indicate window wells that project
	maximum of 0.8m, into any setback area.	16.07m (+15.27m) into the North setback area.
594,13 Building Height and Cross	 (3) Where the parcel shares a property line with a street, the max. building height is: (a) 10.0m measured from grade within 3.0m of that shared property line; and (b) 14.0m measured from grade at a distance greater than 3.0m from that shared property line. 	Plans indicate portions of the roof on both buildings 1 & 2 are located in the maximum building height chamfers established from the West property line.
Section (max.)	 (4) The maximum area of a horizontal cross section through a building at 12.0m above average grade must not be greater than 40.0% of the maximum area of a horizontal cross section through the building between average grade and 10.0m 	Plans indicate a horizontal cross section area of 524.06m ² (+192.70m ² - at 12.0m above average grade) or 63.26% (+23.26%) of the largest cross section area between average grade and 10.0m.
550 General Landscaped Area	(4) All landscaped areas, other than private amenity space, must be accessible to all residents of the development.	Plans indicate an above grade landscaped area in building 2 that is not accessible to all residents of the development.
Rules	(7) All setback areas adjacent to a street or another parcel, except for	Plans indicate motor vehicle parking stalls in the North & East setback area.

	those portions specifically required for motor vehicle access, must be a landscaped area.	Plans indicate building 1 is located in the North setback area.			
	(2) Unless otherwise referenced in section 553, a minimum of 40.0% of the area of a parcel must be a landscaped area.	Plans indicate a landscaped area of 783.06m ² (-259.34m ²) or 30.05% (-9.95%) of the parcel.			
551 Specific Rules for Landscaped Areas	(5) For landscaped areas above grade, a minimum of 30.0% of the area must be covered with soft surfaced landscaping.	Plans indicate 54.04m ² of above grade			
	(6) Where a landscaped area above grade is fragmented into isolated spaces, a minimum of 30.0% of each space must be covered with soft surfaced landscaping.	landscaped area, none of which is soft surfaced.			
593 Landscaping	At least 90.0% of the required landscaped area must be provided at grade.	Plans indicate an at-grade landscaped area of 729.02m ² (-209.14m ²) or 69.94% (-20.06%) of the total landscaped area provided.			
	(4) The req. min. amenity space is 5.0 m2 /unit.	Plans indicate an amenity space total of 87.63m ² (-87.37m ²).			
557 Amenity Space	(8) Private amenity space must:(b) have no minimum dimensions of less than 2.0m	Plans indicate all balconies have a depth less than 2.0m.			
	(9) Common amenity space:(c) must have a contiguous area of	Plans indicate a common outdoor amenity area of 31.20m ² (-18.80m ²).			
	not less than 50.0m ² , with no dimension less than 6.0m;	Plans indicate a common outdoor amenity spaces with a width less than 6.0m.			
	(9) Common amenity space:(d) must not be located in a required setback area; and	Plans indicate a common amenity space in the South setback area.			
Motor Vehicle	44 resident motor vehicle parking stalls required.	Plans indicate 28 (-16) resident parking stalls.			
Parking Stalls	6 visitor motor vehicle parking stalls required.	Plans indicate 5 (-1) visitor parking stalls.			































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Appeal Board rec'd: November 24, 2021 Submitted by: A. Karunasena, Applicant

Appendix 1



AJITH KARUNASENA

From:	Kayla Ecklin <kecklin@westcanadian.com></kecklin@westcanadian.com>
Sent:	Tuesday, October 27, 2020 10:46 AM
То:	AJITH KARUNASENA
Cc:	Vadim Gorbach
Subject:	Completion photo

Hi Ajith please see attsched completion photo.

Cheers, Kayla Ecklin | Project Coordinator - Signage West Canadian Digital Imaging Inc. 2004 Alyth Place SE, Calgary, AB, T2G 3K9

D 403.541.5208 C 403.999.9679

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Appendix 1a Proposed Building Images



This drawing has been prepared for the use of SEIKA ARCHITECTURE LTD's client and may not be used, reproduced or relied upon by third parties, except as agreed by SEIKA ARCHITECRURE LTD and its client, as required by law or for use by governmental reviewing agencies. SEIKA ARCHITECTURE LIT accepts no responsibility, and denies any liability whatsoever, to any party that modifies this drawing without SEIKA ARCHITECTURE LTD's express written consent.

Do not scale this document. All measurements must be obtained from stated dimensions.

TE-403-210 5085

Design by-

2	1/11/12	DEVELOPMENT PERMIT DRAWINGS	AK		AK				
YY/MM/DD		ISSUE/REVISION DESCRIPTION	DRN	СНК	DES	ENG	IDR	APP	

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CUSTOM HOMES INC

PROPOSED MULTI RESIDENTIAL DEVELOPMENT AT 6508 & 6520 RUNDLEHORNE DRIVE N.E. DEVELOPMENT PERMIT DRAWINGS

PROPOSED BUILDING IMAGES

Seika Architecture Ltd 651 MACEWAN DRIVE N.W.CALGARY ALBERTA, T3K 3R1

PROJECT NUMBER SE-140

DRAWING NUMBER SK-01







Appendix 2

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Seika Architecture ltd

Principal: Ajith Karunasena, Architect, AAA & Urban designer

<u>Written reply for Detailed Team Review comments for Development permit</u> <u>Number DP2020-5865</u>

March 25th 2021

Bylaw Discrepancies

(1)592 Building Setbacks

Answer- Building B provides the required setback according to the bylaw requirement. Building A and Building C setback from the property line is 1.5m (balcony is cantilevered within the setback area)

(2) 594,13 Building Height and Cross Section (max.)

Answer- Building B provides the required Building Height and Cross Section setback according to the bylaw requirement. Building A and Building C Height and Cross Section setback from the property line is 1.5m. According to Bylaw required 594(3), we need to provide 3.00m cross section setback. We need a 1.1m parapet height relaxation for the buildings façade facing the public road.

(3)590 Density Answer- Building A, B, C total number of units is 38.

(4)550 General Landscaped Area Rules

Answer- Refer landscape drawings prepared by LA West landscape architectural company for details.

(5)551 Specific Rules for Landscaped Areas

Answer- Refer landscape drawings prepared by LA West landscape architectural company for details.

(6)593 Landscaping

Answer- Refer landscape drawings prepared by LA West landscape architectural company for details.

(7)557 Amenity Space

Answer- we have provided a 59.2m2 common amenity space within the site. Next to the common amenity space, we arranged the public walkway connection from 24th ave NE and Rundlehorn dive NE through the site. Site has allocated land for the public walkway. One of the main public park space, Pinecliff park is located 127m north of the site. The public park (located at 26 ave NE) is a 5-minute walk from the site. Each unit provides a balcony space to comply with the fire department requirement.

(8) Motor Vehicle Parking Stalls

Answer- Proposed development provided the 6 visitor parking stalls. 26 parking stalls are provided for the units owners. The remaining 12 unit owners will receive a 3-year bus pass, which promotes the public transit system. In addition, all unit owners (38 unit owners) will get two secure bicycle parking stalls in the basement. TIA study provide more details regarding the parking relaxation requirements.

(9)122 Standards for Motor Vehicle Parking Stalls

Answer- The buildings (Building A, B and C building area is less than 600m2) do not require fire truck access at the main entrance. Required aisle width is 4.82m. Provided aisle width is 6.12m. Provided additional width of 1.3m for the aisle.

Prior to Decision Requirements

<u> Planning:-</u>

(10) Building Regulations has provided comments in a separate document (attached) regarding code compliance issues that may affect the Development Permit. Please address these issues as part of your response.

Answer- Revised plans comply with the building regulations.

(11) Submit a letter from Enmax Corporation indicating that the following issues have been addressed. Please contact Ali Sharif at 403-604-8603 to resolve the issues. The proposed resolution may necessitate further CPAG review of amended plans.

Answer- We will send the written details to the Enmax Corporation indicating the issues that have been resolved.

Development Engineering:

(12) Submit a fire flow letter, prepared by a qualified professional engineer under seal and permit to practice stamp to the satisfaction of Development Approvals Team Leader, Water Resources. The fire flow letter shall identify the type of the development, address of the development, DP application and the fire flow required for the developing property. The available fire flow available in the adjacent City watermain is 15,000 LPM with 15m residual pressure under normal operating conditions. Please note that the hydrants in all directions are more than 75 m away from this site. Hydrant coverage and accessibility for fire protection for this site should be checked and confirmed by CFD.

Answer- Richview Engineering (site servicing consultants) will submit the required details.

(13) Submit a Sanitary Servicing Study prepared by a qualified professional engineer under seal and permit to practice stamp, for review and acceptance.

Answer- Richview Engineering (site servicing consultants) will submit the required details.

(14) Fire - Primary Fire Access Road Design

a. Indicate no parking signs on both sides of the fire access route as the road width is less than 7.49m.

Answer- Revised site plan indicates the required details.

Fire – Principal Entrance Locations

a. Indicate the principal building entrances to be within 15.0m of the fire access route for buildings greater than 600m₂ or more than 3 stories in height. As each building has at least two entrances, the 15.0m maximum distance will need to be dimensioned for each entrance. Answer-The buildings (Building A, B and C building area is less than 600m2) do not require fire truck access at the main entrance.

Fire – Lockbox Location a. Indicate a "Calgary Fire Department approved lockbox" on the access route gateway. Answer-See the above answer. No need for the Fire Department's approved lockbox.

Fire – Fire Department Connection (Siamese) Location Answer-See the above answer. No need a Fire Department Connection (Siamese).

Fire – Alarm Panel Location Answer-See the above answer. No need an Alarm Panel Location.

Transportation:

(15) Amend the plans to indicate the 4.5m x 4.5m corner cut dimensioned from the property lines on the corners of the site at the intersections of 24th AVE and Rundlehorn DR NE and 25th AVE and Rundlehorn DR NE as per the Highway Development and Protection Act. Ensure that no objects such as stairs, planters, trees, retaining walls, or portions the building are located within the 4.5m x 4.5m corner cut to provide sufficient sightlines for the intersection.

Answer- See the revised site plan. Development complies with all of the above requirements.

(16)As per the DGSS and City specifications with regards to Collector Roads, amend the plans and provide a provided either a 1.5m separate sidewalk or a 2.0m monolithic sidewalk along Rundlehorn DR. NE as existing utility pedestals and poles are in the way.

It will be up to the applicant to relocate such infrastructure. Another option can be for the applicant to provide an access easement on site to provide the 1.5m separate sidewalk within the property line. Also show and label existing Wheel Chair Ramps as well as existing sidewalk.

Answer- See the revised site servicing (Richview Engineering) drawings for details.

(17) As per the DGSS and City specifications with regards to Collector Roads and in particularly Rundlehorn DR, standard curb and gutter is required next to Multi-family sites, revise all curb and gutter along Rundlehorn DR, and 25th AVE NE to east property line.

Answer- See the revised site servicing (Richview Engineering) drawings for details.

(18) Amend the plans to indicate a visibility triangle of 7.5m by 7.5m, measured from the face of curb, at 24th AVE and Rundlehorn DR NE and 25th AVE and Rundlehorn DR NE. No obstructions within this area are permitted to exceed 0.75m in height.

Answer- See the revised site plan for details.

(19) Regarding the proposed driveway aisle and driveway designs:

□ As per TAC standards and the City of Calgary guidelines revise the drive aisle to meet the minimum 7.2m width. The proposed 6.01/6.5m is not permitted.

□ Provide a 7.2m wide driveway crossing complete with 3.0m flares for the proposed driveways (curb returns are not permitted).

Answer- See land use bylaw 122 for details. Required aisle width is 4.82m. Provided aisle width is 6.12m. Provided additional 1.3m width for the aisle.

(20) The Parallel Parking proposed adjacent to a 6.0m drive aisle shall be removed as the drive aisle shall be widened to 7.2m. Revise and remove the parallel parking.

Answer- See land use bylaw 122 for details. One-way traffic within the site (vehicle entrance from 24th ave NE and exit from 25th ave NE). The bylaw allows for a 6.12m aisle width

(21) Provide two (2) boulevard cross sections along each of the three (3) adjacent roads and show the entire width of the road. Indicate the existing and proposed dimensions, elevations and slopes from the centerline of the three (3) streets, top of curb, back of sidewalk, property line and the main floor. A maximum 2% grade is permitted in the boulevard where achievable. Indicate that all adjacent boulevards are graded at 2% up from the top of curb to the existing or ultimate property line. Indicate the existing and proposed elevations and grades over utility rights-of-way, existing and ultimate property lines, curb and gutter, sidewalks, driveways and edge conditions of neighboring properties to the east. Note, survey information on the survey plan should correspond with same information on the site plan as there are some boulevard grades that show to be over 10%.

Answer- See the revised site plan. See the site servicing & grading drawings for more details.

(22) With the widening of the drive aisle from 6.0m to 7.2m, the turning radii and entrance turns will need to be revised for the Waste and Recycling truck (SU9), Bronco Fire Truck, and the largest design vehicle entering the site. All templates require to show the TAC turning template diagram with the design parameters of the vehicle. The minimum design speed is 15Km/h and no dry steering permitted. Follow all TAC guidelines for offset from curbs and other objects. Show radii of the vehicles entering and exiting the site in accordance with the TAC templates

Answer- See land use bylaw 122 for details. One-way traffic within the site (vehicle entrance from 24th ave NE and exit from 25th ave NE). The bylaw allows for a 6.12m aisle width. See drawings 2b, 2c and 2d for details.

(23) Amend the plans to provide the number of stalls required as per the Land Use Bylaw as per the bylaw parking requirement. The parking on site has a deficiency of sixteen (16) residential parking stalls and six (6) visitor parking stalls which is over the 10% allowed. Provide a rationale or revise drawings as to how the deficit will be rectified.

Answer- TIA report submitted supports the provided parking within the site.

<u>Parks:</u>

(24) Urban Forestry requires additional information for this plan to provide the required public tree information as per the Public Tree Protection Bylaw, Complete Application Requirement List, and Parks' *Development Guidelines and Standard Specifications – Landscape Construction (current edition).* Additional comments may follow once public tree information is provided.

Answer- L.A. West landscape architect has confirmed that the existing trees are not part of Urban Forestry. City has accepted and the CPAG parks member sent the approval details in writing on January 7th, 2021.

(25) Amend the site plan to re-align the proposed walkways so that it is located outside the drip lines OR 3.0m from the trunk of the existing boulevard trees located adjacent to the development parcel to the satisfaction of the Director, Parks. Without the Public Trees indicated on the site and landscape plan, existing tree setbacks are not able to be determined.

Answer- revised landscape plan provided by L.A. West landscape architect includes all of the required details.

Prior to Release Requirements

Consultants agreed to comply with DTR comments item # 22 to 29 before DP release.

Note-See attached appendix 1 for city agreed details.

Sincerely

Ajith Karunasena

Architect AAA, and Urban Designer

B.Sc. (BE), M.Sc. (Arch), MUDS (M.Sc. Urban), RIB

Honeywell Townhouses Parking Assessment

DP2020 - 5865

Prepared for:



By:



January 18, 2021

JCB Engineering Ltd.

(403) 714-5798 jcbarrett@jcbengineering.ca www.jcbengineering.ca



January 18, 2021

Seika Architecture 651 MacEwan Drive NW Calgary, AB T3K 3R1

Attn: Ajith Karunasena

Re: Parking Assessment – Honeywell Townhouses City of Calgary; DP2020-5865

JCB Engineering Ltd. is pleased to present Seika Architecture our parking assessment for a proposed townhouse development in the City of Calgary. This study is to support a request for a relaxation from the bylaw parking requirements as part of a land use redesignation application.

This document has been prepared by Justin Barrett, P. Eng., PTOE; if there are any questions regarding the findings or recommendations in this document, please contact:

Justin Barrett, P. Eng., PTOE President, JCB Engineering Ltd. (403) 714-5798 jcbarrett@jcbengineering.ca

PERMIT TO PRACTICE JCB ENGINEERING LTD. Justin Bonett

RM SIGNATURE: ______

DATE: January 18, 2021

PERMIT NUMBER: P012310 The Association of Professional Engineers and Geoscientists of Alberta (APEGA)

Justin Barrett, P. Eng., PTOE

JCB Engineering Ltd. APEGA Permit to Practice #12310



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Appendices

- A. Development Plans
- B. Project Correspondence
- C. Parking Surveys

Honeywell Townhouses Parking Assessment

The purpose of this study is to conduct a parking assessment of a proposed townhouse development in the City of Calgary. This development is located at 6508 and 6520 Rundlehorn Drive NE; the following figure shows the location of the development, and plans designed by Seika Architecture of the proposed development are provided in *Appendix A*.



Figure i-1: Proposed Development Location

(Image courtesy of Google)

1. Development Information

The proposed development will consist of 38 residential units that are multi-storey townhouses. The residential units are to be marketed to people that do not plan to own a vehicle while they live in these condominiums; the ideal resident would be someone who prefers to use active transportation and transit for their trips.

Vehicle parking will be provided in an at-grade parking area in the rear (east side) of the property, a total of 32 vehicle stalls. There is a common basement that has storage for the townhouses, and 2 class 1 bicycle parking stalls per dwelling unit to accommodate a total of 76 bicycles. There is also a bicycle rack at the rear of the building that provides 12 class 2 bicycle stalls.

The plans provided in *Appendix A* provide more detail on what is proposed for this development.

2. Scope of Work

In addition to calculating the minimum parking requirements for this type of development based on the City of Calgary Land Use Bylaw 1P2007 there needs to be a review of transit and active transportation connections to the subject site to help support other modes of travel. There are concerns by the City that vehicle ownership may be greater than one vehicle per dwelling unit for this type of development, so a relaxation in vehicle parking will need to be offset by strong support for other trip modes. A survey of on-street parking will also need to be conducted to determine if there is any vehicle parking spillover it will not have a significant impact on the community. A copy of the e-mail correspondence regarding the scope for this study is provided in *Appendix B*.

3. Land Use Classification and Parking Requirements

The area where the proposed development is located is classified as Multi-Residential – Contextual Low Profile (MC-1). The general rules for multi-residential development must be used for the minimum parking requirements from Part 6, Division 1, Sections 558 to 562 in the Land Use Bylaw.

- 1.0 vehicle parking stall per dwelling unit for residents
- 0.15 vehicle parking stall per dwelling unit for visitors
- 0.5 bicycle parking class 1 per dwelling unit
- 0.1 bicycle parking class 2 per dwelling unit, minimum of 2 stalls

There is a 10% reduction allowed for the resident vehicle parking requirements due to proximity to transit, which this development does qualify for because it is within 150 metres of a roadway with frequent bus service (see *Section 3*). In addition to the parking requirements listed previously, the minimum loading stall requirements are from Part 3, Division 6, Section 123 (7) of the Land Use Bylaw. Loading stalls are required if a multi-residential building has 20 dwelling units or more. Based on this information the following table was created summarizing the Land Use Bylaw parking requirements for the proposed development.

Land Use and Size	Veh	icle	Bicycle	Bicycle	Looding	
Land Use and Size	Resident	Visitor	Class 1	Class 2	Loading	
38 Dwelling Units	34	6	19	4	1	
Provided on Site	26	6	76	12	1 *	

Table 3-1: Minimum Land Use Bylaw Parking Requirements

Strategies will be provided in this report to address the variance for resident vehicle parking stalls and support a relaxation from the land use bylaw requirements.

The visitor parking, loading and bicycle parking requirements are either met or exceeded, but the development will require a relaxation in vehicle parking for residents. It should be noted that the loading stall is actually shared with 2 of the visitor parking stalls, during specific times of the day these 2 stalls are reserved as a loading stall. Following is an excerpt from the Urban Land Institute (ULI) Shared Parking Manual that lists the weekday time of day adjustments for residential parking¹.

¹ Shared Parking, Figure 2-4; Urban Land Institute; 3rd Edition, 2020

Land use		6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	12 p.m.	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 a.m.
Residential guest	Visitors	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Resident reserved	Residents	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential suburban	Residents	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%	100%
Residential urban	Residents	95%	85%	75%	65%	60%	55%	50%	50%	50%	55%	60%	65%	70%	75%	80%	85%	95%	97%	100%

Figure 3-1: Residential Parking Weekday Time of Day Adjustments

Residential visitor (i.e. guest) parking is underutilized for the majority of the day, only until 6:00 PM on a typical weekday is more than 50% of the parking required. Having 2 of the visitor stalls reserved as a loading stall from 6:00 AM to 5:00 PM on a weekday will likely not result in there being a shortfall in visitor parking; 60% of the visitor parking will be available throughout the day when only 20-40% is typically needed. From the ULI manual the residential visitor parking stalls can still be reserved for loading on a weekend. However, it is recommended that this reserved use only be from 6:00 AM to 12:00 PM as it is likely that visitor parking will be in greater demand on a weekend afternoon than on a weekday.

4. Existing and Proposed Transportation Network

This development is proposed in a well established residential community in the northeast of the City of Calgary, *Figure 4-1* illustrates the existing transit and active transportation infrastructure in this community. The roadways all have sidewalks on at least one side, most have sidewalks on both sides, and there is a signed on-street bikeway along Rundlehorn Drive NE that connects to a similar bikeway on 22 Avenue NE, which then connects to a regional pathway at the intersection with 68 Street NE. There is also a bikeway along 26 Avenue NE that also connects to the regional pathway system on the east side of 68 Street NE, and there are traffic signals at both intersections on 68 Street NE to assist bicyclists and pedestrians with crossing this major roadway. This results in a safe and efficient network for walking and bicycling around the community in the vicinity of the subject development.

One location that does not have a sidewalk in this area is on the east side of Rundlehorn Drive NE from 24 Avenue NE to 25 Avenue NE; on the site plan in *Appendix A*, it is shown that this missing link will be constructed as part of the subject development. This development will provide improved pedestrian connectivity by filling in a gap between the existing sidewalks on 24 Avenue NE and 25 Avenue NE. There are still some gaps in the sidewalk network in the area enclosed by 25 Avenue NE, 26 Avenue NE, Rundlehorn Drive NE and 66 Street NE, but the recent development in the southwest corner of this enclosed area included sidewalks along 25 Avenue NE and Rundlehorn Drive NE. As this enclosed area is developed it is assumed that the sidewalk gaps will be filled in until all four boundary roadways have sidewalks on both sides.

Following Rundlehorn Drive NE north there is Pinecliff Park and to the southwest is the Pineridge Community Hall, where there are recreational facilities and a community commercial complex, Pineridge Plaza. There is a larger commercial complex in the northeast quadrant of 16 Avenue and 68 Street NE

² Shared Parking, Figure 2-5; Urban Land Institute; 3rd Edition, 2020

Seika Architecture ltd	Honeywell Townhouses
Architecture Urban Design Planning	Parking Assessment

that includes a large grocery store, and while it is 800 metres to the southeast of the subject site there are pedestrian and bicycling connections.

The nearest transit stops to the subject development are listed in the following table along with the route numbers and the frequency of service. These stops are all connected to the subject site by existing sidewalks, the measurements in the table are assuming the use of those connections.

Table 4-1: Typical Weekday Transit Service

Transit	Headway	(Minutes)	Nearest Stop to Development
Route	Peak	Non-Peak	(Using Existing Sidewalks)
24	20	20	150 metres (southeast of the intersection of Rundlehorn
34	20	30	Drive and 26 Avenue NE)
40	20	20	180 metres (northeast of the intersection of Rundlehorn
48	20	30	Drive and 26 Avenue NE)
60	25	25	475 metres (southwest of the intersection of 68 Street and
68	35	35 35	26 Avenue NE)

Figure 4-1: Transit and Active Transportation Infrastructure



There is excellent support for transit and active transportation trips within the community that the subject development is proposed. A resident or visitor may not need to use a vehicle for the majority of trips.

5. On-Street Parking

In *Appendix C* there are the results of an on-street parking survey conducted by JCB, and *Figure 5-1* is an illustration of the roadways reviewed in the survey in an approximate two block radius of the subject development. There are no public parking locations observed in the scope of the survey, all off-street parking in the area is for the private use of residents, businesses and institutions. The following observations regarding on-street parking use were made during the site visit by JCB, conducted on January 5 (7:00 to 7:30 PM) and 6 (5:30 to 6:00 AM), 2021.

- There are few restrictions with regards to on-street parking in this area, there are no parking restrictions from residential permit parking or time restricted parking. There are various locations that are reserved for accessible parking, these are highlighted on *Figure 5-1*.
- There are parking restrictions along Pinecliff Grove NE for a fire lane and there is a section of permit parking, but there is no residential parking code.
- Construction was underway in the northwest quadrant of the intersection of 25 Avenue and 66 Street NE for a new residential building during the time of the survey. The adjacent sections of 25 Avenue NE and 66 Street NE were blocked off with cones likely to keep the area clear of other vehicles during construction.
- Most of the housing, including some of the multi-family buildings, had parking off of a rear lane, similar to what is proposed for the subject development.
- At the intersection of 65 Street and 23 Avenue NE there is a cul-de-sac and 4 vehicles were observed parked perpendicular to the curb in the southwest corner during both times that the area was surveyed. These vehicles were not counted as observed vehicles in the survey, and the curb along the edge of the cul-de-sac was also not counted as available for on-street parking. This is because vehicles are not supposed to be parked perpendicular to the curb in a cul-de-sac; so, neither the parked vehicles nor the cul-de-sac were part of the survey results.
- When a property was adjacent to both Rundlehorn Drive NE and another roadway, there appeared to be a preference to park on the other roadway. This is likely because Rundlehorn Drive NE is a collector roadway through the community and drivers would prefer to park their vehicles on the lower volume roadways.

It should be noted that during the days that the survey was conducted there were restrictive measures in place due to the COVID-19 pandemic. The result is that many people were staying at home, limiting travel and visitors.

The tables in the appendix have the data collected during the on-street parking surveys conducted, each survey was started at the time shown and took approximately 30 minutes to complete. No license plate data was recorded, no information was collected on where the vehicle drivers walked to after parking, or for how long each vehicle was parked at a location. The survey information collected was to determine

how much parking demand exists and where supply is available. The surveys were conducted in the evening and early morning as these times are when residential demand is highest as the majority of people would be home from work.

The on-street parking capacity was determined by measuring the length of the curb where vehicles could legally park (transit stops, accessible stalls and driveways were removed from the available curb length), then dividing by a typical distance of 8 metres that a vehicle requires for parallel parking. Both the average and maximum utilization of on-street parking was calculated, to determine the on-street parking supply for this assessment the maximum utilization was used. This is a very conservative approach to determining supply as various sections of roadway surveyed had the maximum number of vehicles parked at different times of the day instead of all at the same time.

From the number of parking stalls available along the roadways surveyed there is a substantial amount of on-street parking to accommodate the needs of the subject development, should it be needed. On the roadways adjacent to the subject site there are the following available on-street parking:

- East side of Rundlehorn Drive NE from 24 Avenue NE to 25 Avenue NE 8 vehicles
- North side of 24 Avenue NE from Rundlehorn Drive NE to 65 Street NE 8 vehicles
- South side of 25 Avenue NE from Rundlehorn Drive NE to 66 Street NE 4 vehicles

From **Table 3-1**, there is a shortfall of only 8 resident vehicle parking stalls, this could be accommodated on Rundlehorn Drive NE immediately adjacent to the subject site without any impact on the other on-street parking in the area.

There is one section of roadway within the survey limits where the on-street parking is at its capacity that is directly across the roadway from the subject site, the west side of Rundlehorn Drive NE from 24 Avenue NE to 25 Avenue NE. However, the entire shortfall of resident vehicle parking can be accommodated on the east side of this section of Rundlehorn Drive NE without impact to the west side. Even if some vehicles were displaced from the west side of Rundlehorn Drive NE by the new residents, there is sufficient on-street parking nearby for the drivers to relocate to without impacting the ability for others to use on-street parking.

The result of the parking survey is that with a shortfall of only 8 resident parking stalls for the development, there would be minimal disruption to the availability of on-street parking if those 8 residents had to utilise on-street parking.



Figure 5-1: On-Street Parking Availability and Restrictions

438

(Image courtesy of Google)

No Restrictions
 Permit Parking Only
 Available Parking (Capacity – Maximum Number of Observed Vehicles Parked)

6. Compliance with Parking Policy

In the City of Calgary Parking Policies³, the subject site is outside of the 'downtown' area, there are no area specific parking strategies identified for the site location, only the city-wide strategies are applicable. All of the following policies from Section 5.2.1 of the Parking Policies (Parking in Activity Centres, Corridors and Transit Oriented Development Areas) need to be met to support a significant reduction in parking on site for the residential component of the subject development.

 Policy 1a – As stated in Section 4 of this report, the subject development is within 150 metres of frequent bus service, but this does not qualify as primary transit. <u>This policy is not achieved</u>

³ <u>City of Calgary Parking Policies</u>; City of Calgary, Transportation Department; July 2017

because primary transit currently does not operate within 300 metres of the subject development.

- **Policy 1b** As mentioned in *Section 5* of this report, all off street parking in the area is for the private use of residents, businesses and institutions. <u>This policy is not achieved.</u>
- **Policy 1c** As illustrated on *Figure 5-1* of this report, there are few on-street parking restrictions in the vicinity of the proposed development. This parking assessment is reviewing the impact of the parking demands of the development and how this will impact on-street parking is the area, as discussed in *Section 5*. This policy is achieved.
- Policy 1d The developer is providing a surplus of class 1 bicycle parking to offset vehicle parking demand, and in this report there are additional parking management strategies being recommended (see *Section 7*) to further assist in reducing the vehicle parking demand for the subject development. <u>This policy is achieved.</u>
- **Policy 1e** The developer is having a parking assessment conducted for the subject development; this report by JCB is that assessment. <u>This policy is achieved.</u>
- Policy 2 The developer has expressed no interest in wanting to support residents obtaining residential parking permits. The developer is proposing targeting these residential units to "millennials" who are not planning to own vehicles at this stage of their lives and embrace the "urban" lifestyle of using transit and active transportation to travel to their destinations around the City. Because of this the residents are not likely to own vehicles and so should not have issue with not being able to apply for a residential parking permit. This policy is achieved.

In **Table 6-1** it is illustrated that the subject development does not meet all of the policies from Section 5.2.1 from the City of Calgary Parking Policies to allow for zero parking or significant parking reductions for a multi-family residential building. Two of the six policies are not achieved, there is currently no primary transit service and there is no publicly accessible parking in the vicinity of the subject development.

In *Section 7* of this report are parking management strategies to assist in mitigating the impact of the resident vehicle parking stall shortfall from the Land Use Bylaw parking requirements.

Table 6-1: Compliance with Parking Policies (Section 5.2.1)

Policy	Compliance	Comments
(1a) The building is located within the Centre City, a Major Activity Centre or directly on an Urban Corridor as defined in Map 1 of the Municipal Development Plan, and LRT or other Primary Transit Service (as defined in the Calgary Transportation Plan) is currently provided within 300 metres actual walking distance of the building.	No	The subject site does not meet these requirements, there is frequent bus service within 150 metres of the site, but this does not qualify as primary transit service.
(1b) Publicly accessible surface or structured parking is located within 300 metres actual walking distance of the building. The parking must be accessible to the public, twenty-four hours a day, seven days a week.	No	All off street parking in the area is for the private use of residents, businesses and institutions.
(1c) The building is located in or adjacent to areas where parking management practices are in place, including time restrictions, paid parking or permit-restricted parking. In areas where such parking management practices are not in place, a study should be conducted by the applicant to evaluate whether the potential offsite parking impacts would be unacceptable for the area in question.	Yes	Few parking management practices are in place for on-street parking. This study is reviewing and addressing the impact of the development parking demands on the area.
(1d) The developer must actively facilitate at least one alternative travel option for residents (including, but not limited to, monthly or annual transit passes, additional onsite bicycle parking, onsite carshare spaces, carshare memberships, live-work units, etc.) to the satisfaction of The City. Provision of multiple high-quality options is strongly encouraged.	Yes	The developer is providing a surplus of class 1 bicycle parking on the site, and other recommendations are being provided from this parking assessment for additional strategies for parking management.
(1e) The applicant has completed a parking study to determine any potential short stay parking impacts, due to any proposed reductions in on-site visitor parking supply, when the building is located within or physically adjacent to a Business Revitalization Zone or other commercial area. The development authority may recommend against reductions to visitor parking if it is determined by the authority that on-street impacts, or visitor accessibility, would be unacceptable.	Yes	The developer has hired JCB Engineering to conduct a parking assessment.
(2) Residents of multi-family residential buildings with no parking, or with significant parking reductions, are not eligible for Residential Parking Program (RPP) permits. This restriction will be implemented by The City, and communicated to the CPA, at the subdivision or development permit phase.	Yes	The developer is marketing the residential units to people that would not own vehicles, and so does not support residential parking permits.

7. Parking Management Strategies

From the ITE Journal (February 2013) there was an article titled "*Do Land Use, Transit, and Walk Access Affect Residential Parking Demand?*" In this article was information about a study conducted by King County Metro in the Seattle Region (Washington State, USA) to provide better data and context for decisions to vary parking supplies for multi-family residential land uses. Following are some key points from that article:

- Recent trends in the United States have shown decreases in auto ownership, licensed drivers, and vehicle miles traveled, especially among young people.
- Key to future planning will be finding opportunities where low or zero auto ownership households can be matched with high quality public transportation services.
- Providing corridors or centres with access to jobs and services in addition to frequent, reliable, and safe transportation options can provide an opportunity for multi-family development with a lower parking supply.
- A similar relationship (referencing the above point) existed between multi-family residential parking utilization and transit access.
- The relationship between the price of parking and parking utilization showed utilization declining as the percentage of parking cost to rent increased.
- A site with a high level of transit service, good walk access, and shorter block spacing has a reasonable potential to provide lower parking supply for a multi-family residential project.

A major conclusion of this study is that parking utilization is influenced by as much as 50% based on the key factors of block size, population and job density, and walk and transit access to trip destinations. This study took perceptions about parking utilization and verified them with data and fact; since the completion of the initial 2013 study there is now an online multi-family residential parking calculator for King County, Washington. There is also a Model Code and Guide, and a Multi-Family Parking Strategies Toolkit for other municipalities to use; more information can be found at www.rightsizeparking.org. From the toolkit the following were identified as potential tools to reduce parking demand at the subject development, along with the parking demand reduction from the model code:

- Unbundling of parking (20% reduction) A resident vehicle parking stall will not be assigned to
 each dwelling unit; each buyer would have to request a stall and pay an extra fee for it. This
 strategy may attract buyers that already do not own vehicles or if they do, will only have one even
 if there are multiple residents in the dwelling unit. The maximum reduction in stalls from this
 strategy would be 6 stalls.
- Subsidizing of transit passes (up to 20% reduction) It has been proposed by the developer to provide transit passes for one year to new buyers to promote the use of the existing transit system in the area. This may attract buyers who are already using transit or want to reduce personal vehicle use for their trips. The maximum reduction in stalls from this strategy would be 6 stalls.

Providing additional bicycle facilities (1 parking stall removed for 4 secure bicycle parking stalls provided, up to a maximum of 25% reduction) – As mentioned there is a surplus of class 1 bicycle parking provided in the basement storage of the development; a total of 57 additional stalls. This would result in a maximum reduction of 14 vehicle stalls, which would be a 40% reduction from the 34 required resident vehicle parking stalls. Capping the reduction at 25% would be a reduction of 8 parking stalls.

In addition to the tools to reduce parking requirements, it is stated in the model code that parking requirements can be reduced due to the presence of transit. In the model code, this reduction is either 25% or 50% depending on the distance to and the frequency of transit. However, the City of Calgary already provides a vehicle stall reduction for proximity to transit and this was already applied to the number of resident vehicle parking stalls.

Providing all of these strategies for residents would justify the parking relaxation requested for the subject development:

Bylaw Requirements	34 Parking Spaces	
Unbundle Parking	- 6 Parking Spaces	28 Parking Spaces
Subsidizing Transit Passes	- 6 Parking Spaces	22 Parking Spaces
Secure Bicycle Facilities	- 8 Parking Spaces	14 Parking Spaces

A relaxation of only 8 resident vehicle parking stalls is required, the combination of these parking strategies exceeds that with a total of 20 stalls that could be reduced. It is unlikely that this total parking surplus would be achieved, but it does demonstrate that even if each of the proposed reductions in parking demand does not reach its full potential the combination of them will likely result in reducing parking demand below the on site parking supply. If each of the parking reductions is only 50% effective, there will not be a shortfall of parking on site. It should also be noted that the parking demand reduction for the subsidized transit passes only occurs during the time period that the passes are provided. Even if this reduction is no longer available, there would still be a surplus of parking based on the other reductions.

Conclusions 8.

The following table summarizes the minimum parking requirements from the Land Use Bylaw and the parking currently proposed for the subject development.

Land Use and Size	Veh	icle	Bicycle	Bicycle	Loading
Land Use and Size	Resident	Visitor	Class 1	Class 2	Loading
38 Dwelling Units	34	6	19	4	1
Provided on Site	26	6	76	12	1

Table 8-1: Land Use Bylaw Requirements and On-Site Parking Provided

All of the parking requirements are achieved or exceeded, with the exception of 8 resident vehicle stalls. The subject development does not meet all of the policies from Section 5.2.1 from the City of Calgary Parking Policies to allow for zero parking or significant parking reductions for a multi-family residential building. Two of the six policies are not achieved, there is currently no primary transit service and there is no publicly accessible parking in the vicinity of the subject development.

The loading stall is shared with 2 of the visitor stalls, but recommended to be reserved for loading from 6:00 AM to 5:00 PM on a weekday and from 6:00 AM to 12:00 PM on a weekend. ULI Shared Parking data shows that residential visitor parking is underutilized until 6:00 PM, so having 2 stalls reserved for a loading stall earlier in the day will not result in a shortfall of visitor parking.

There is excellent support for transit and active transportation trips within the community that the subject development is proposed, there is a bikeway on Rundlehorn Drive NE adjacent to the site and there is frequent transit service within 150 metres. A resident or visitor may not need to use a vehicle for the majority of trips as there supporting infrastructure and nearby recreational and commercial land uses.

From the number of parking stalls available along the roadways surveyed there is a substantial amount of on-street parking to accommodate the needs of the subject development, should it be needed. On the roadways adjacent to the subject site there are the following available on-street parking:

- East side of Rundlehorn Drive NE from 24 Avenue NE to 25 Avenue NE 8 vehicles
- North side of 24 Avenue NE from Rundlehorn Drive NE to 65 Street NE 8 vehicles
- South side of 25 Avenue NE from Rundlehorn Drive NE to 66 Street NE 4 vehicles

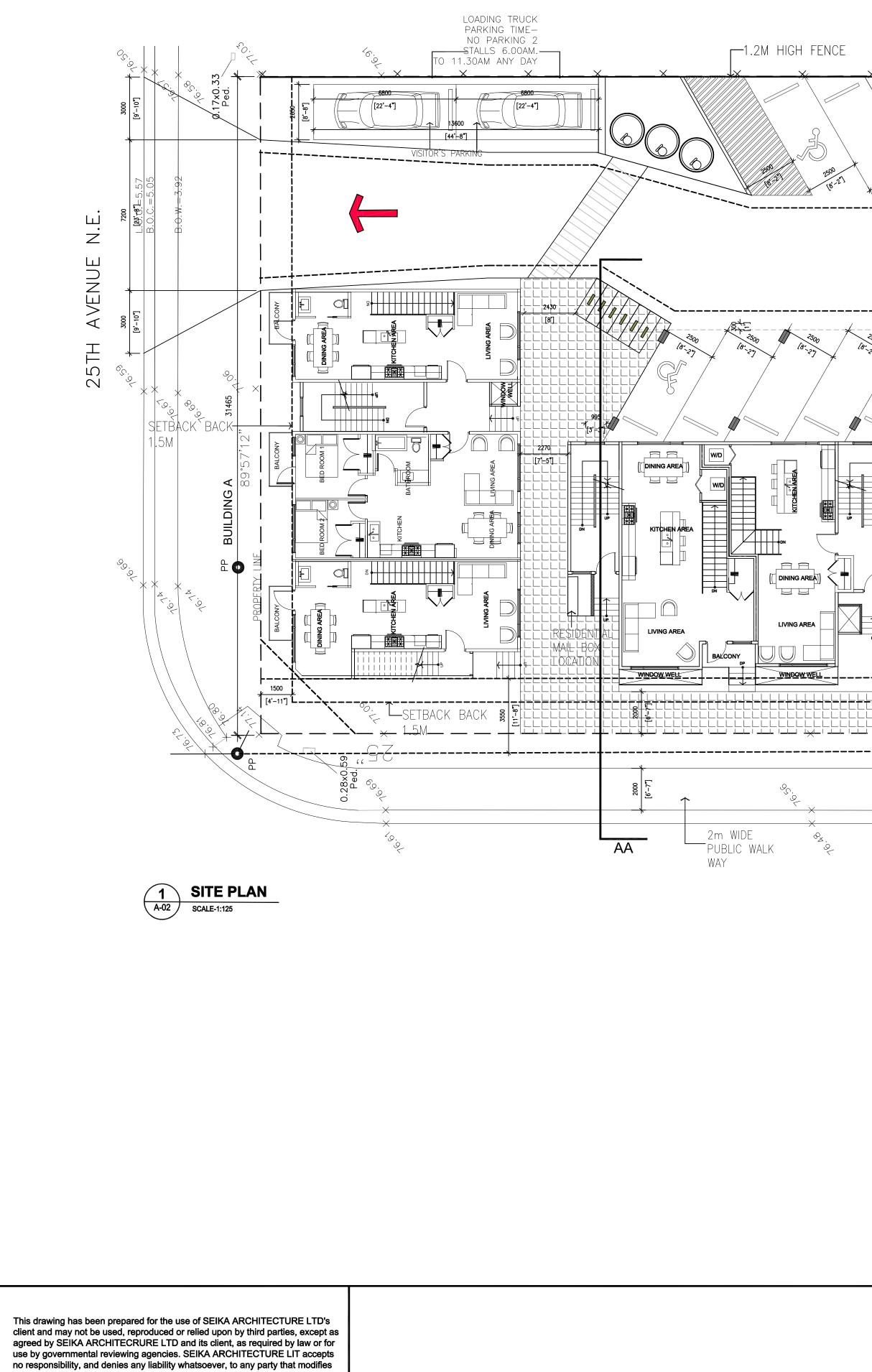
With a shortfall of only 8 resident vehicle parking stalls, this could be accommodated on Rundlehorn Drive NE immediately adjacent to the subject site without any impact on the other on-street parking in the area. There would be minimal disruption to the availability of on-street parking in the community if those 8 residents had to utilise on-street parking.

By unbundling resident vehicle parking for the development, providing subsidized transit passes and there being a surplus of class 1 bicycle parking, a resident vehicle parking relaxation of 8 stalls can be supported. The combination of these parking management strategies could result in an up to 20 parking stall relaxation, so even if they are not entirely effective the requested relaxation would still be supported.

Appendix A

Development Plans





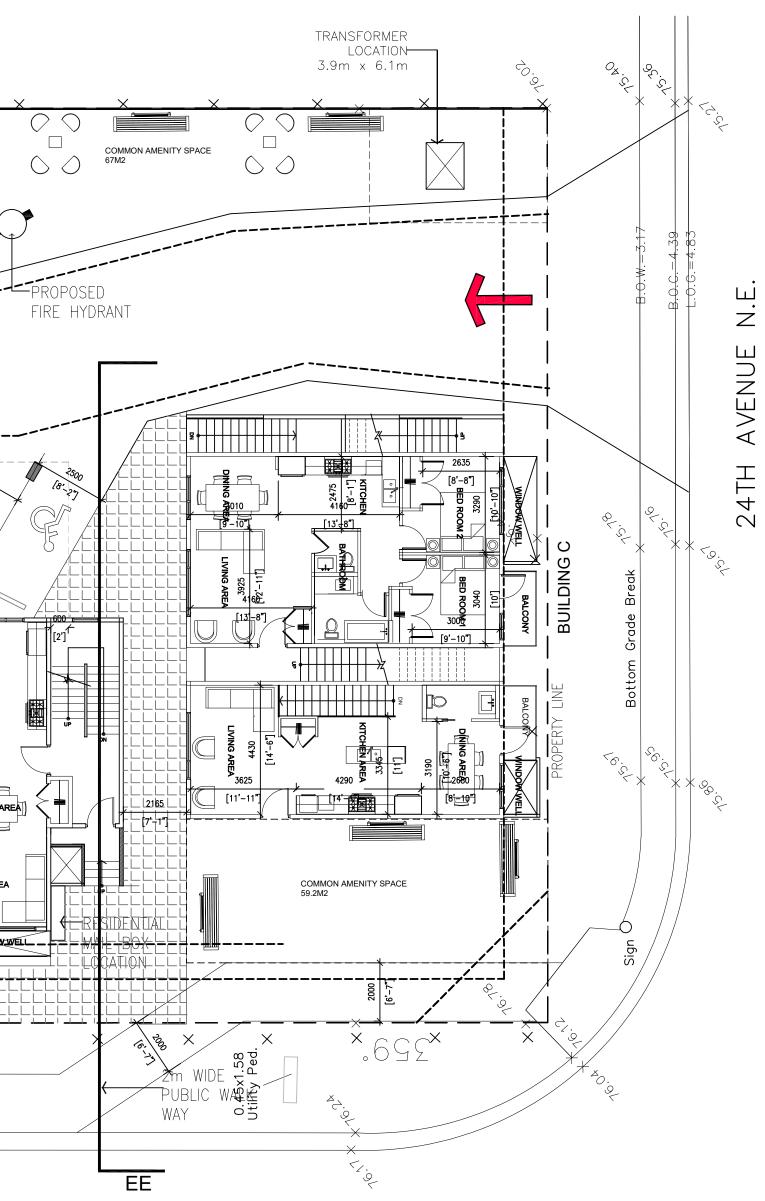
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CUSTOM HOMES INC	PROPOSED MULTI RESIDENTIAL DEVELOPMENT AT 6508 & 6520 RUNDLEHORNE DRIVE N.E.									
	DEVELOPMENT PERMIT DRA	WINGS								
к <u> </u>	SITE LAYOUT									
hitecture Ltd	PROJECT NUMBER	DRAWING NUMBER	ISSUE/REVISION							
CALGARY ALBERTA, T3K 3R1	SE-140	A-02	01							

Appendix B

Project Correspondence



Justin Barrett <jcbarrett@jcbengineering.ca>

DP2020-5865 - Parking Assessment Scope of Work

Piechotta, Cole < Cole. Piechotta@calgary.ca>

Wed, Dec 16, 2020 at 9:35 AM

To: Justin Barrett <jcbarrett@jcbengineering.ca> Cc: AJITH KARUNASENA <ajith.karu@seikaarchitecture.com>, "Johnstone, Jeff" <Jeff.Johnstone@calgary.ca>

Hi Justin,

I am indeed the engineer to confirm this scope with.

This is an interesting file.

Our survey data indicates auto-ownership for this type of residences in this part of the City is still greater than 1 vehicle per unit. Based on this knowledge, the minimum provision of resident motor vehicle parking that we can support is one stall per unit, plus provision of the bylaw visitor parking. Based on the current development proposal this equates to 44 total stalls (38 resident and 6 visitor stalls). Note that all stall dimensions, angles, and drive aisles must comply with Part 3, Division 6, 122 (1) – please ensure these are adhered to.

As advisory I will add that provision of 1 resident stall per unit would still constitute a variance from the bylaw requirements and that this may be one specific relaxation that a neighbour could choose to include in an appeal if this DP ultimately is approved by the Development Authority.

Regarding your proposed scope:

- · Include the TDM considerations as identified in the first bullet below
- Include the transit, ped, bike connections and recommend any improvements/modifications to these, as identified in the third bullet
- Regarding loading (second bullet) agree on following the bylaw requirements
- Regarding bicycle parking (second bullet) the TDM considerations and "bike connections" need to be considered; if there is a proposed variance (reduced provision) of resident motor vehicle stalls, strong consideration for additional bicycle storage (class 1) should be factored; TDS recommends provision of one class 1 storage per unit, OR alternatively quantify the increased mode share for bikes correlated with the reduced auto mode share and provide bike storage accordingly
- Include a survey of on-street parking within a two-block catchment of the site and quantify utilization to confirm that any spillover (resulting from reduced provision of motor vehicle parking on site) will not have a significant or adverse impact on the surrounding community

If you would like to discuss this scope further please advise. Otherwise please proceed by factoring/including the above requirements in your study.

Regards,

Cole

From: Justin Barrett <jcbarrett@jcbengineering.ca>
Sent: Thursday, December 10, 2020 4:42 PM
To: Piechotta, Cole <Cole.Piechotta@calgary.ca>
Cc: AJITH KARUNASENA <ajith.karu@seikaarchitecture.com>; Johnstone, Jeff <Jeff.Johnstone@calgary.ca>
Subject: [EXT] DP2020-5865 - Parking Assessment Scope of Work

Cole,

I have another project that I wanted to discuss with you regarding the scope of work for a parking assessment, this one for a residential development at 6508 and 6520 Rundlehorne Drive NE; please see the attached DTR comments (#18). You were not listed as the City staff member to confirm a scope of work for the parking assessment with, but I thought I would start by reaching out to you and hopefully you can assist me with this.

Here is what I propose for the scope of work for the parking assessment:

• As this is a residential development, the LUB parking requirements are still in place and the variance between the provided on site parking and bylaw requirements in the DTR comments will need to be addressed. This will be done by creating transportation demand management strategies to reduce the need and desire for residents to rely on personal vehicles. Any strategies will be in accordance with the Calgary Parking Policies.

• We will still base class 1 and 2 bicycle parking, and loading stall requirements from the LUB, and make sure we meet those requirements.

• Connections to transit, pedestrian and bicycling infrastructure will be reviewed to help promote other trip modes, and potentially reduce the need for vehicle parking on site. Any needed connections to transit stops, sidewalks, bicycle routes and pathways will be identified.

Please let me know if you have any comments with the proposed scope of work for this parking assessment.

Thank you,

Justin Barrett, P. Eng., PTOE

403-714-5798

jcbarrett@jcbengineering.ca

www.jcbengineering.ca

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SDAB2021-0075 Additional Submission

Appendix C

Parking Surveys

							Numbe	r of Parked	Vehicles O	bserved						
Time Devied				Rundlehor	n Drive NE				Pinehill	Road NE	65 Str	eet NE		66 Str	eet NE	
Time Period	22 to 2	24 Ave	24 to 25 Ave		25 to 26 Ave		26 Ave to Pinebrook		South of 24 Ave		23 to 24 Ave		Pinecliff to 25 Ave		25 to 2	26 Ave
	W	E	W	E	w	E	w	E	W	E	w	E	W	E	w	E
5-Jan 7:00 PM	9	6	8	1	3	4	0	0	3	6	4	1	3	0	1	1
6-Jan 5:30 AM	6	6	9	1	4	4	0	0	2	6	4	0	3	0	0	3
Capacity	20	20	9	9	8	9	8	7	6	7	8	7	4		8	8
Average Observed	8	6	9	1	4	4	0	0	3	6	4	1	3		1	2
Average Utilized	40%	30%	100%	11%	50%	44%	0%	0%	50%	86%	50%	14%	75%	N/A	13%	25%
Maximum Utilized	45%	30%	100%	11%	50%	44%	0%	0%	50%	86%	50%	14%	75%		13%	38%
Available Parking	11	14	0	8	4	5	8	7	3	1	4	6	1		7	5

								Number	r of Parked	Vehicles C	Observed								
Time Period	23 Ave	Avenue NE 24 Avenue NE										Grove NE	25 Ave	nue NE	26 Avenue NE				
nine Penou	East o	of 65 St	62 St to	Pinehill	Pinehill to Rundle		Rundle	Rundle to 65 St		E of 65 St		W of 66 St		to 66 St	62 St to Rundle		Rundle to 66 St		
	Ν	S	N	S	N	S	N	S	N	S	N	S	Ν	S	N	S	N	S	
5-Jan 7:00 PM	4	3	9	6	4	5	0	2	3	5	0	2	12	13	7	18	0	0	
6-Jan 5:30 AM	6	4	7	9	5	5	0	2	3	6	0	1	10	14	7	18	0	0	
Capacity	11	11	9	10	6	7	8	7	10	10		6	21	18	20	21	19	17	
Average Observed	5	4	8	8	5	5	0	2	3	6		2	11	14	7	18	0	0	
Average Utilized	45%	36%	89%	80%	83%	71%	0%	29%	30%	60%	N/A	33%	52%	78%	35%	86%	0%	0%	
Maximum Utilized	55%	36%	100%	90%	83%	71%	0%	29%	30%	60%		33%	57%	78%	35%	86%	0%	0%	
Available Parking	5	7	0	1	1	2	8	5	7	4		4	9	4	13	3	19	17	

SDAB2021-0075 Additional Submission

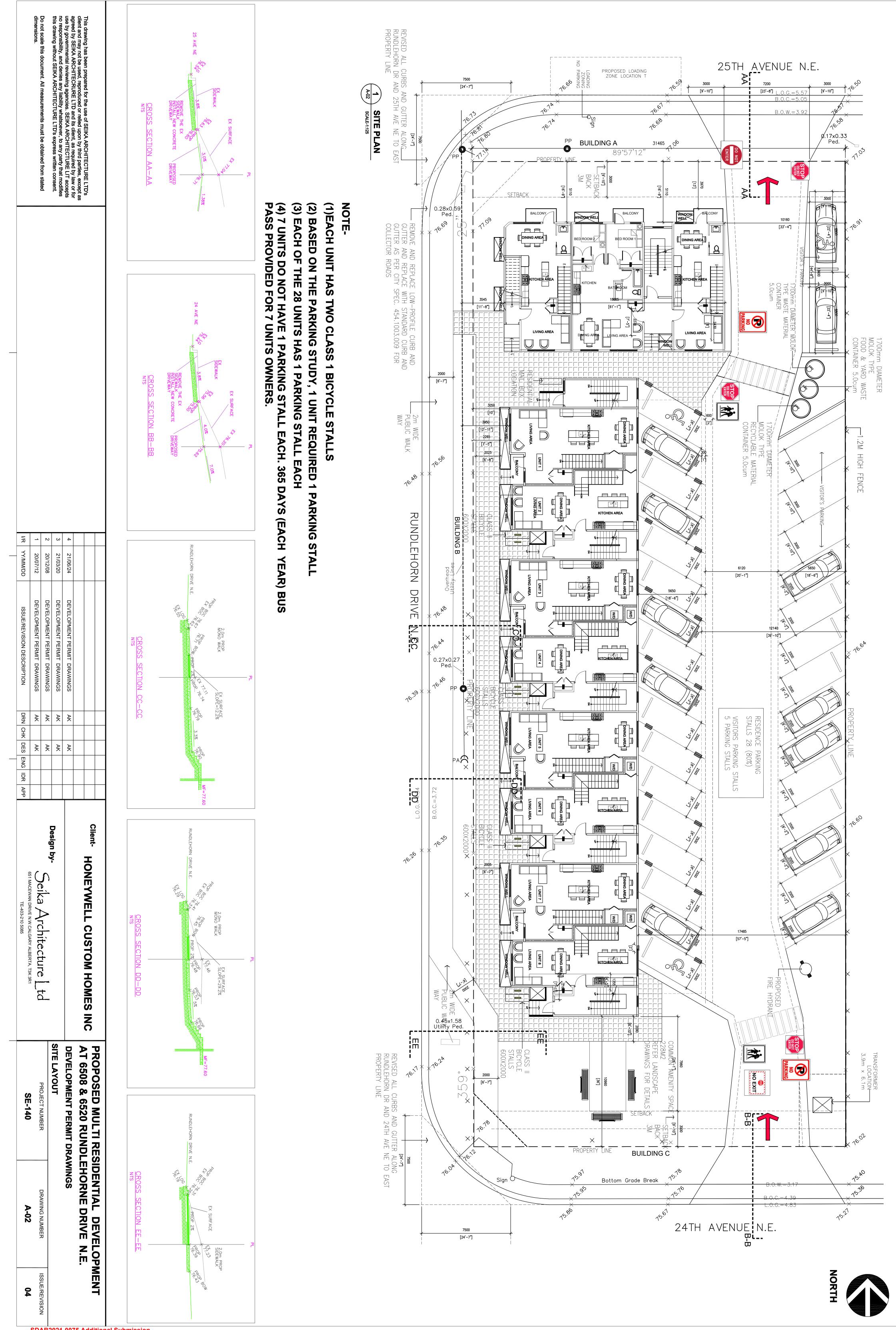
Appendix 3



Image Rundlehorn Drive NE & 24TH Avenue NE- Abandoned public sidewalk. Rundlehorn road sidewalk cannot be built and connected with 24 Ave NE existing sidewalk due to the level difference of surrounding conditions.

In addition to that, the Enmax utility box is located at Rundlehorn Drive NE. Proposed development dedicates land area to connect the 24th Ave NE sidewalk & proposed Rundlehorn Drive sidewalk. Developer agrees to build the proposed sidewalk along Rundlehorn Drive at their own cost and according to the City of Calgary's standards.

SDAB2021-0075 Additional Submission



D SIZE 24" x 26" (609.6mm x 914.4mm)

SDAB2021-0075 Additional Submission

Appendix 4

AJITH KARUNASENA

From:	Cohen, Kelsey L. <kelsey.cohen@calgary.ca></kelsey.cohen@calgary.ca>
Sent:	Wednesday, May 12, 2021 8:05 PM
То:	AJITH KARUNASENA
Subject:	RE: DP202-5865 - 6508 Rundlehorn DR NE

Hi Ajith,

Thank you for submitting the new landscape plan. I will contact you shortly, after the bylaw review.

So that you are aware, the community has taken a strong interest in the file over the past week or two. It was a topic of discussion at the CA meeting on Monday and they are preparing comments to submit regarding the amended plans. Have you conducted any outreach with the CA?

1

Regards Kelsey

From: AJITH KARUNASENA <ajith.karu@seikaarchitecture.com>
Sent: Wednesday, May 12, 2021 3:50 AM
To: Cohen, Kelsey L. <Kelsey.Cohen@calgary.ca>
Cc: AJITH KARUNASENA <ajith.karu@seikaarchitecture.com>
Subject: [EXT] RE: DP202-5865 - 6508 Rundlehorn DR NE

Hi Kelsey, See the email below. Please send the conditional approval. Sincerely,

Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 ajith.karu@seikaarchitecture.com http://www.seikaarchitecture.com

From: AJITH KARUNASENA Sent: Monday, May 10, 2021 7:17 PM To: Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>>

Cc: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> Subject: FW: DP202-5865 - 6508 Rundlehorn DR NE

Hi Kelsey, See attached pdf Revised landscape plan. Please review and let me know. Sincerely,

Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 ajith.karu@seikaarchitecture.com http://www.seikaarchitecture.com

From: Barry Gonnelly <barry@lawestinc.ca>
Sent: Friday, May 7, 2021 3:17 PM
To: AJITH KARUNASENA <a it h.karu@seikaarchitecture.com>
Subject: RE: DP202-5865 - 6508 Rundlehorn DR NE

Ajith,

Here is the revised plan addressing everything in the City comments.

- Surface material plan inset
- Landscape area 612 sq.m.
- Calliper sizes of trees provided
- Coniferous height locations provided.
- 0.5m amenity area into setback

Let me know if there are any other changes required. Thanks, Barry

From: AJITH KARUNASENA <ajith.karu@seikaarchitecture.com>
Sent: Friday, May 07, 2021 10:13 AM
To: Barry Gonnelly <<u>barry@lawestinc.ca</u>>; Launie Burrows <<u>launie@lawestinc.ca</u>>
Cc: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>>
Subject: FW: DP202-5865 - 6508 Rundlehorn DR NE

Hi Barry/ Launie See email below. See attached document. Please review and send details tomorrow. Urgent. Sincerely,

Ajith Karunasena

SDAB2021-0075 Additional Submission

Architect AAA & Urban Designer

B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 ajith.karu@seikaarchitecture.com http://www.seikaarchitecture.com

From: AJITH KARUNASENA Sent: Thursday, May 6, 2021 3:07 PM To: Barry Gonnelly <<u>barry@lawestinc.ca</u>> Cc: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> Subject: FW: DP202-5865 - 6508 Rundlehorn DR NE

Hi Barry, See email below. See attached document. Please review and send details tomorrow. Urgent. Sincerely,

Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 ajith.karu@seikaarchitecture.com http://www.seikaarchitecture.com

From: Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>> Sent: Thursday, May 6, 2021 3:05 PM To: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> Subject: RE: DP202-5865 - 6508 Rundlehorn DR NE

Good afternoon Ajith,

Last Thursday, CPAG held a decision meeting and agreed to move to approval, pending some outstanding items, which included finalizing the TDM condition with our law department, and the outcome of a final bylaw check.

3

We have sorted out the TDM condition and I received the final bylaw check this morning.

SDAB2021-0075 Additional Submission

The bylaw check could not be completed fully because of missing information on the plans. It's important to have all information included on the approved plans so that we can note ALL relaxations in our approval. I have attached the new discrepancies sheet to this email. In yellow, I have highlighted the sections with missing information.

Please send me a set of plans showing the missing information as soon as possible. The sooner we have complete information, the sooner the Development Authority can render the decision.

If you would prefer to receive a formal DTR document instead, please let me know and I can prepare one.

Regards Kelsey

From: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>>
Sent: Thursday, May 6, 2021 3:06 AM
To: Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>>
Cc: Lockhart, Darren R. <<u>Darren.Lockhart@calgary.ca</u>>; AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>>
Subject: [EXT] Re: DP202-5865 - 6508 Rundlehorn DR NE

Hi Kelsey

Last Thursday the CPAG finalized the DP conditional approval. Now it has been one week, I have not received the conditional approval letter. I need to submit it to the bank within this week.

Sincerely, Ajith Karunasena **Architect AAA & Urban Designer** B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban),RIBA, AIA,(SL),MRAIC, LEED AP

Sent from my iPhone

On May 3, 2021, at 11:37 AM, Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>> wrote:

Good morning Ajith,

We are still finalizing a few comments for the Conditions of Approval. I will send it out when they are ready.

4

Regards Kelsey

From: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> Sent: Monday, May 3, 2021 9:03 AM To: Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>> Cc: AJITH KARUNASENA <<u>ajith.karu@seikaarchitecture.com</u>> Subject: [EXT] Re: DP202-5865 - 6508 Rundlehorn DR NE

Hi Kelsey Please kindly send the DP conditional approval. I already secured my bank funding for the project.

Appendix 5

AJITH KARUNASENA

From:	AJITH KARUNASENA
Sent:	Sunday, July 4, 2021 11:10 PM
То:	info@pineridgeyyc.ca; Carra, Gian-Carlo S.; Cohen, Kelsey L.; cpag.circ@calgary.ca; Josh.White@calgary.ca
Cc:	AJITH KARUNASENA
Subject:	DP202-5865

Ms. Marjorie – President at Pineridge Community association,

Refer to Seika architecture's Community Engagement website presentation. <u>https://www.communityengagement-seikaarchitecture.com/</u>

Seika architecture's Community Engagement website provides all the community engagement required presentation details regarding the land use rezoning and new outline plan.

Hi Kelsey, Please forward this mail to Ms. Marjorie –President at Pineridge Community association

Sincerely,

Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 ajith.karu@seikaarchitecture.com http://www.seikaarchitecture.com

AJITH KARUNASENA

From: Sent: To: Subject: Cohen, Kelsey L. <Kelsey.Cohen@calgary.ca> Friday, July 16, 2021 8:52 AM AJITH KARUNASENA RE: DP2020-5865

Hi Ajith,

I did not receive anything.

Cheers Kelsey

From: AJITH KARUNASENA <ajith.karu@seikaarchitecture.com> Sent: Friday, July 16, 2021 8:47 AM To: Cohen, Kelsey L. <Kelsey.Cohen@calgary.ca> Subject: [EXT] Re: DP2020-5865

Hi Kelsey

Did you receive any community letters until yesterday (July 15th)? The deadline for community comments was July 15th. I am going to remove the community presentation drawings from my community presentation website today. If you received any comments from the community sent directly to you, please forward them to me today before 4pm. I am going to submit my final letter to the city on Monday July 19th (to councilor and you).

Sincerely, Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban)),RIBA, AIA,(SL),MRAIC, LEED AP

Sent from my iPhone

On Jul 14, 2021, at 8:32 AM, Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>> wrote:

Hi Ajith,

I received the clearance letter from Enmax. The other thing that I asked for was a written summary of community concerns and how they have been addressed in the amended plans. Once I have received that, I can bring it to CPAG to make sure the submission is complete.

Regards Kelsey

From: AJITH KARUNASENA <<u>aiith.karu@seikaarchitecture.com</u>> Sent: Tuesday, July 13, 2021 10:57 PM To: Cohen, Kelsey L. <<u>Kelsey.Cohen@calgary.ca</u>> Cc: AJITH KARUNASENA <<u>aiith.karu@seikaarchitecture.com</u>> Subject: [EXT] RE: DP2020-5865

SDAB2021-0075 Additional Submission

1

Appendix 6

This block is an ugly sight. It is about time they develop it to go with the theme of multi family residential in that area. This will be the final addition that will stop the horror. It is not pleasant to see a seemingly abandoned property in the middle of the new development. I am pro-development of this patch of land. Plus, we will get a sidewalk that connects the street, who does not want safe walking?

Marianne Alindayo

maaldriannealindayo@yahoo.com

Opportunity of having a sidewalk from 24th Ave to 26th Ave is a great idea. More people are coming out and we are going to need more space to walk and enjoy the outdoors while staying at least two metres apart. It is about time. –

Annie Arguilla

.

anniearguilla@yahoo.ca

The development will complement the whole block of 24th Ave and 25th Ave. It is meant to be as it has been an eye sore for the longest time. All the multi-family development in one area will complete it. Finally, that block there will look great plus a sidewalk is going to connect the streets avoiding having to cross the road because of the unavailable sidewalk. Great job for this developer. Why did the city or community have left this part of Pineridge? We need to enjoy what we are paying as taxpayers.

Cris Paac bingezra@yahoo.ca

The community of Pineridge deserves a sidewalk on that block. Every time we go for a walk, we need to cross the road just to avoid this block as it does not have the sidewalk. Kudos for the exceloper for putting one in. Where did our tax money go for all this time? Where are the community leaders who should have promoted the welfare of its community? We need a sidewalk!

JOP Raquepo Jon Raquepo jonezrarageupo@yahoo.com

Support letter-6508 & 6520 Rundlehorn Drive Development

I am in favor of the City working with developers to add affordable and attainable housing to our neighborhoods. But we strongly believe that such housing should be responsible, reasonable, and respectful of existing neighborhoods. It is also our belief that the development currently proposed for 6508 and 6520 Rundlehorn Drive satisfies only one of these objectives: It adds housing units as well as it creates the opportunity to have a sidewalk that will finally connect the 24th Ave

Irere Manglallan imanglallan9@hotmail.com

This development which brings about the development of the sidewalk is particularly important for families with young children, as playgrounds are closed, and a walk or bike ride is often the only outdoor activity they can do together. We need this and hoping that the city will listen. It is our money anyway but, in this case, the developer will make it happen which was neglected by the city in forever!

Aisa Sabio

alsasabio46@gmail.com

I just wish the community will see the need of this parcel of land to be developed. It looks like, it does not belong in Pineridge especially with the surrounding developments that has been going on in the recent months. This needs to go as it looks like an old fart in the middle of blooming teenagers... literally. It will be a fresh addition to the other multifamily houses in the area.

relaceur Romeo Dela Cruz

romeodc1@outlook.com

SDAB2021-0075 Additional Submission

We are calling for the City of Calgary and the community of Pineridge to create more space for people walking, running or cycling. This block of 24th Ave does not have a sidewalk. If the developer will build one, we can maintain safe physical distances this summer. This is an easy, low cost (as developer pays for it) and responsible approach, which is particularly important during this time, when the only activity is to go explore the neighborhood

Jojo Respicio

jrespicio77@gmail.com

Thank you, Seika Architecture, for sharing the projects details. Finally, somebody is willing to take up and do some work for the community and specially for this site, and thank you to the Developer.

This site is been abandon by the city, nobody is been taking care of the site and specially for the side walk. Where our tax money is going, how come Our counsellor and community association is not doing anything. Please share the information with them

Minerva Olalo

Minerva Olalo Minerva.olalo@outlook .com

This building development will be a good fit. There are already few multi family residential in the area so it is nice to break that old multi family buildings just behind the Pineridge Plaza. That is starting to look like a ghetto so a newer development few blocks away will at least change the air in Pineridge. Hopefully, this new sight will bring a much better crowd in the community

gscott451@outlook.com

Great effort has been made from the developer and design team to blend the project into the fabric of the neighbourhood. It features a striking design, interesting materials, generous public space at the street level, and human-scale elements. It's an example of good design and a developer making an effort to incorporate design, character, and community...I believe that the community should work together and partner for our community growth

Dought Zijian Wong

zwong2514@gmail.com

This is a beautiful project that will bring some more life into the area. It is about time that ugly, eye sore will be removed. We need a better housing project. What are we protecting by the way, that old looking house and empty sheds that looks abandoned lot? Let us get this developed to give way for a new sidewalk as well.

B.Tiwae Benjamin Tiwac

betiwac72@gmail.com

Let us stop and think through. Unfortunately, some redevelopment I think is inevitable, and in many ways desirable. For one, I often favor a degree of "densification", to make better use of resources. I guess my bottom line is some growth and redevelopment is an ongoing necessity to preserve vibrancy and an opportunity to have a better living, like a new sidewalk that will connect 24th Ave where people especially children can now walk safely and not to have to cross the road. A poor redevelopment however can certainly have negative results too though

Mieb land

Michael Frank mf9320685@gmail.com

It would be great to knockdown those old crappy houses and replace them with modern buildings that meet free market demand and talk about developing a sidewalk where it has been forgotten by the community leaders or the city? Where is the taxpayer's money? How come we never had a sidewalk on that side of the road?

edus Dollardi

Edwin Dollente e.dollente@hotmail.com

Hi Ajith, thanks for sharing the project details. It is really good project. It is very compatible to the area. All the Multifamily surrounding these buildings. Most importantly it is not going to be abundant site anymore. I am really wants to know please share the information with us once you talk to the city where out tax money was going .How come no body pay attention about the sidewalk . What our counselor and the community association been doing, thanks

Harne du Ceiui

Haminder Saini harminder1004@gmail.com

Thanks S<u>eika</u> Architecture for sharing the project details .I fully support the project .Building design ,Architecture definitely will give good value to the neighborhood .Specially adding the Side walk in this block ,That is really good for the community .

R.C.yl. Rupinder Singh

Rupinder Singh rssaini02@yahoo.com

I am writing this letter to strongly agree with this development. The size of the proposed development is a fit with the land use plan. The proposed development is in a multi-family area. The focus is for ground oriented multifamily housing, such as townhomes, to be placed along Rundlehorn Drive. The sight right now is an eye sore. It must be taken out so that it will blend with the other properties in the area.

Gray Layton glayton61148@outlook.com

This proposed development follows the guidelines provided by the residential bylaws to protect and respect residential neighbourhoods and retain their character and form. It should be allowed for the benefit of the community and the city, allowing an opportunity for a sidewalk. This land has been rezoned already for multi-family, so it just suited the neighborhood. Where was the city by the way all these years? Why did they not make a sidewalk in that part of Pineridge?

Arsenio Grayda graydaa49@hotmail.com

Concrete sidewalks typically receive the most foot traffic behind driveways. If this development brings about a sidewalk, I am all for it. It has been a long time that this part of Rundlehorn Drive does not have a sidewalk. Often, I see people just walking on the street which is not safe at all as they are too close to the cars that are going by the main road. It is about time that we get the benefit of our own money, but I heard the developer is taking care of that cost as well which benefits the city in terms of its cost.

Jorgie Hidalgo ghidalgo4310@gmail.com

We never had a functioning sidewalk in this part of Pineridge. The property in that block of 24th street to 26th street is bad. It does not suit the land use as it is already surrounded by all multi family residential properties. I propose for the development to continue as it will look aesthetically better and will also bring that sidewalk we need for the longest time. They should review the development right away and get t started as soon as possible.

Jeffrey Chen jchen31766@gmail.com

The city has neglected this area. The City Engineering office seemed like they have forgotten this part of Rundlehorn Drive. The city has to address the improvements in the neighborhood such as the installation of a sidewalk. I have been living in Pineridge for 10 years and for all these years, I have not seen the attention of the ward councillor or the city to install a sidewalk. Where did our taxpayer's money go all this time? We deserve improvement.

NA

Liang Mah mahl100951@gmail.com

The developer has complied with all the city requirements regarding this development. The area is surrounded by all multi family houses. A building has just been erected with 60 units I believe so I don't understand why this development is taking a while. Parking should not be an issue as it is already complied. Developer is also required to develop the sidewalk which was supposed to be the city's responsibility. I proposed this will be taken cared of by the city as soon as possible as that land already is becoming an eye sore. It does not suit the area.

Un let

John Robert jrobert112570@gmail.com

I am not concerned at all in this development because, the zoning of the houses in the neighbouring block is already multi family. The developer has no city by law violation or exceptions in this, so I don't really understand the delay. My concern is the unsightly property that looks like a dump yard which is in the middle of all the new developments in the area. Please approve the building development right away so we can have a much more beautiful sight in this part of Rundlehorn Drive.

Welt to

William Kimmel willkimmel368@outlook.com

Ajith, thanks for sharing the development details at 6508/6520 Rundlehorn Drive. I fully support the development. You and your developer are already complying all the city guidelines and requirements for the development of this parcel. Development will add the value to the neighbourhood specially by providing the Sidewalk to the residents of the Neighbourhood. I really admire the developer for taking the steps. I don't see any problem or hurdles from the city for not approving this project.

Veronue Anderen

Veronica Anderson avanderson70@hotmail.com

After reviewing the information shared by the Ajith, I support the development .Lots of good things about the development, Removing the old structure seems like nobody ever wanted to take care of the parcel is already a huge thing, No side walk which developer is going o provide and saving the tax payers money but at the same time question arises that why our counselors and community association leaders never take up on this. They just want to hold the public office and get paid from taxpayer's money and do what? nothing. Not just that even the city officials literally neglected this area.

Stree C

Grace Eugenio geugenio71@hotmail.com

Appendix 7

489

Seika Architecture ltd

Principal: Ajith Karunasena, Architect, AAA & Urban designer

- - -

Written reply for Detailed Team Review comments 2 for Development permit Number DP2020-5865

June 30th 2021

Bylaw Discrepancies

(1)592 Building Setbacks -Unable to determine compliance. Contextual adjacent building information not provided for 6635 25 AV NE (North setback) and 6587/6613 Pinecliff GV NE (South setback).

Answer- Refer to drawing A-01a, Contextual setback drawing prepared by the surveyor. Land use by law 592 (2) 3.0 meters. Building "A" setback from 25th Avenue NE is 3.97m. Building "B" setback from Rundlehorn Drive NE is 3.05 meters. Building "B" setback from 24th Avenue NE is 10.96 meters.

Complied with the land use bylaw requirement

(2) 549 Projections Into Setback Areas (max.)

Answer- Building "A" and "B" have provided the details required in land use bylaw 549(1)(2), (3)(4), (5), (6), and (7)

Complied with the land use bylaw requirement

(3) 594,13 Building Height and Cross Section (max.) Plans indicate portions of the roof on all buildings are located in the maximum building height chamfers.

Answer- Refer to building A drawing details 8 / A-03 and 9 / A-03. Refer to building B drawing details 2 / A-04b and 3 / A-04b.

Buildings A & B have Complied with the land use bylaw requirement

(4) 550 General Landscaped Area Rules- Plans do not indicate the surface material of portions of the parcel.

Answer- Refer to the revised landscape drawings. It provides the details for all the surface materials.

Complied with the land use bylaw requirement

(5)550 General Landscaped Area Rules- Plans indicate motor vehicle parking stalls in the East side setback area. Buildings 1 & 3 are also potentially in the North & South setback areas.

Answer- Refer to revised landscape drawings. It provides the required details.

Complied with the land use bylaw requirement

(6) 551 Specific Rules for Landscaped Areas- Plans indicate a landscaped area of 595.74m² (-446.66m²) or 22.86% (-17.14%) of the parcel.

Answer- Refer to revised landscape drawings for details. Street oriented multiresidential development (complies with land use by law 135(a)(i) and (c)) needs to provide a 783m2 landscape area (refer to revised landscape drawing).

Required landscape area (40% of parcel area) 1042.4m2

Street oriented multi residential 4% reductio	n = 104m2
Enhance landscape 3% reduction	= 78m2
Low water 3% irrigation reduction	= 78m2
Total reduce landscape area	=260m2

Required landscape area based on to the above = 784m2

Provided landscape area at ground = 753m2 (96.05%) land use bylaw 593

Soft landscape area provided at ground level = 498m2 (63.6%) Hard landscape are provided at ground = 260m2 (33.16%)

Balance 3.24% landscape area (25m2) provided at 4th floor level facing Rundlehorn drive NE (refer detail 3 / A-04a).

Provide hard landscape area at 4th floor level is 54m2, based on the land use bylaw section 73(a)(c).

Note- required landscape area after all the reductions (based on the landscape architect's drawing) is 784m2. Provided landscape area is 807m2 (ground level 753m2 + 54m2 at 4th floor level)

Complied with the land use bylaw requirement

(7) 593 Landscaping- At least 90.0% of the required landscaped area must be provided at grade.

Answer- Refer to the above details.

Complied with the land use bylaw requirement

(8) 552 Planting Requirements- Plans do not show a breakdown of calliper sizes for each deciduous tree species. Unable to determine compliance.

Answer- Refer to the revised landscape drawings for details

Complied with the land use bylaw requirement

Answer- Refer to the revised landscape drawings for details

Complied with the land use bylaw requirement

(10) 557 Amenity Space- Plans indicate all balconies have a depth less than 2.0m.

Answer- Refer to building "A" and building "B" floor plans. Balconies are not considered as common amenity space in this project. Balconies will comply with the Alberta building code requirements.

Complied with the land use bylaw requirement

(11) 557 Amenity Space- Plans indicate 2 common outdoor amenity spaces with a depth less than 6.0m

Answer- Refer to site plan. Proposed development includes one common amenity space near building B that faces Rundlehorn Drive and 24th ave NE. Amenity Space complies with land use bylaw 557(9)(a) outdoor and 557(9)(c)

Complied with the land use bylaw requirement

(11) Motor Vehicle Parking Stalls- Plans indicate 26 (-22) resident parking stalls

Answer- Based on the parking study, City of Calgary's transportation engineer's email dated March 2nd 2021, required parking stalls per residence is 1 parking stall per each residence.

Number of units in the proposed development is 35.

1 parking stall per unit will serve 28 units.

7 units owners will receive a bus pass each year (Transit subsidy).

Each unit owner has 2 bicycle parking stalls (class 1) in the basement area.

Complied with the land use bylaw requirement and city transit Subsidy study.

(12) 122 Standards for Motor Vehicle Parking Stalls- 3.0m visitor stall width required where 60d parking is provided

Answer- Refer to the site plan. Provided visitors parking stall width is 3m.

Complied with the land use bylaw requirement

Prior to Decision Requirements Planning:-

(13)Use the Applicant Outreach Toolkit (calgary.ca) to undertake robust engagement with the Community Assocation and interested neighbours. Provide a report explaining what engagement was undertaken and how community concerns have been addressed.

Answer- Refer to Seika architecture's Community Engagement website presentation.

https://www.communityengagement-seikaarchitecture.com/

I have sent the link to the councilor and community association (Ms. Marjorie – president at Pineridge Community association). Seika architecture's Community Engagement website provides all the community engagement required presentation details regarding the land use rezoning and new outline plan.

(14) Submit a letter from Enmax Corporation indicating that the following issues have been addressed. Please contact Ali Sharif at 403-604-8603 to resolve the issues. The proposed resolution may necessitate further CPAG review of amended plans.

Answer- I have sent the revised drawings to Enmax Corporation- Ali Sharif at 403-604-8603.

Prior to Release Requirements

Consultant agreed to comply with DTR comments item # 6 to 13 before DP release.

Sincerely **Ajith Karunasena** Architect AAA, and Urban Designer B.Sc. (BE), M.Sc. (Arch), MUDS (M.Sc. Urban), RIB

Appendix 8

AJITH KARUNASENA

From:	AJITH KARUNASENA
Sent:	Monday, July 19, 2021 1:30 PM
То:	'naheed.nenshi@calgary.ca'; Carra, Gian-Carlo S.; Cohen, Kelsey L.; White, Josh
Cc:	AJITH KARUNASENA
Subject:	DP2020-5865
Attachments:	Owner's letter to City.pdf; Rundlehorn Project- Suport letter.pdf; 50% suport letters.pdf

Mayor City of Calgary/ Councilor Carra, Gian-Carlo S.

Response to Pineridge community association-

Proposed Multi Residential development at 6508 & 6520 ,Rundlehorn Drive NE Calgary (Plan 2010359, BLOCK 9A, Lot 25 & Plan 1280 AJ, BLOCK 9A, Lot 11 & 12)

We have posted the notice board in the city public road (city sent the guidelines to post the notice board) on October 27th 2020. My client (the landowner) had discussed the project with some surrounding residence. No objections were received.

File manager forwarded the letter she received (community association did not send the letter to me or forwarded a copy for me or my client) from the community association (letter dated May 14th 2021- After 7 months after the sign board was posted) on May 18th 2021.

I have decided to develop the proposed development based on the land use MC-1. Based on the submitted DP drawings, we received the DTR comments from the city of Calgary's CPAG team.

Our development has faced two major challenges (unexpected increase development cost) due to the city of Calgary's neglect of two major areas. We need to fix the above at our own cost.

- (1) City of Calgary did not build the sidewalk along the Rundlehorn NE (this area is under developed land and the sidewalk should have been built long time earlier). We have to build the sidewalk at our own cost.
- (2) We have to connect the sidewalk from 24th ave NE to Rundlehorn NE. Due to existing level difference between the two sidewalk locations, we have to dedicate part of our development site land area to fix the connection between 24th ave NE to Rundlehorn NE.
- (3) The exiting transformer is located close to the road (city did not properly co-ordinate the work with Enmax). The transformer is at an incorrect location. We have to fix the walkway connection from 24th ave NE to Rundlehorn NE along with fixing the above issue.

Revised development permit drawings comply with the land use bylaw requirements and parking study requirement based on the city of Calgary's transportation guidelines. We also provide public transit passes (throughout the year) for 7 units rental owners (rented half basement units). Provided transit passes support the citizens use of the public transit facility.

As we have recently discussed with surrounding citizens about the proposed development, citizens are unhappy with the walkway abandoned on Rundlehorn NE by the City, but they are impressed with the proposed development. We have received a number of citizen support letters (over 25 letters to support the development). Two letters provide comments about the different design requirements, but support building of the sidewalk along the Rundlehorn NE. All the letters have been sent to the file manager – City of Calgary.

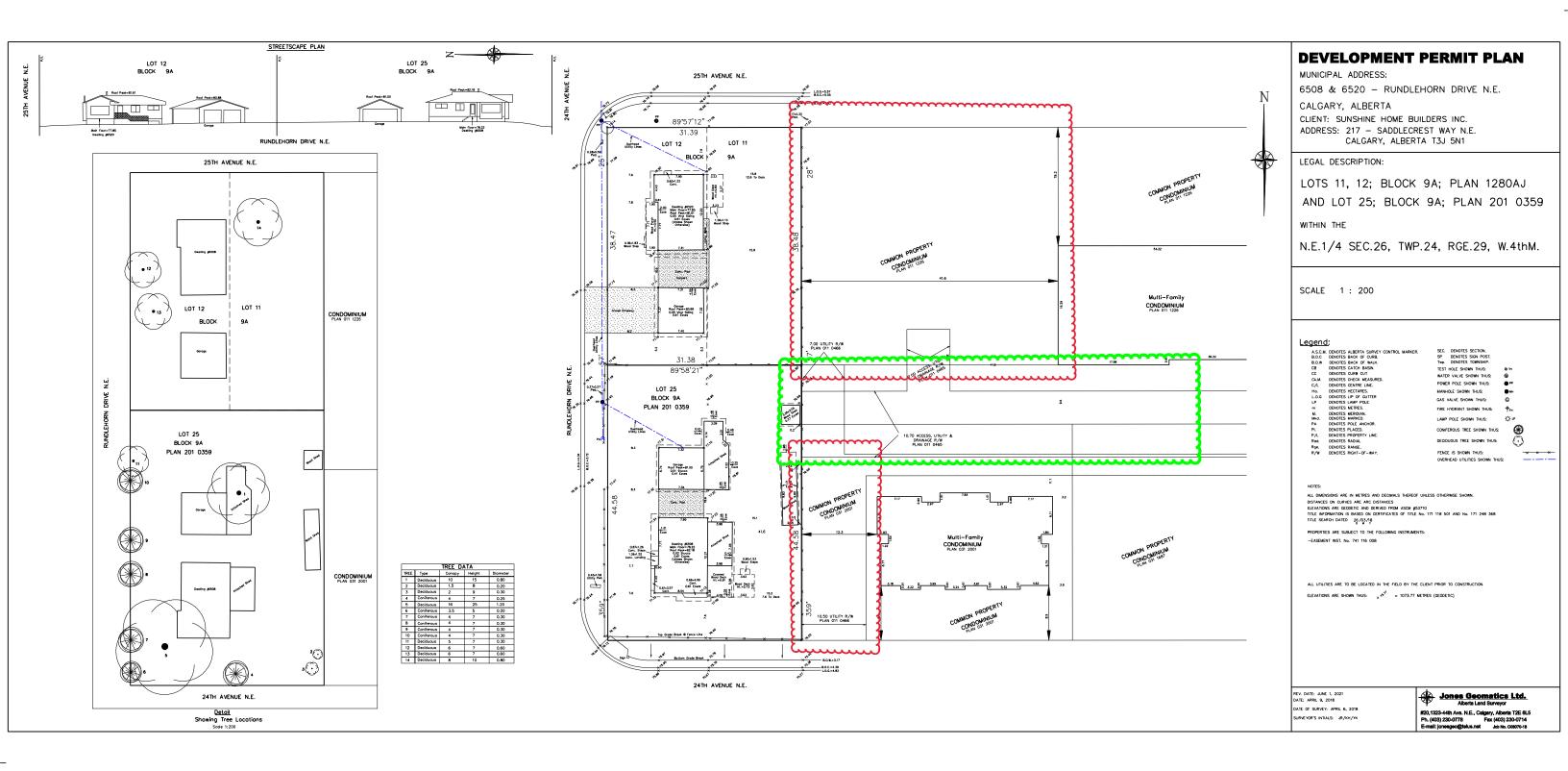
Sincerely,

Ajith Karunasena Architect AAA & Urban Designer B.Sc(BE), M.Sc(Arch), MUDS(M.Sc(Urban), RIBA, AIA, (SL), MRAIC, LEED AP

Seika Architecture Ltd

651 Macewan Drive N.W. Calgary, AB, T3K 3R1 Tele-403-210-5085 <u>ajith.karu@seikaarchitecture.com</u> <u>http://www.seikaarchitecture.com</u>

Appendix 9



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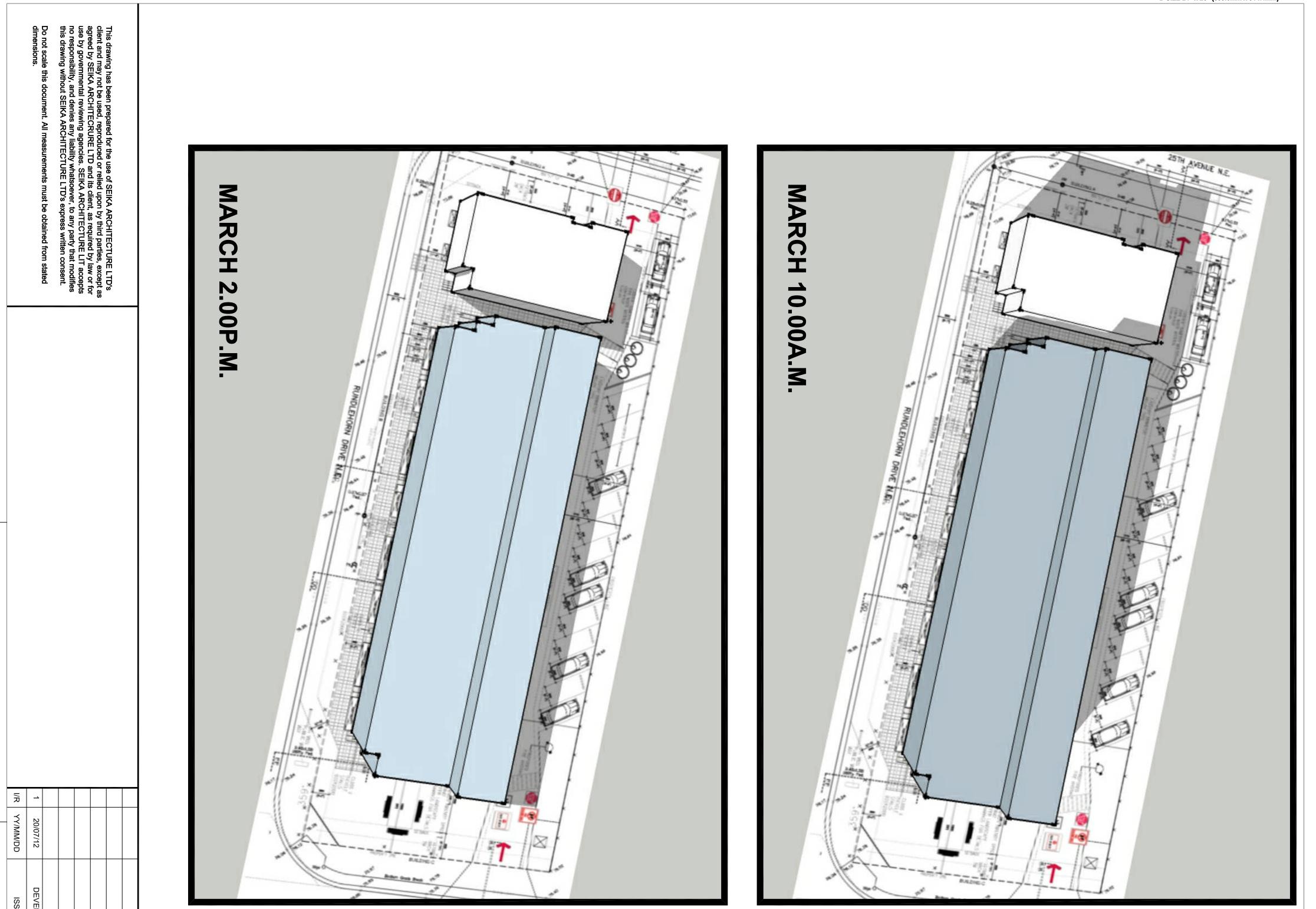
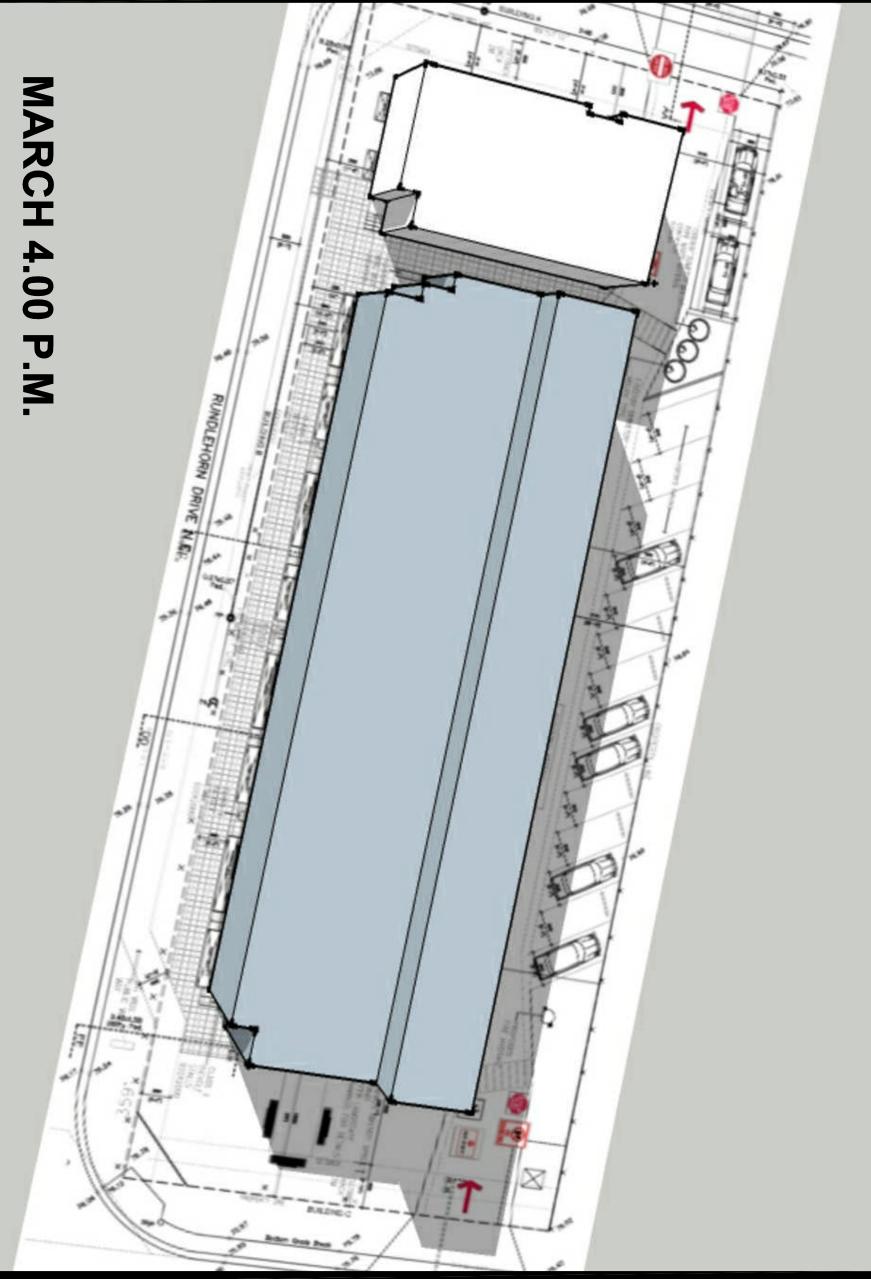
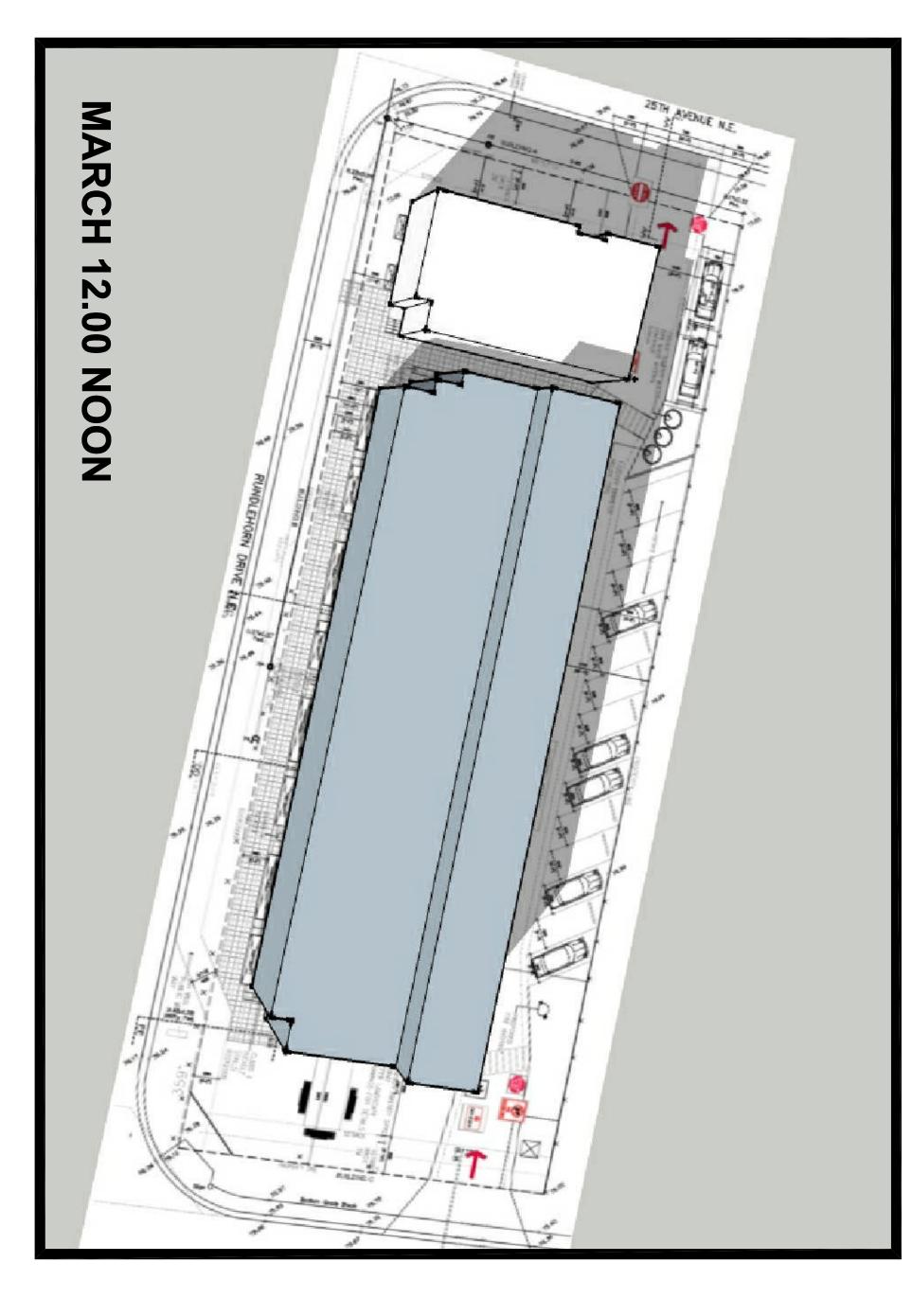
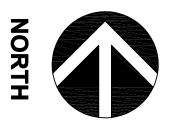
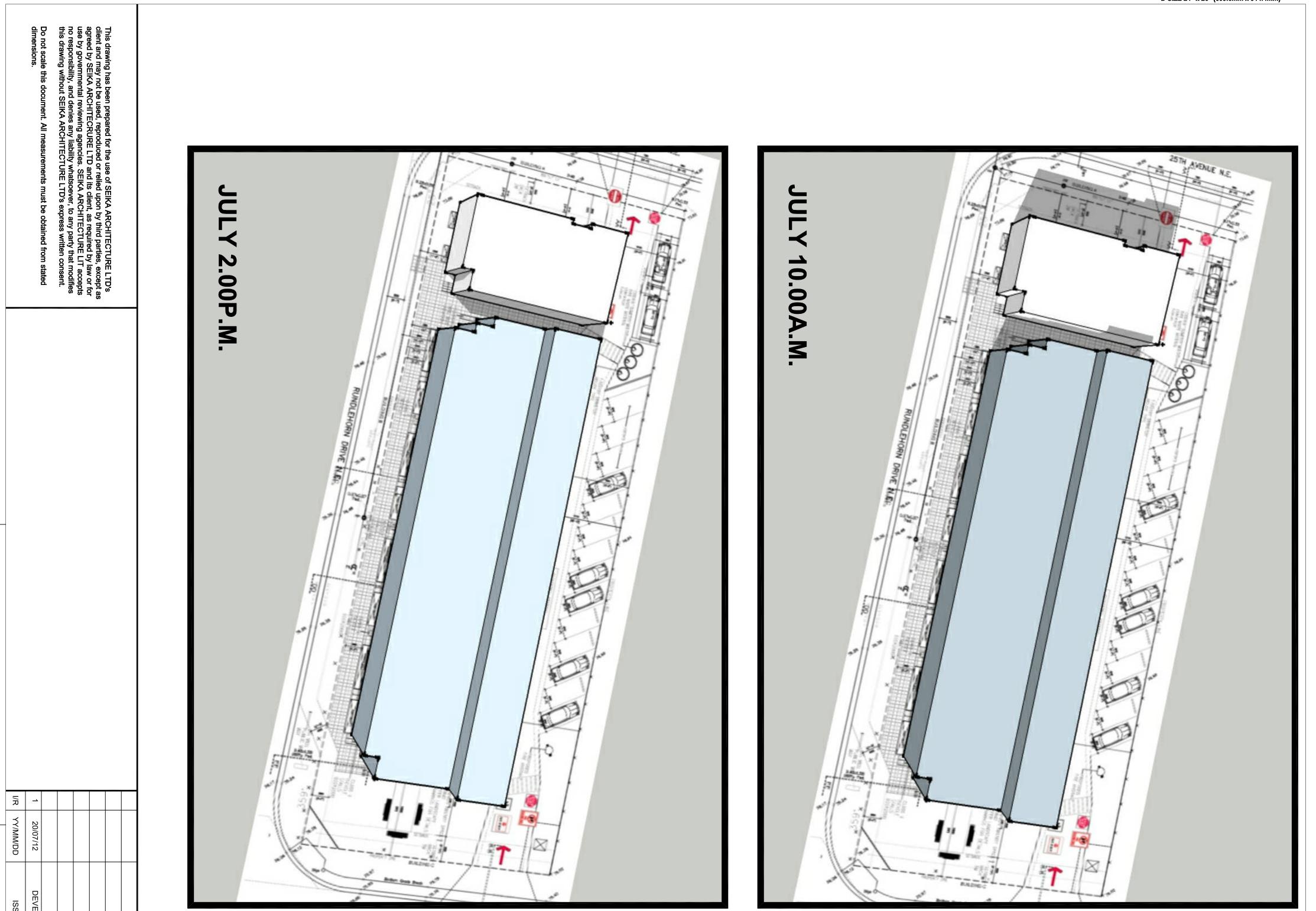


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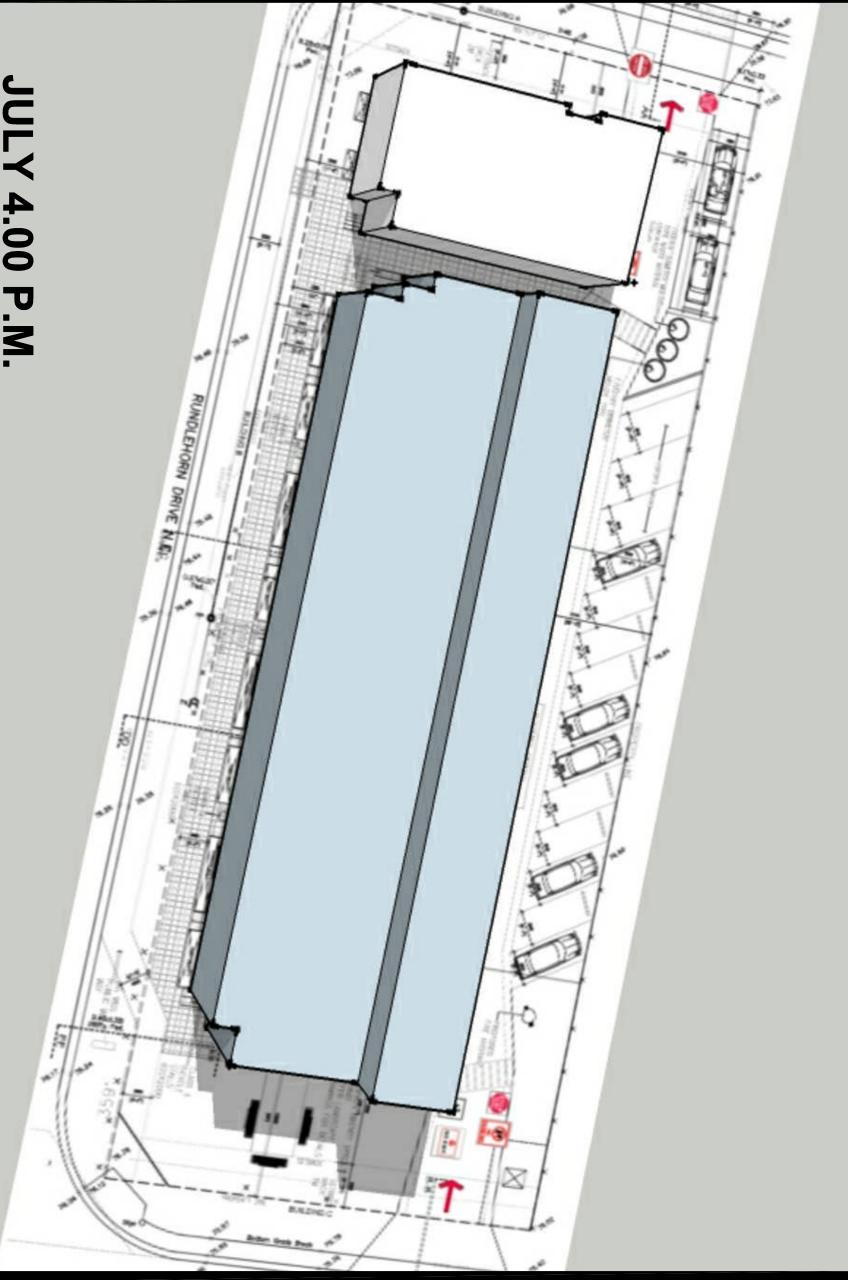


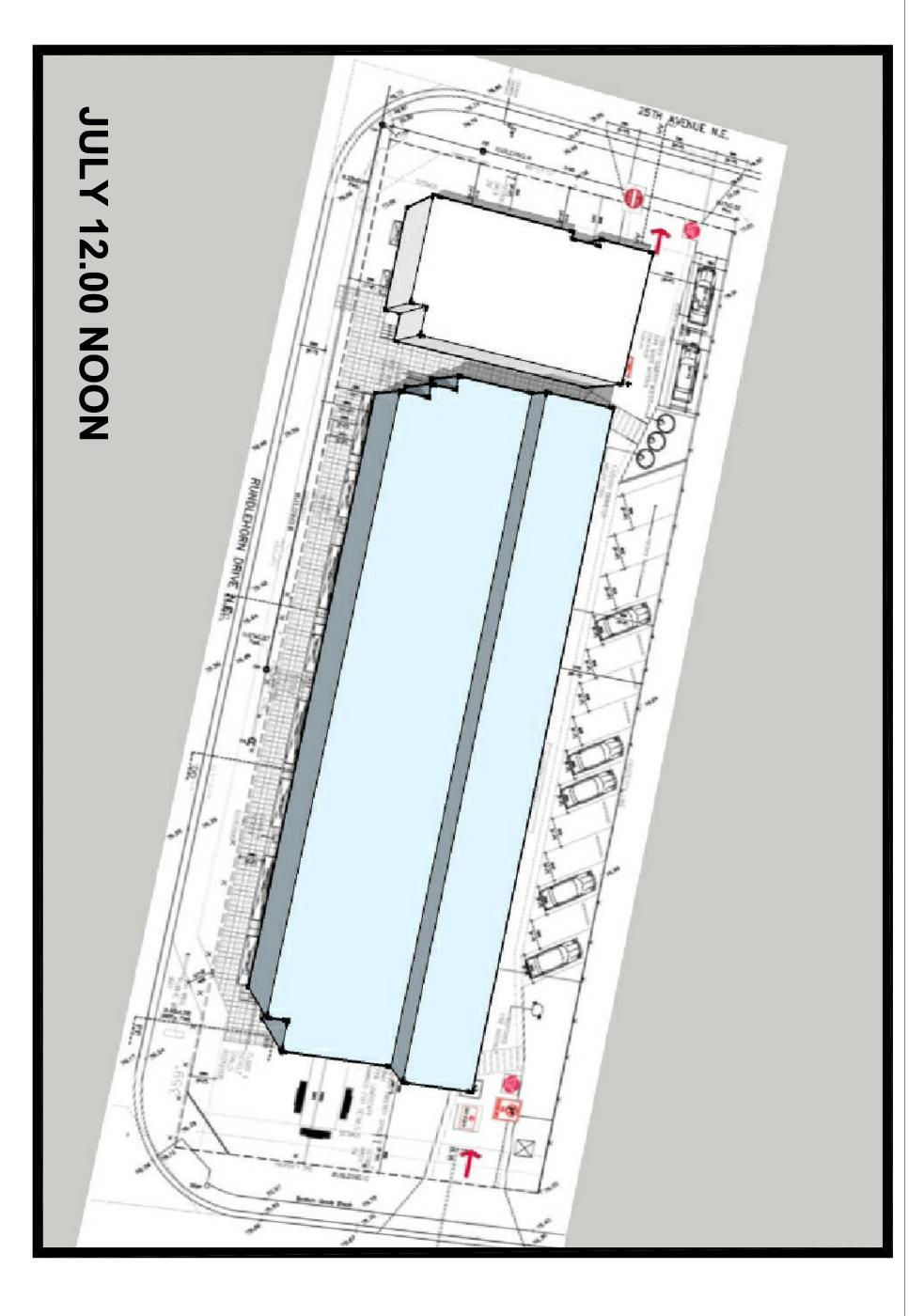




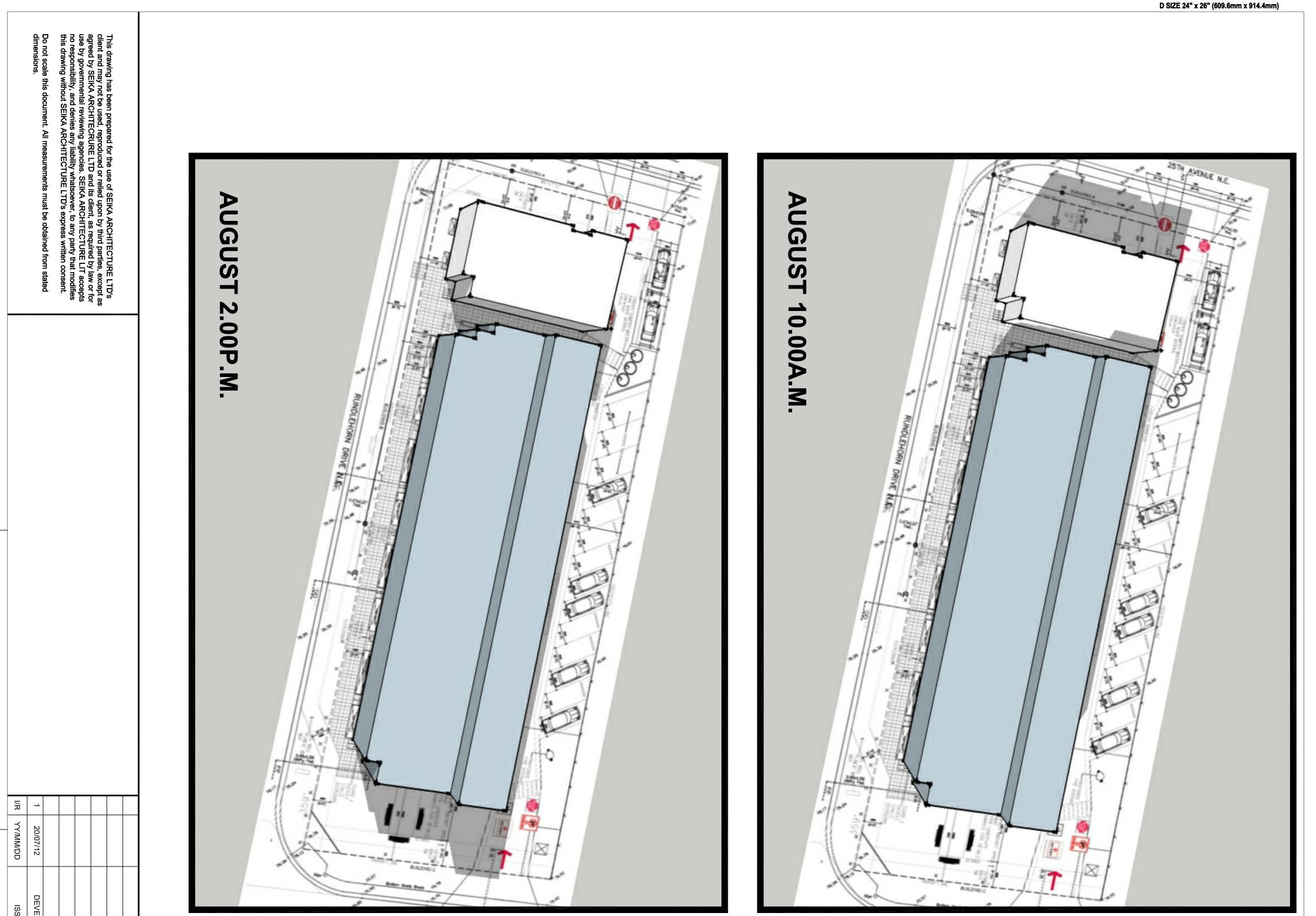
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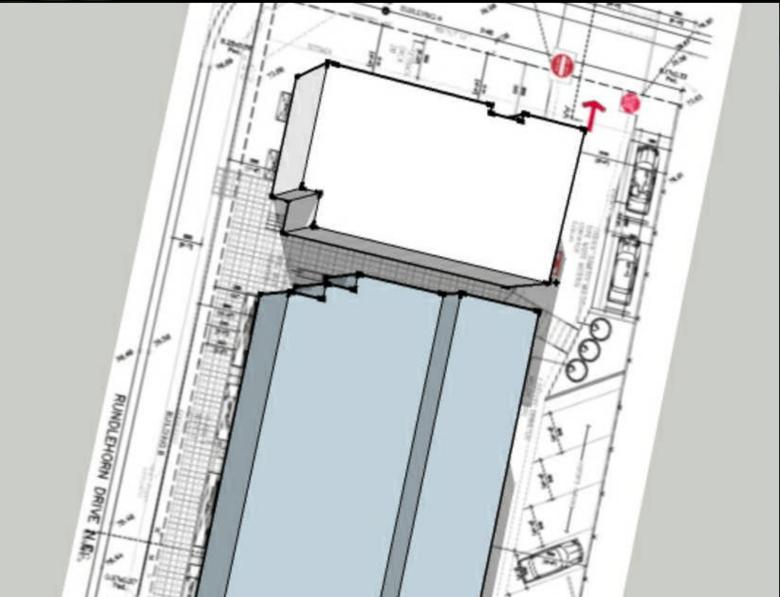






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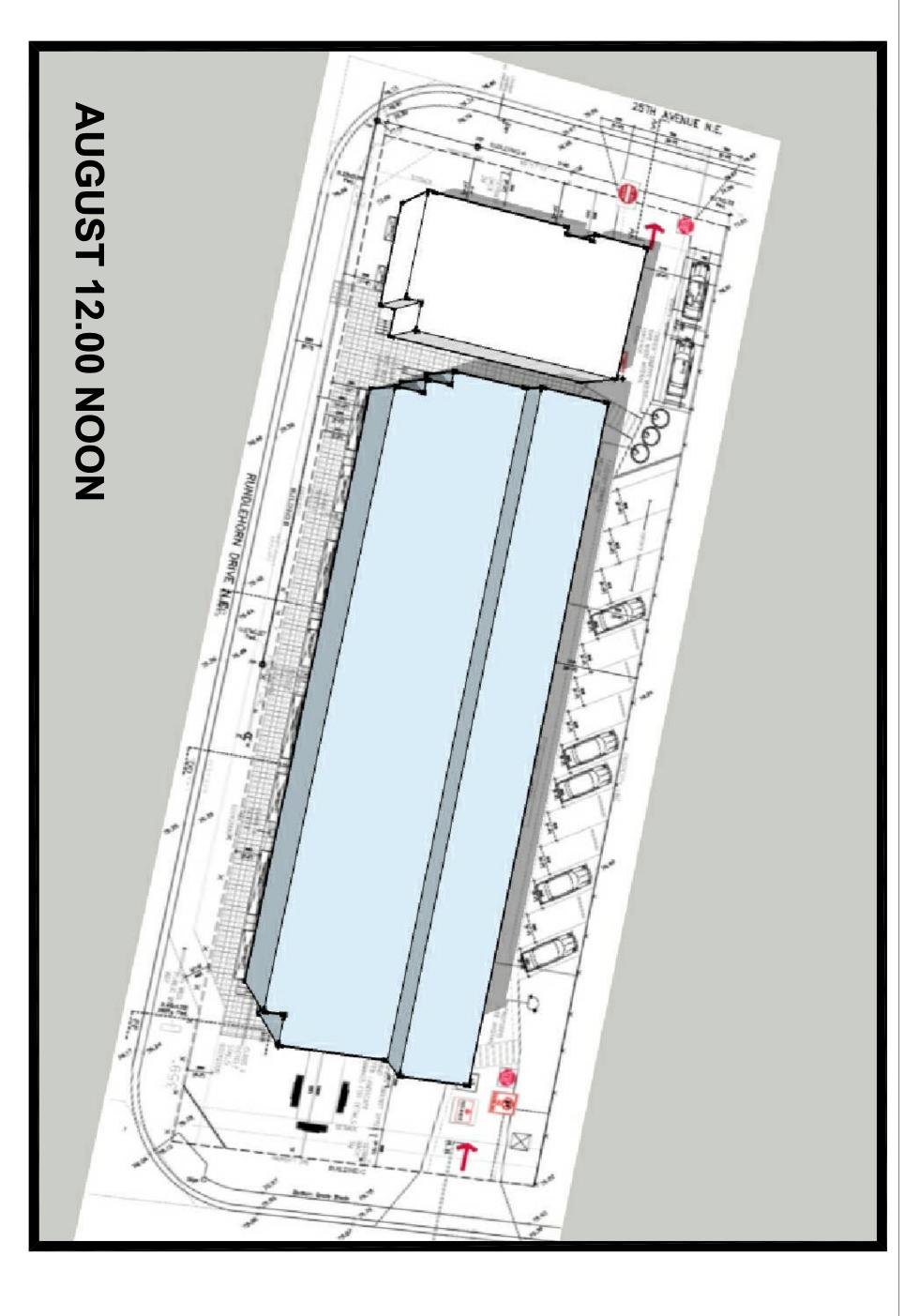
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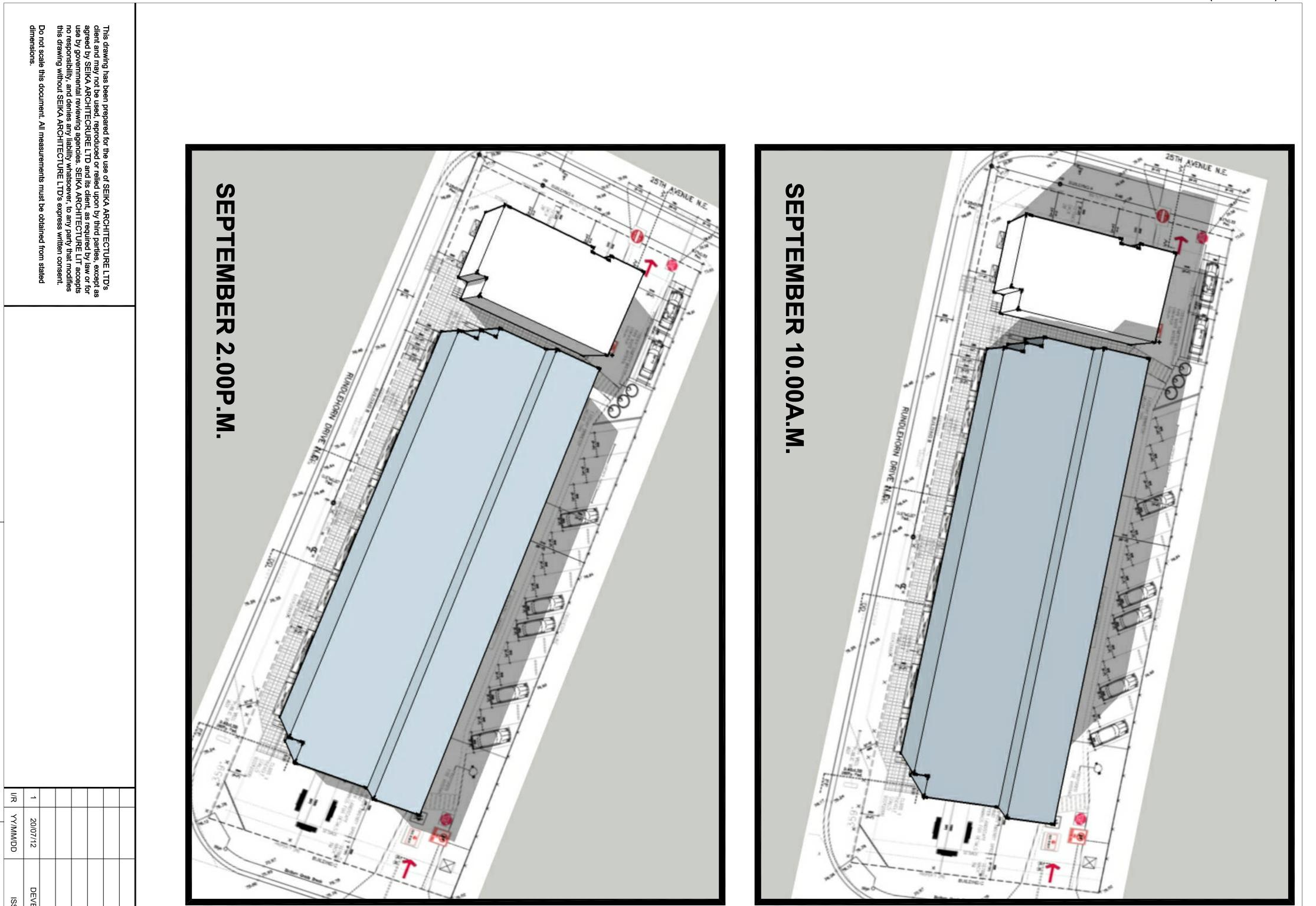
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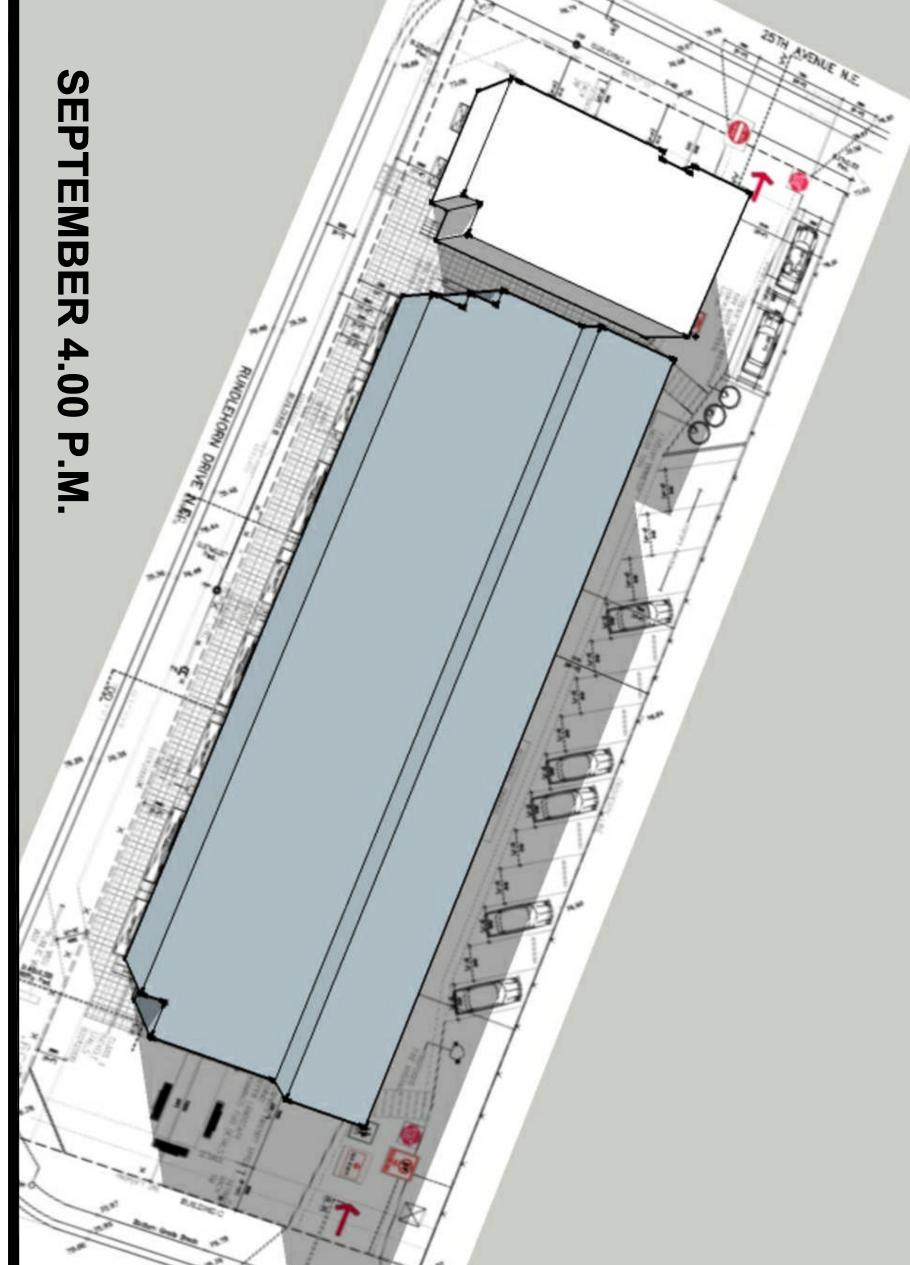


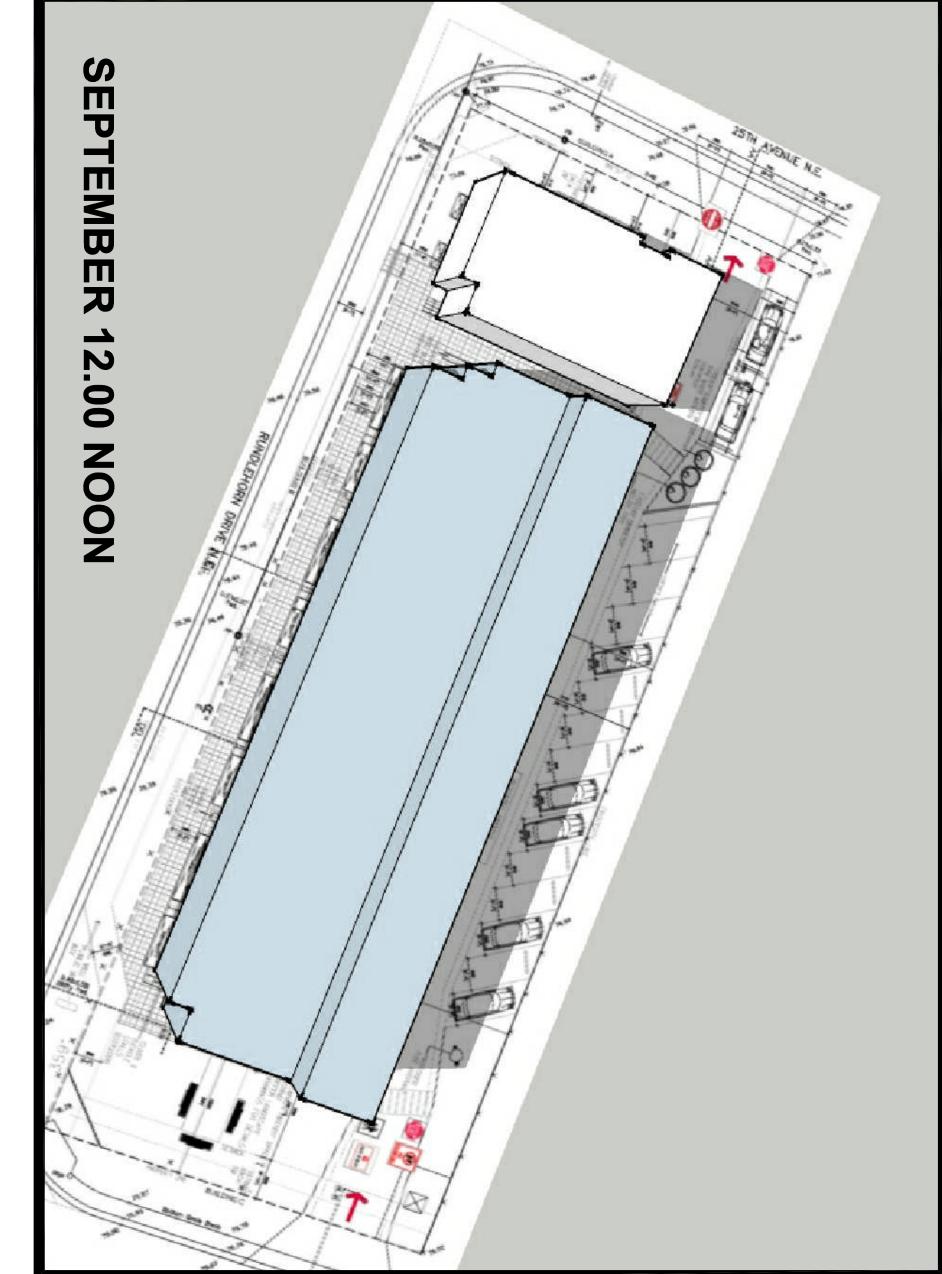


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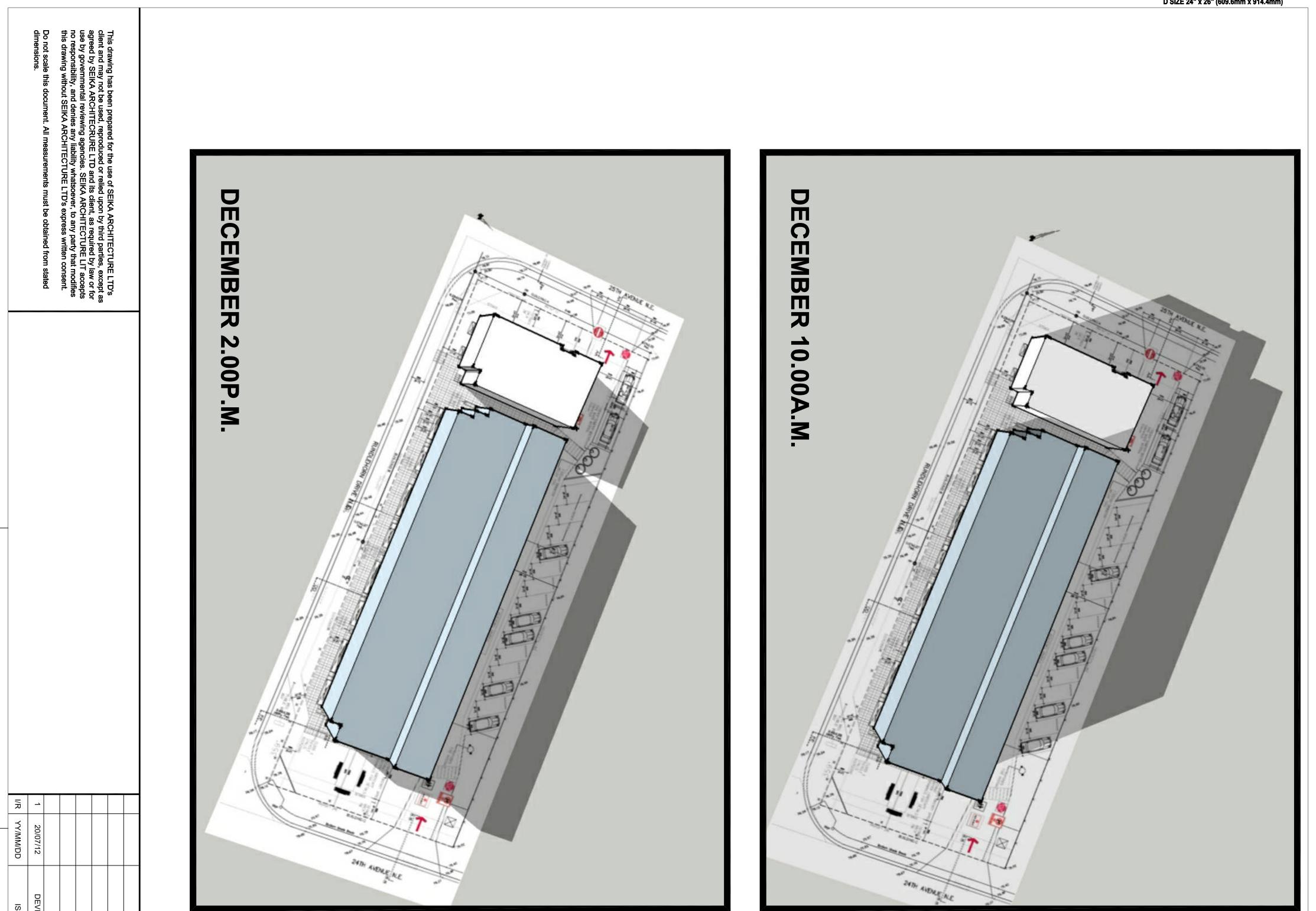


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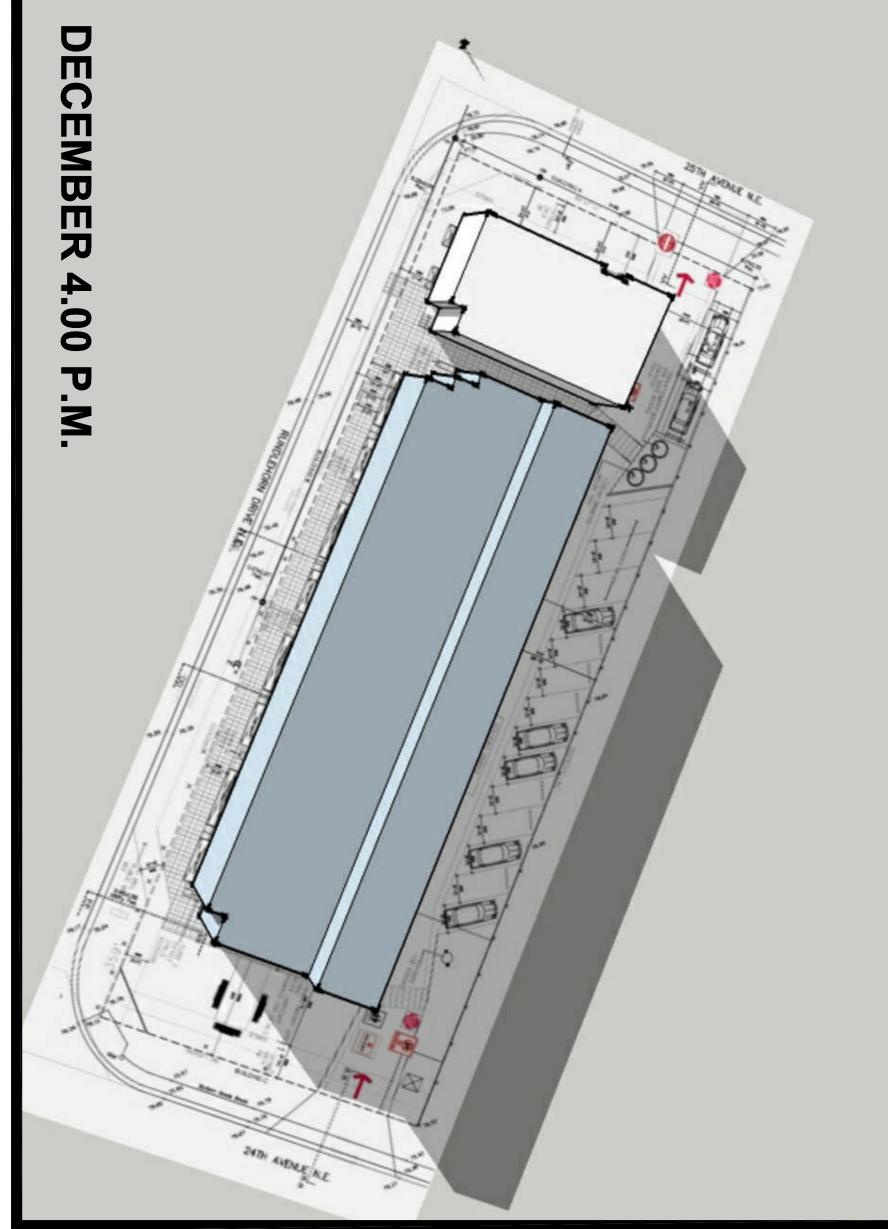




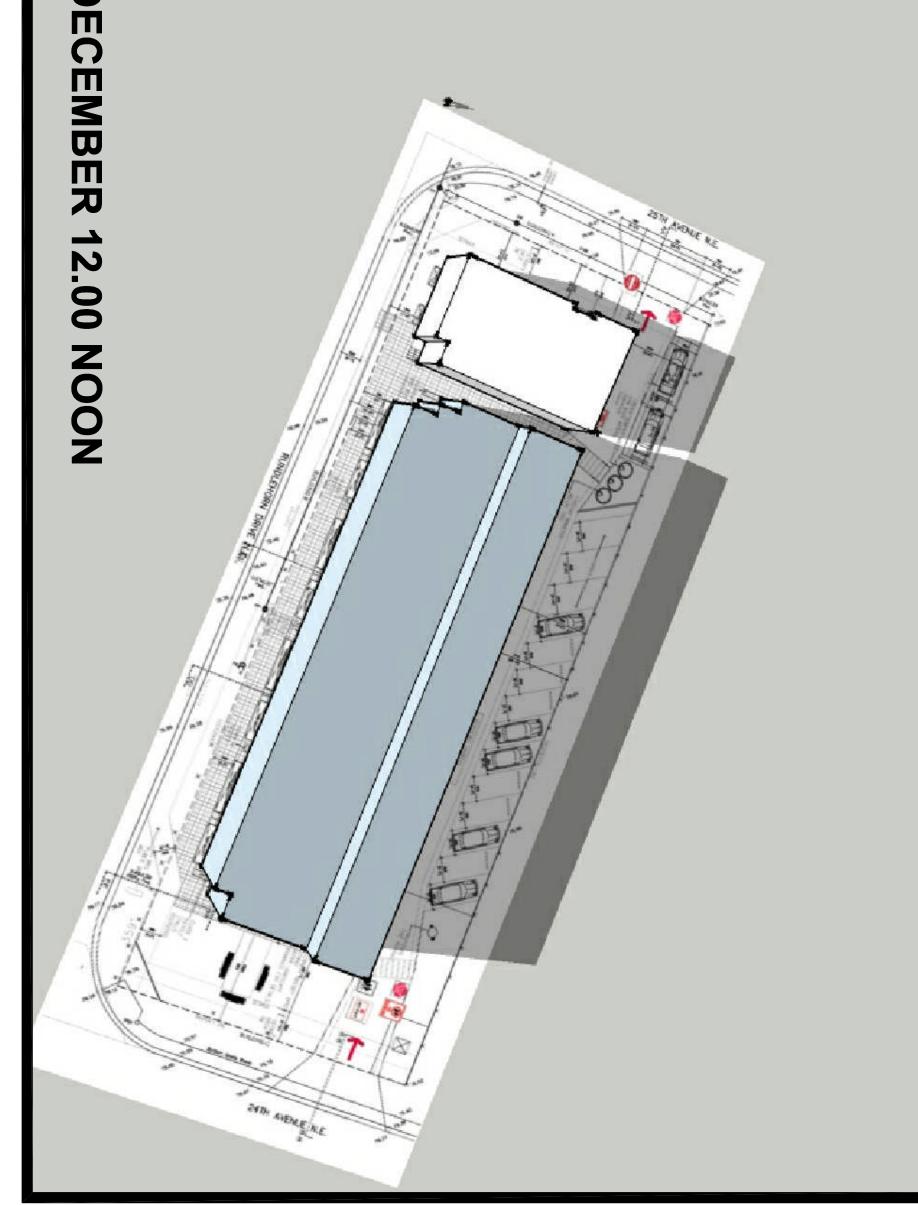




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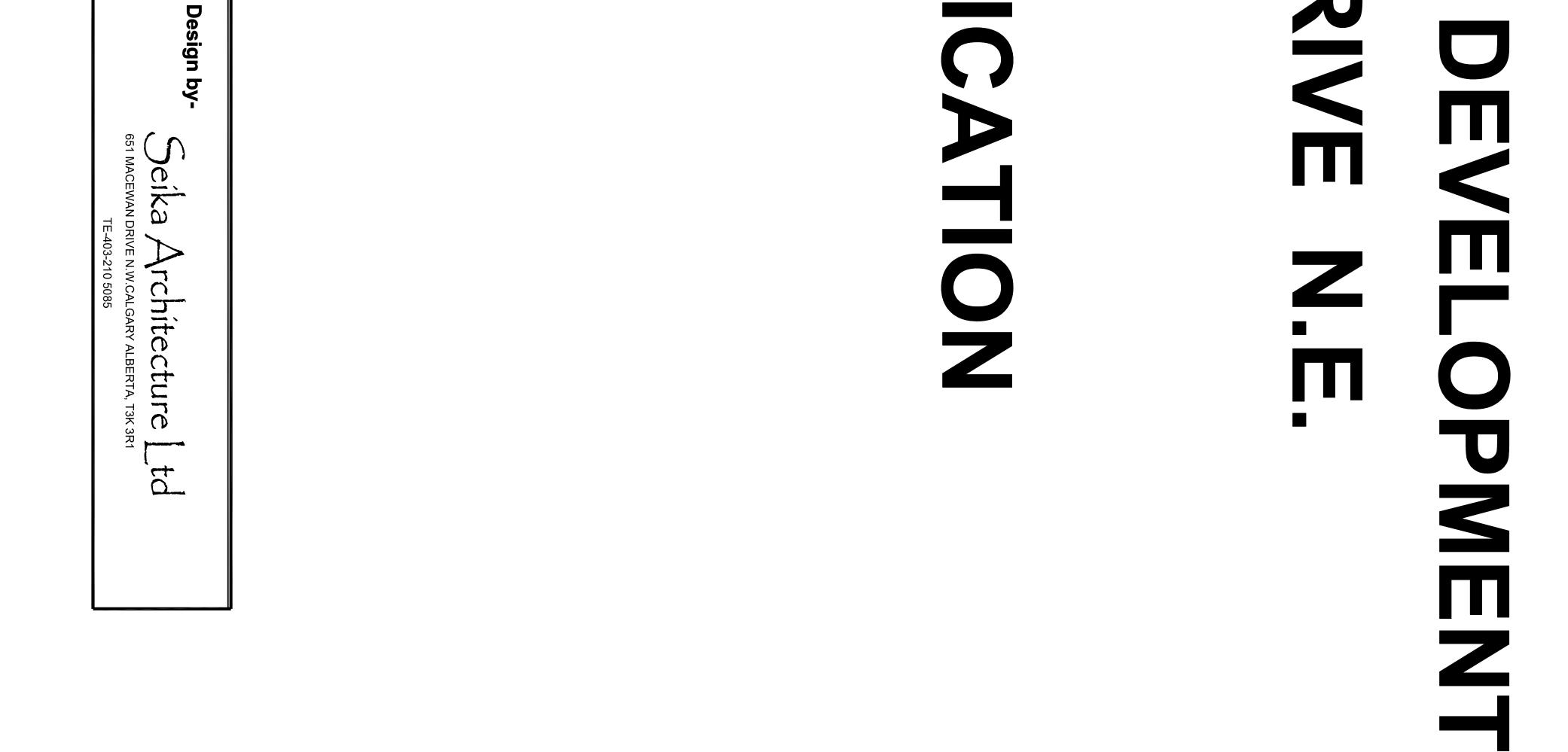


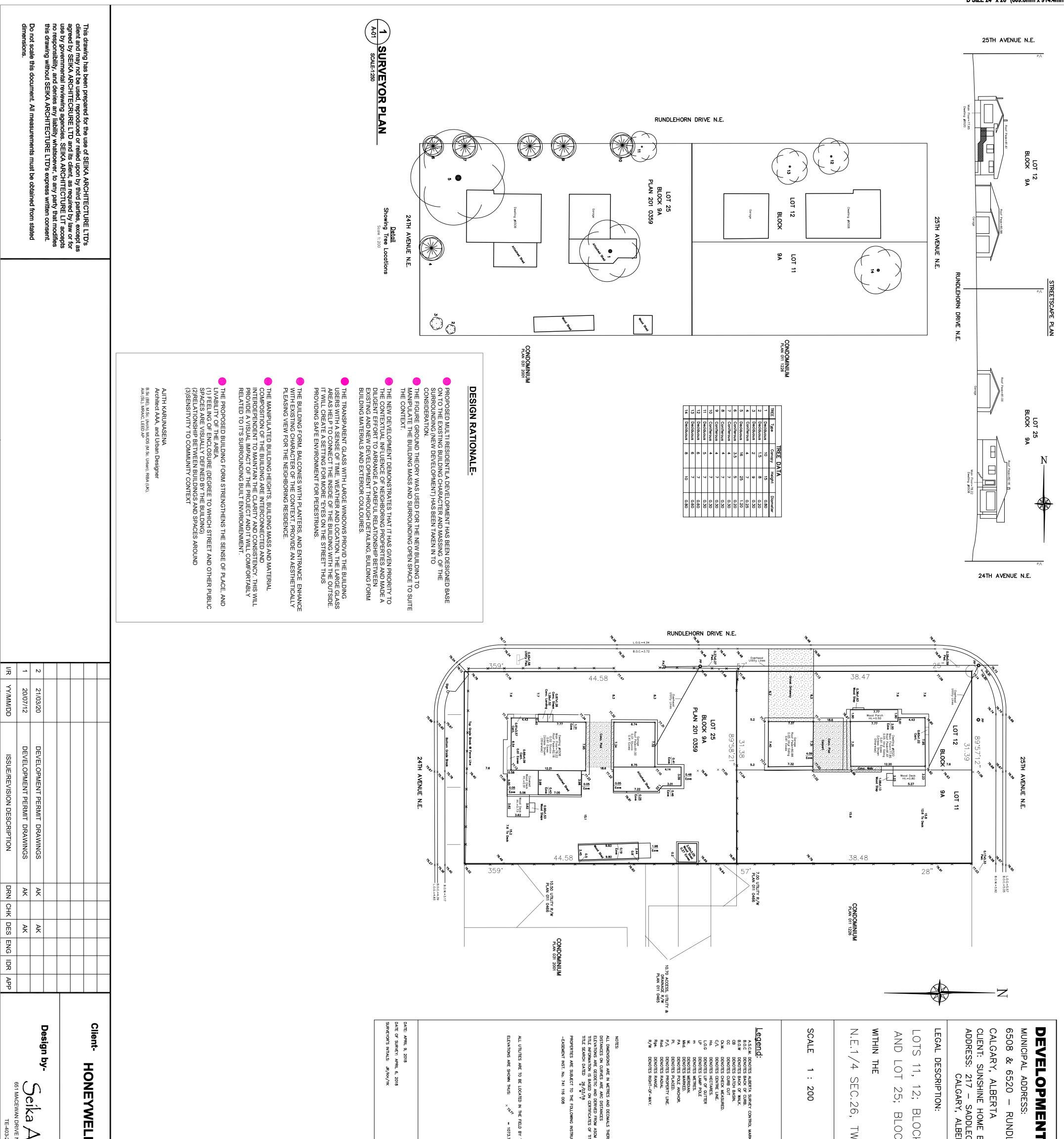


Appendix 10

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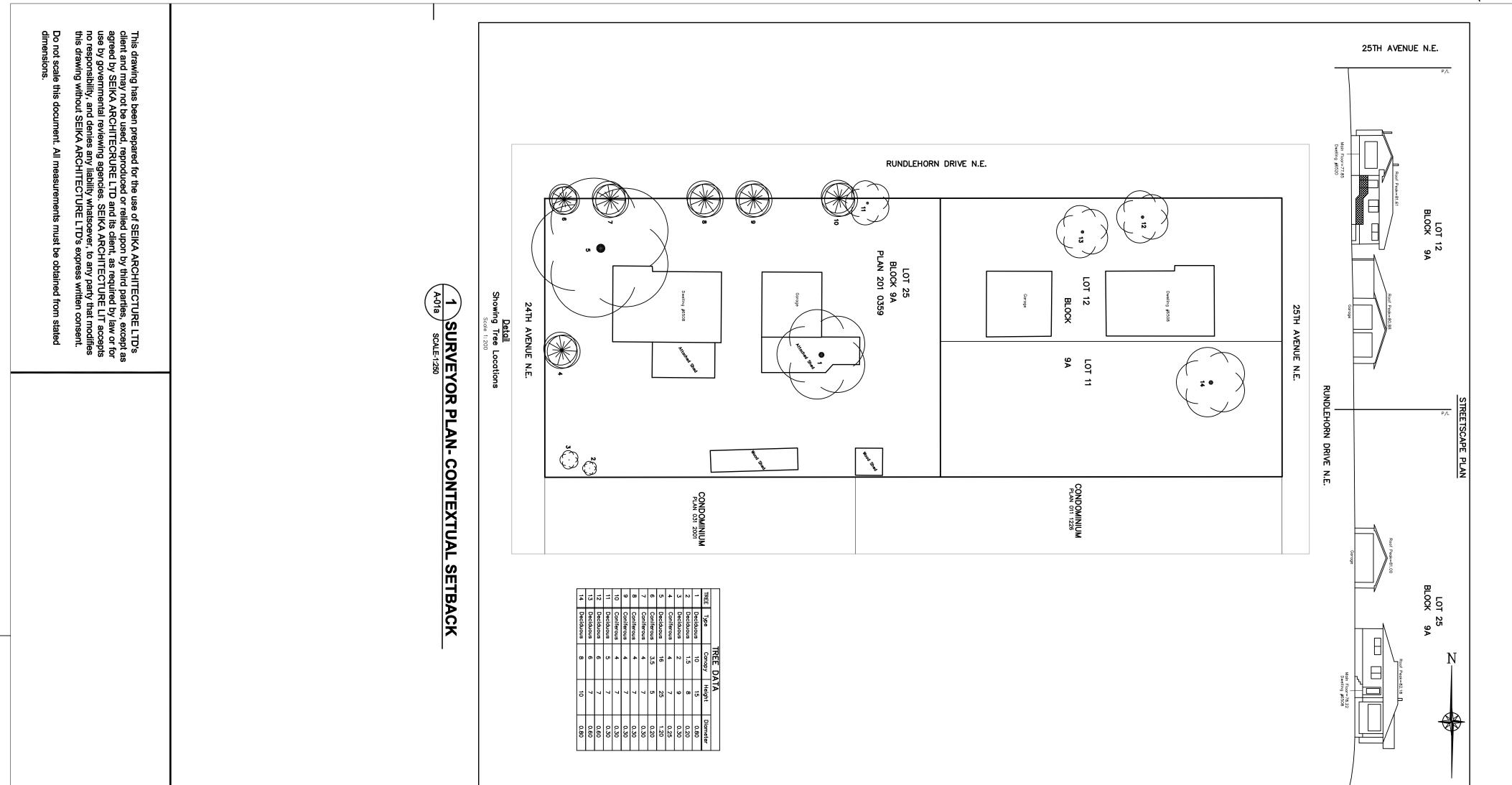
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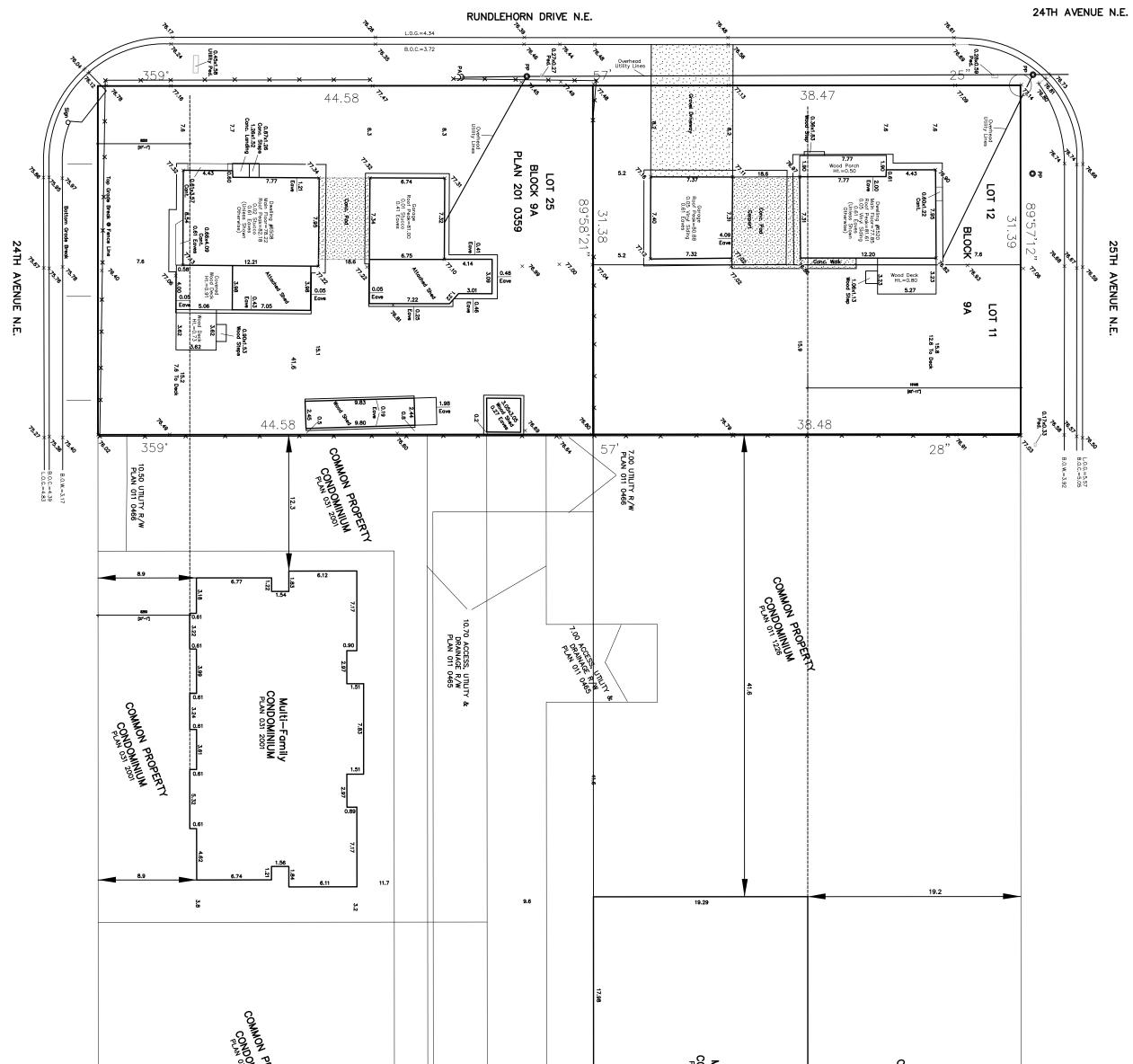
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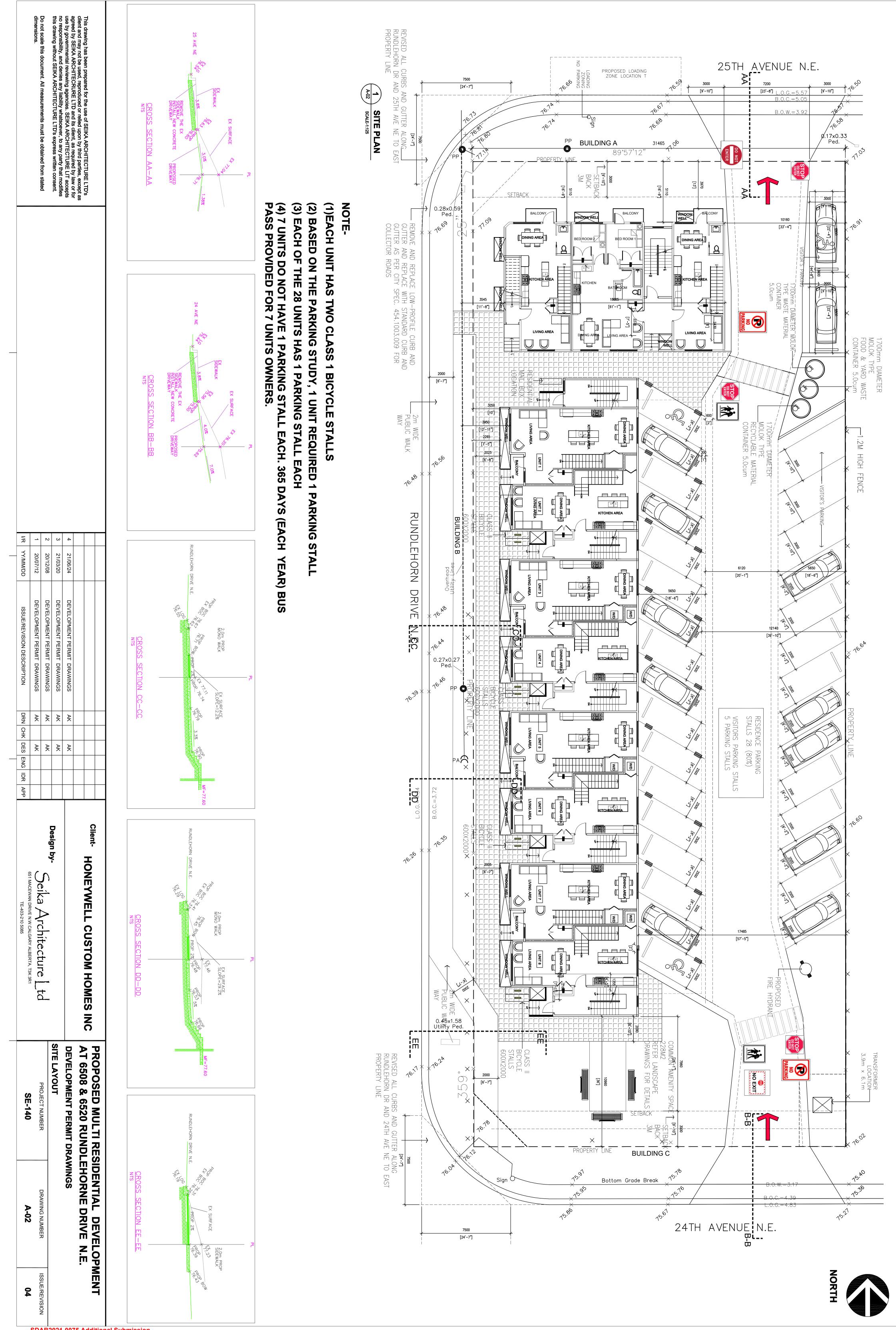


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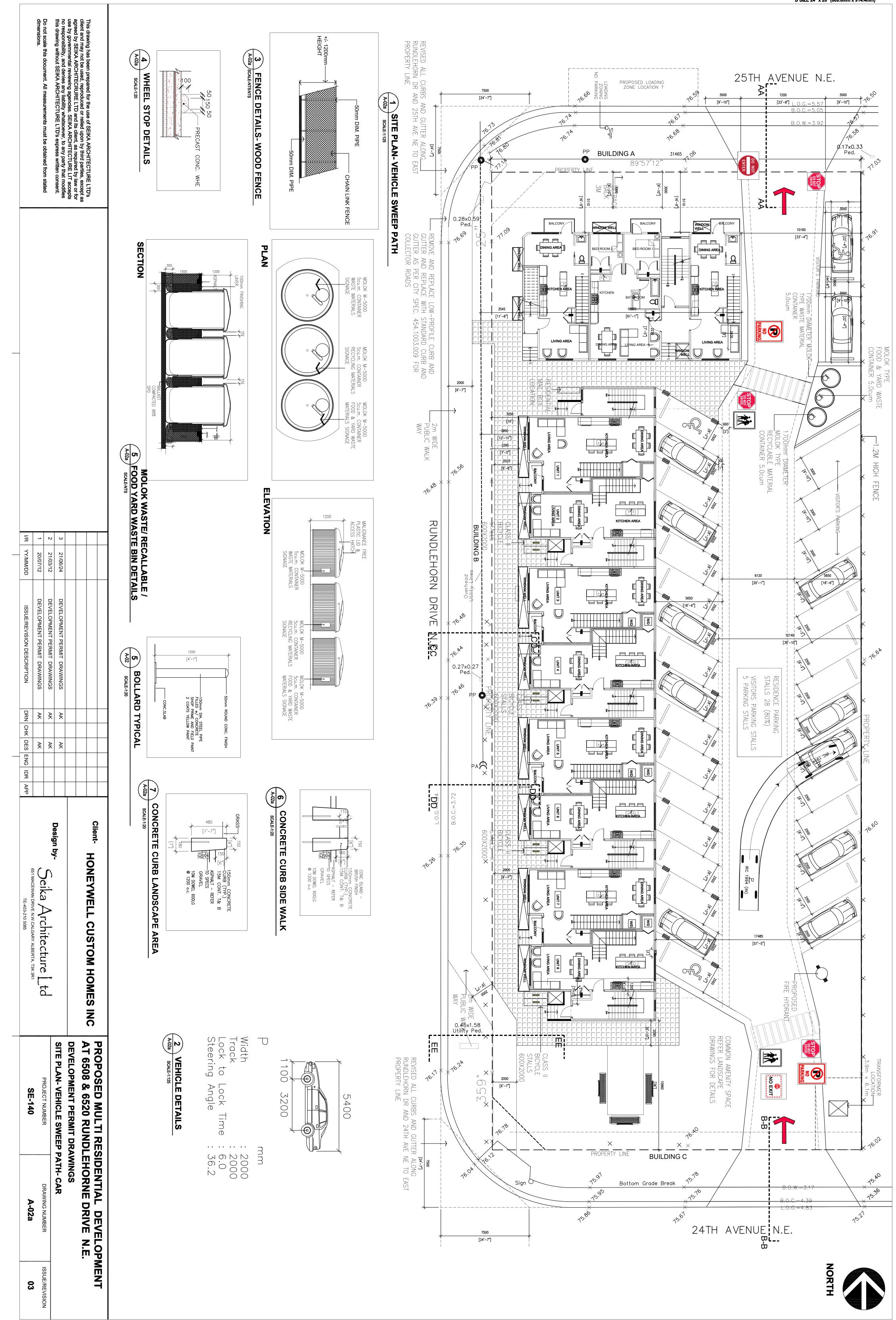
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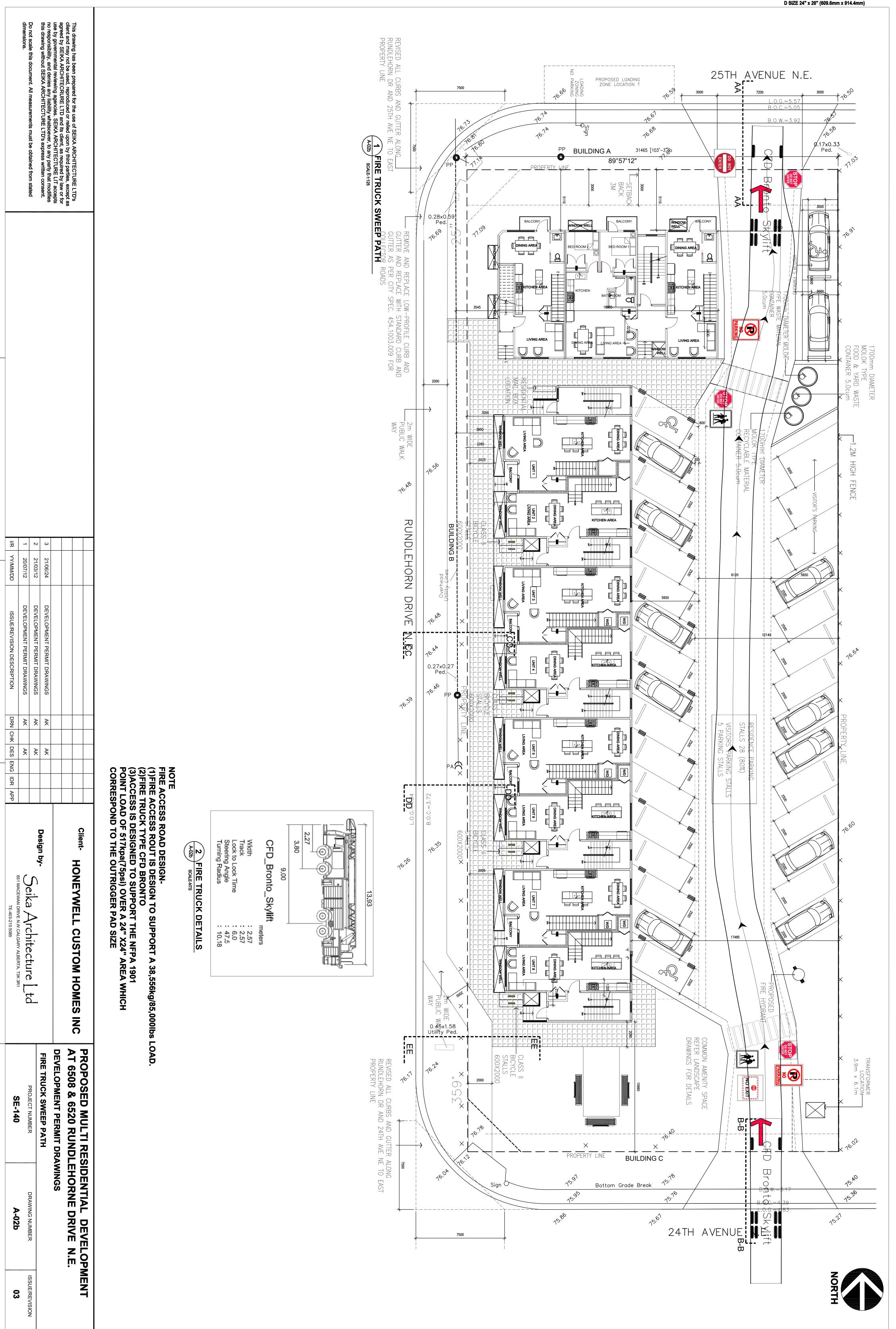


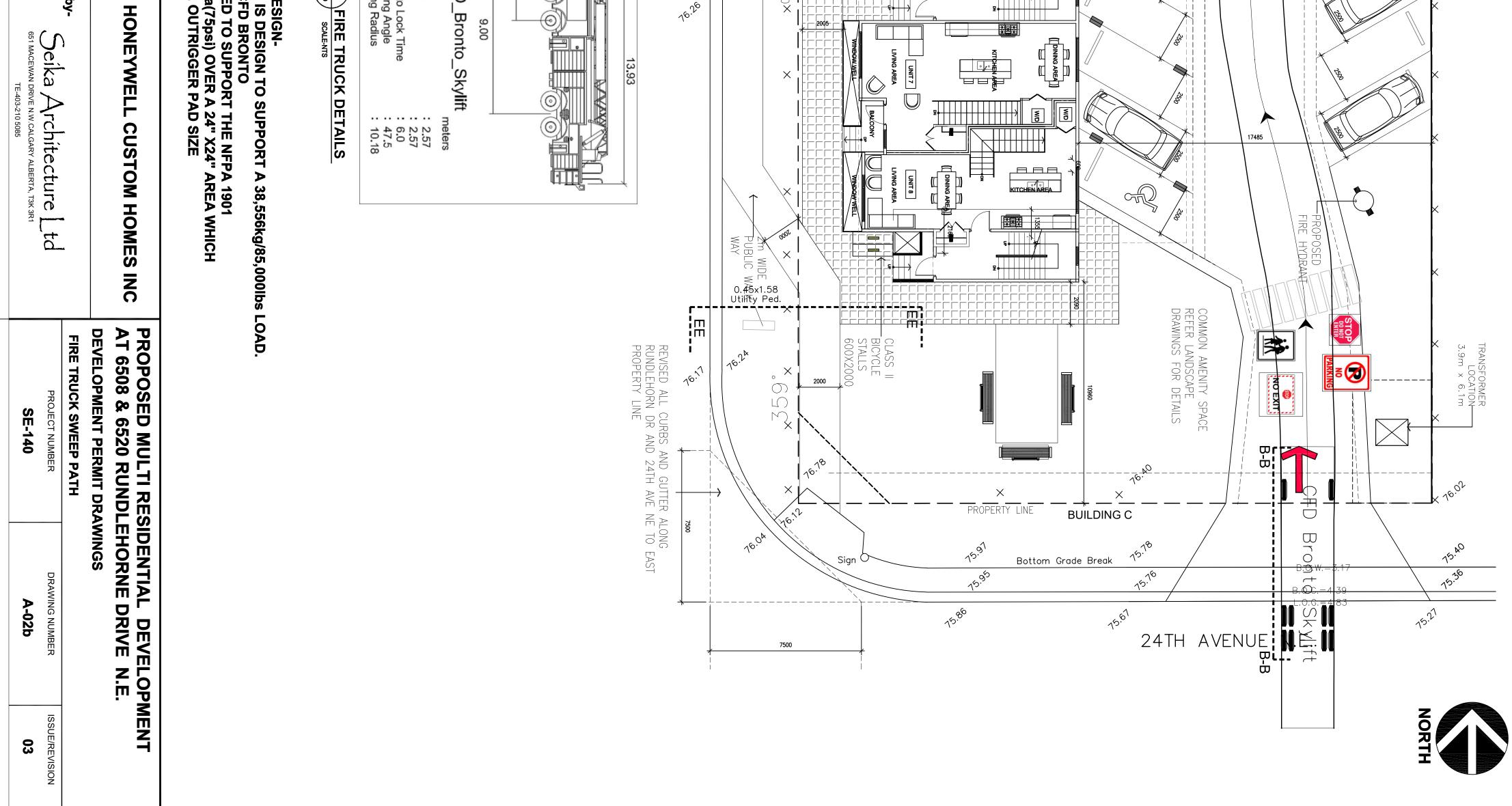
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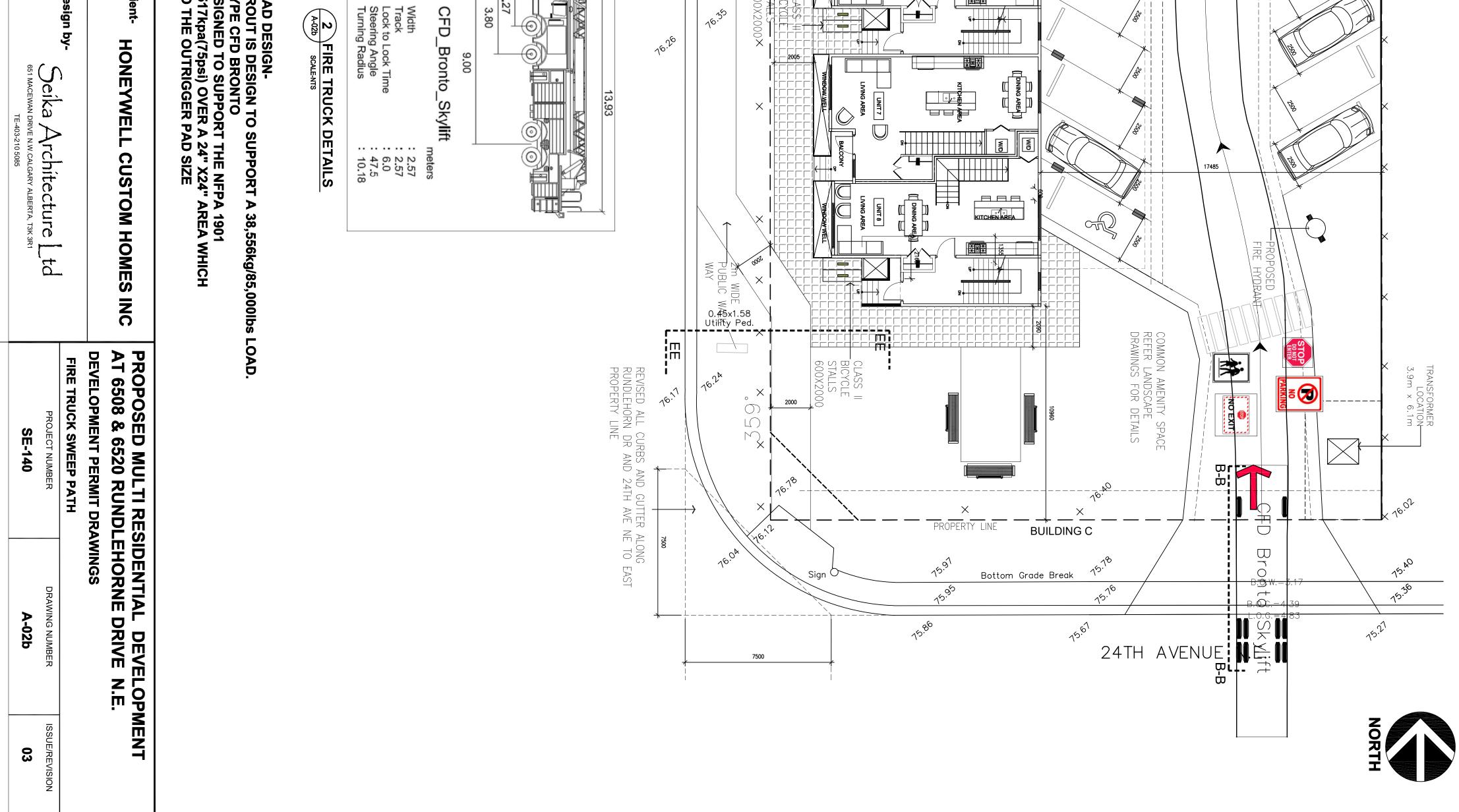


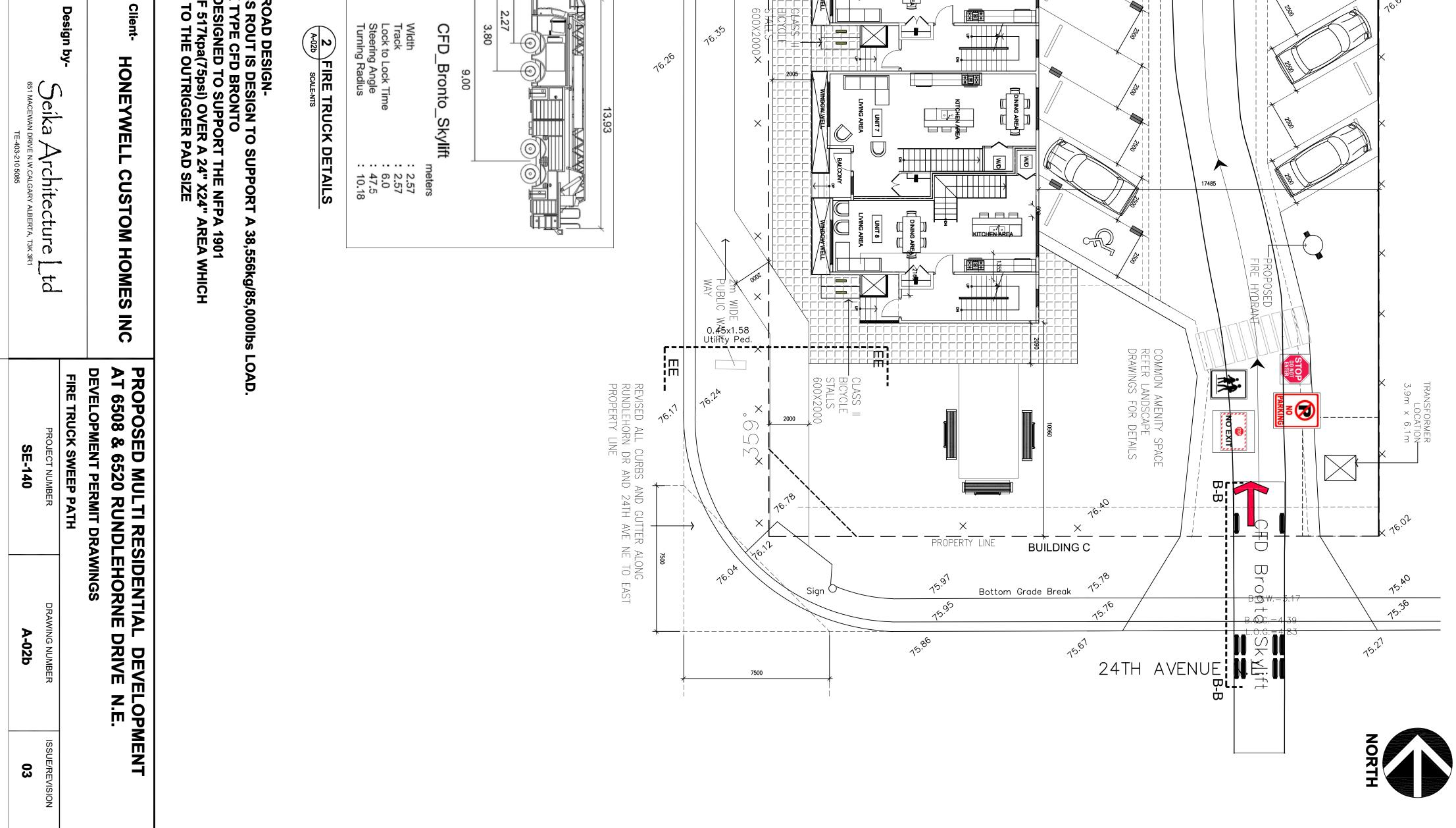
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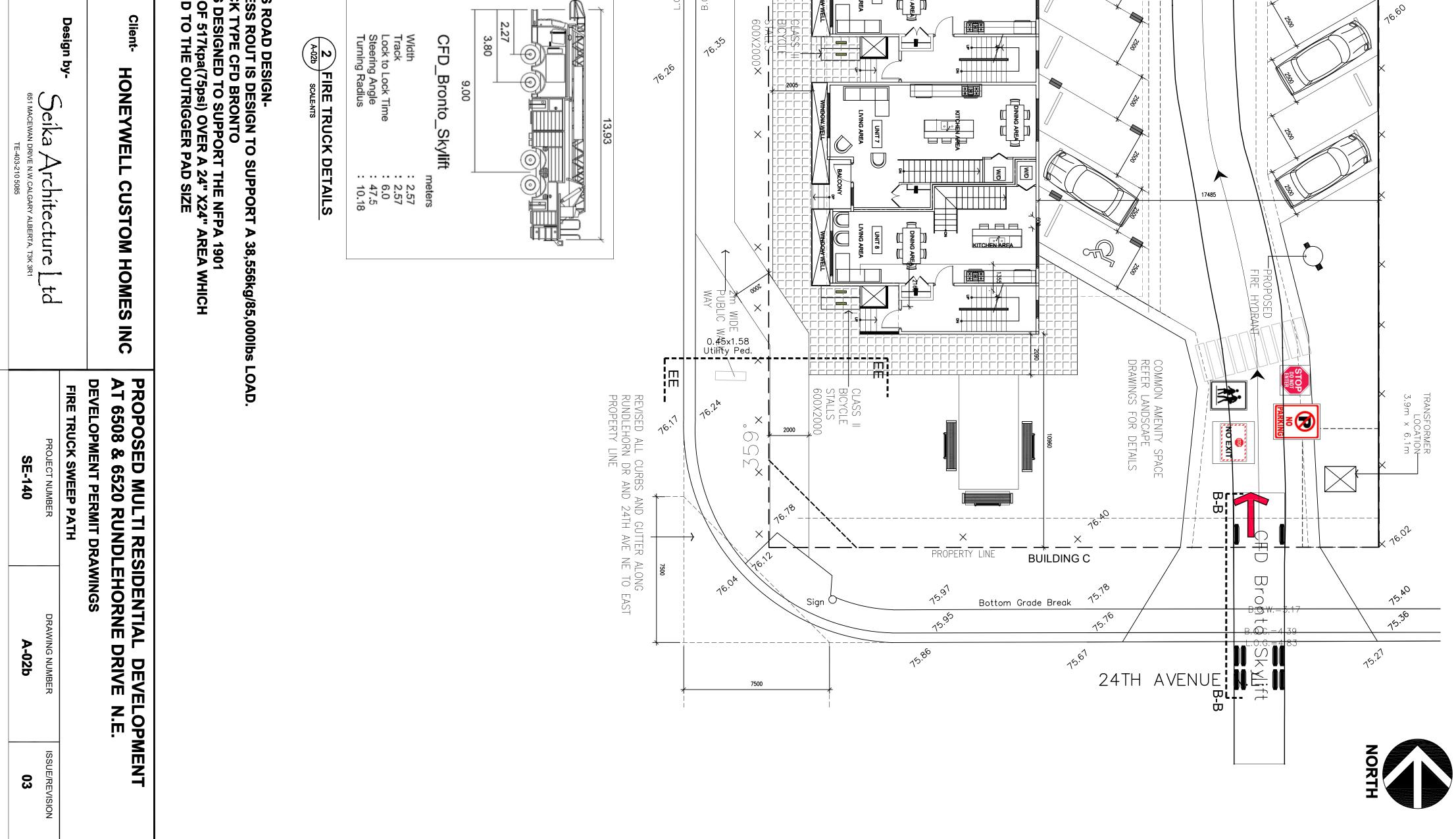


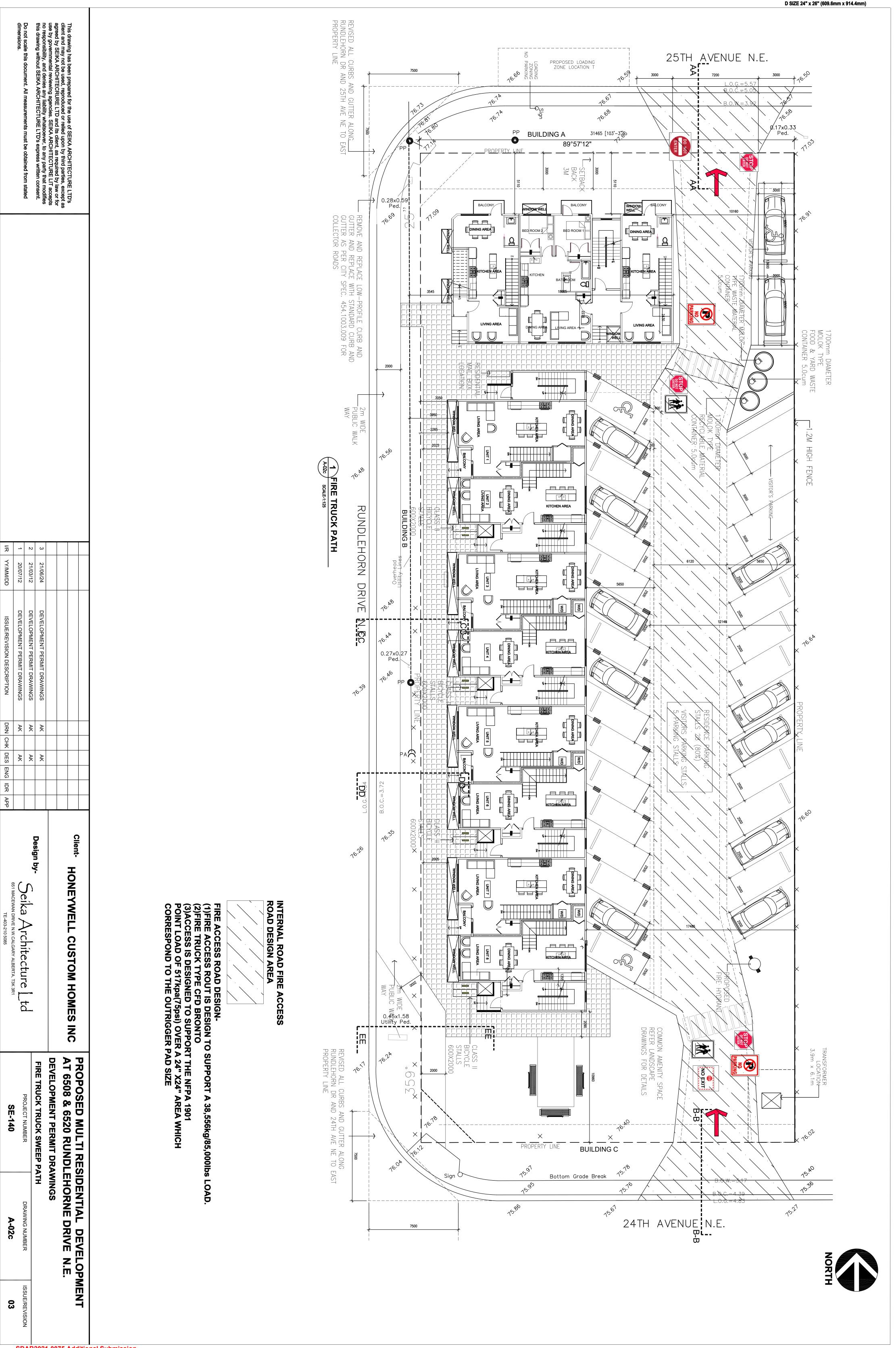








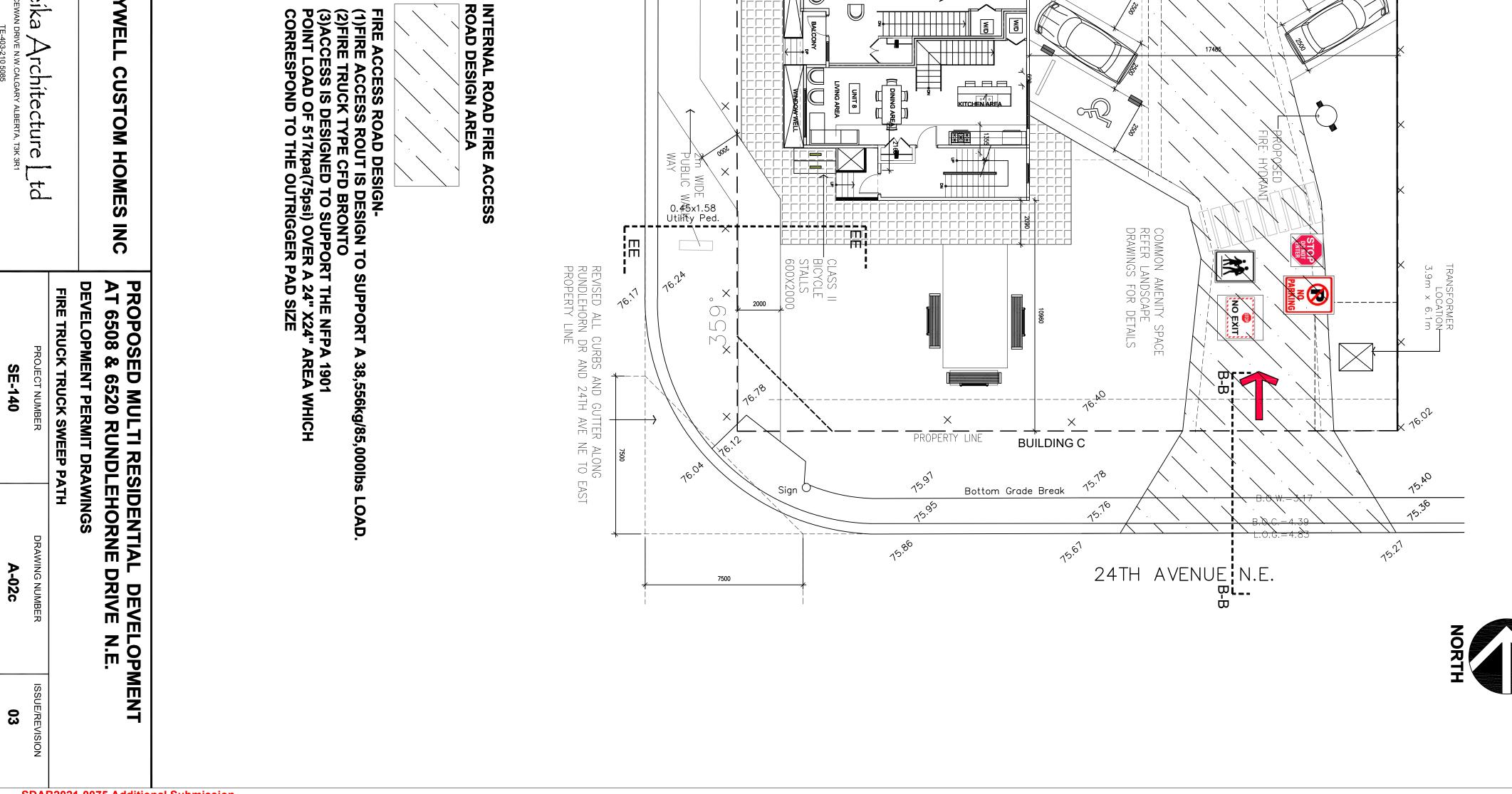


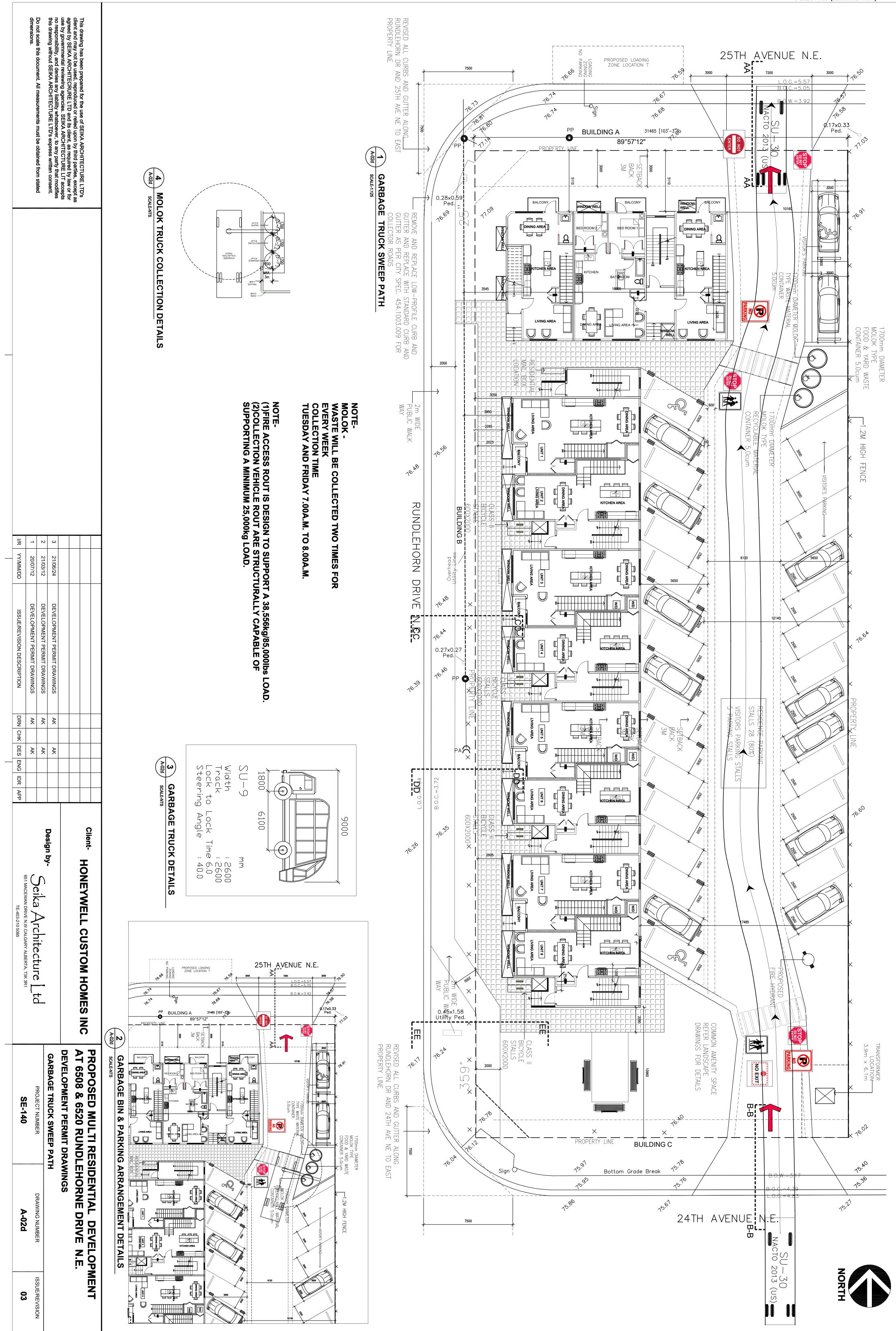


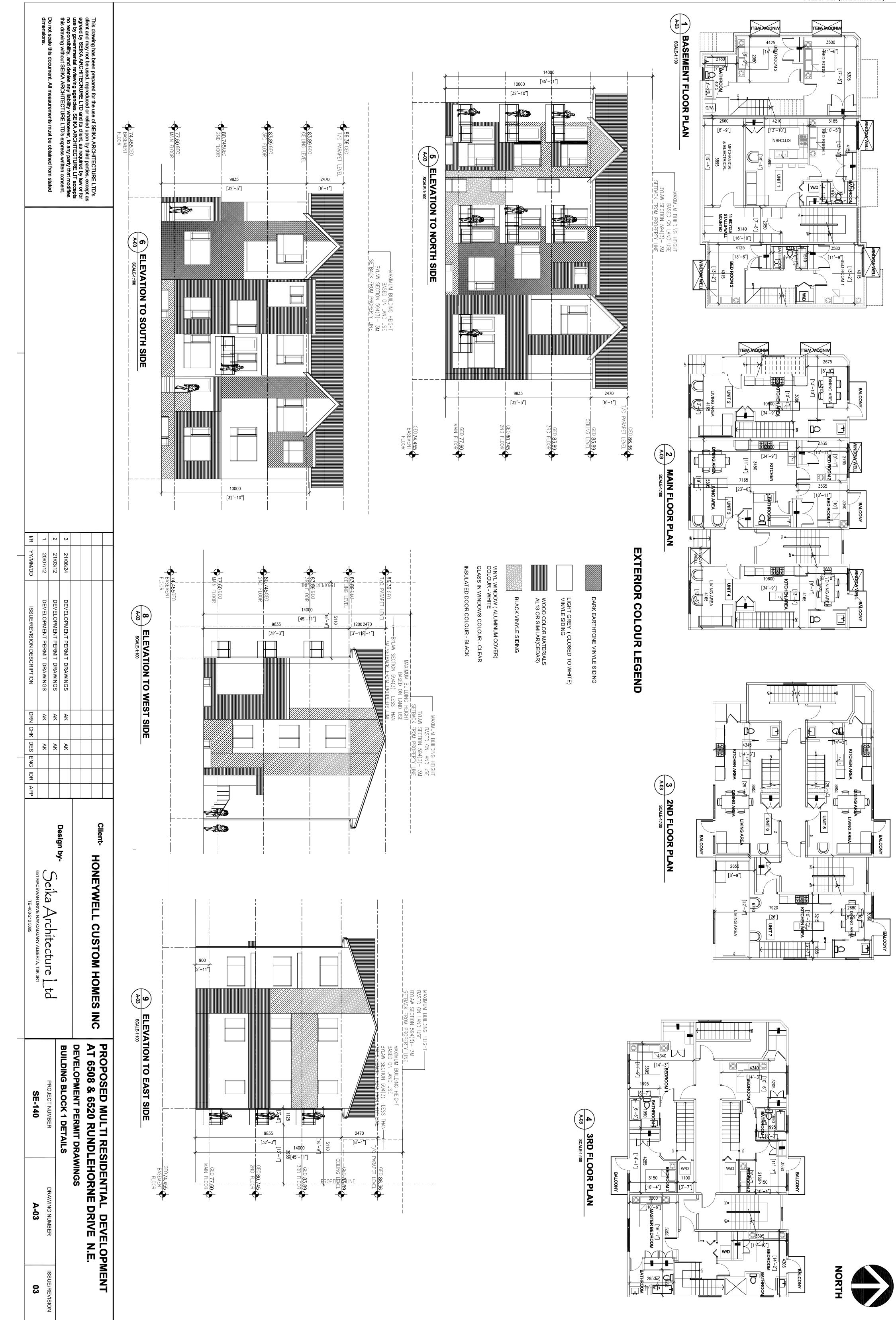
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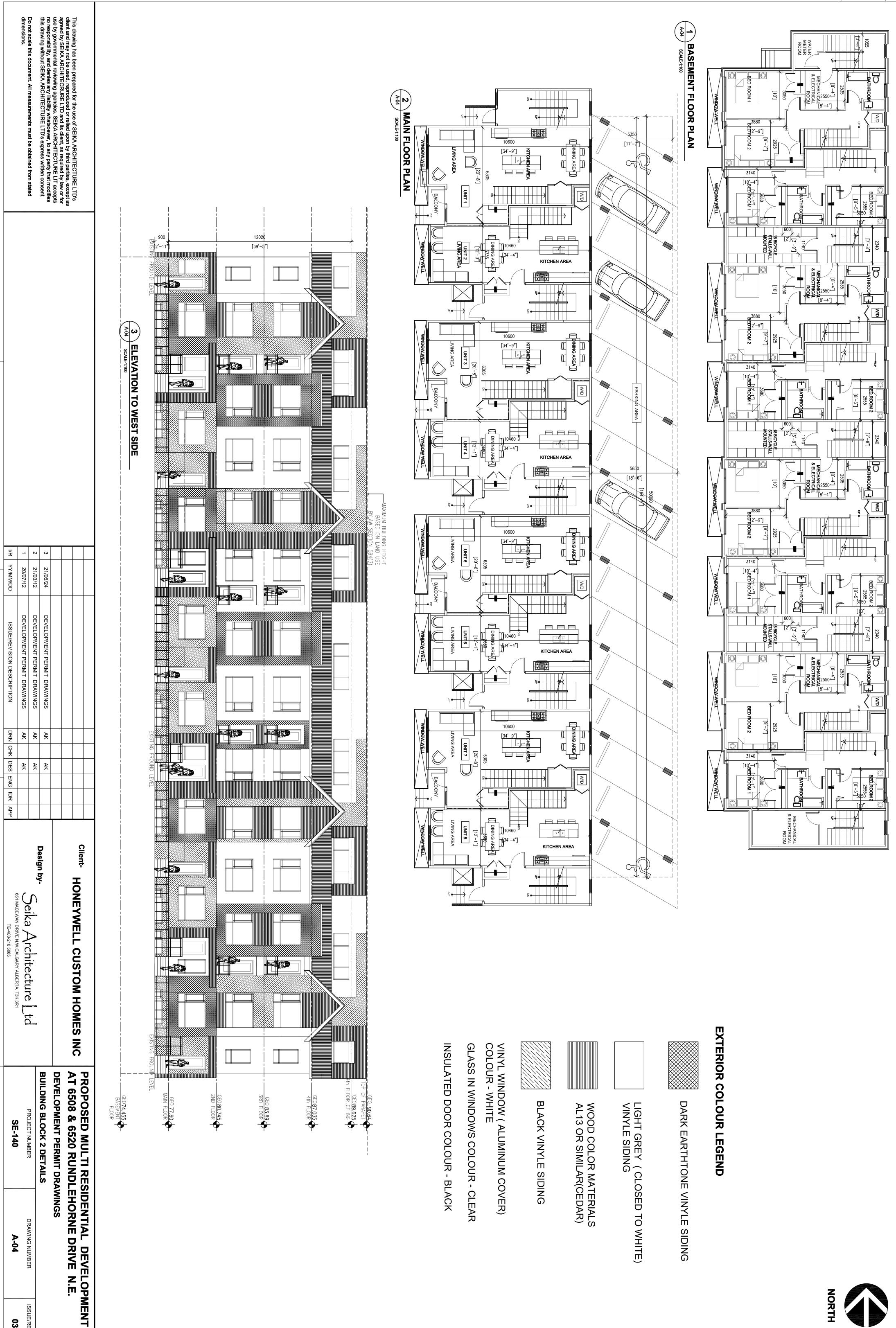
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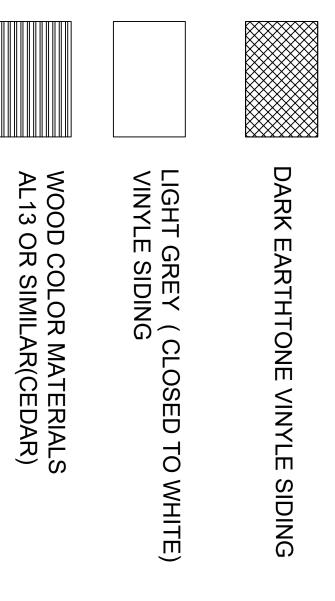


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D SIZE 24" x 26" (609.6mm x 914.4mm)

EXTERIOR COLOUR LEGEND



GLASS IN WINDOWS COLOUR - CLEAR

INSULATED DOOR COLOUR - BLACK

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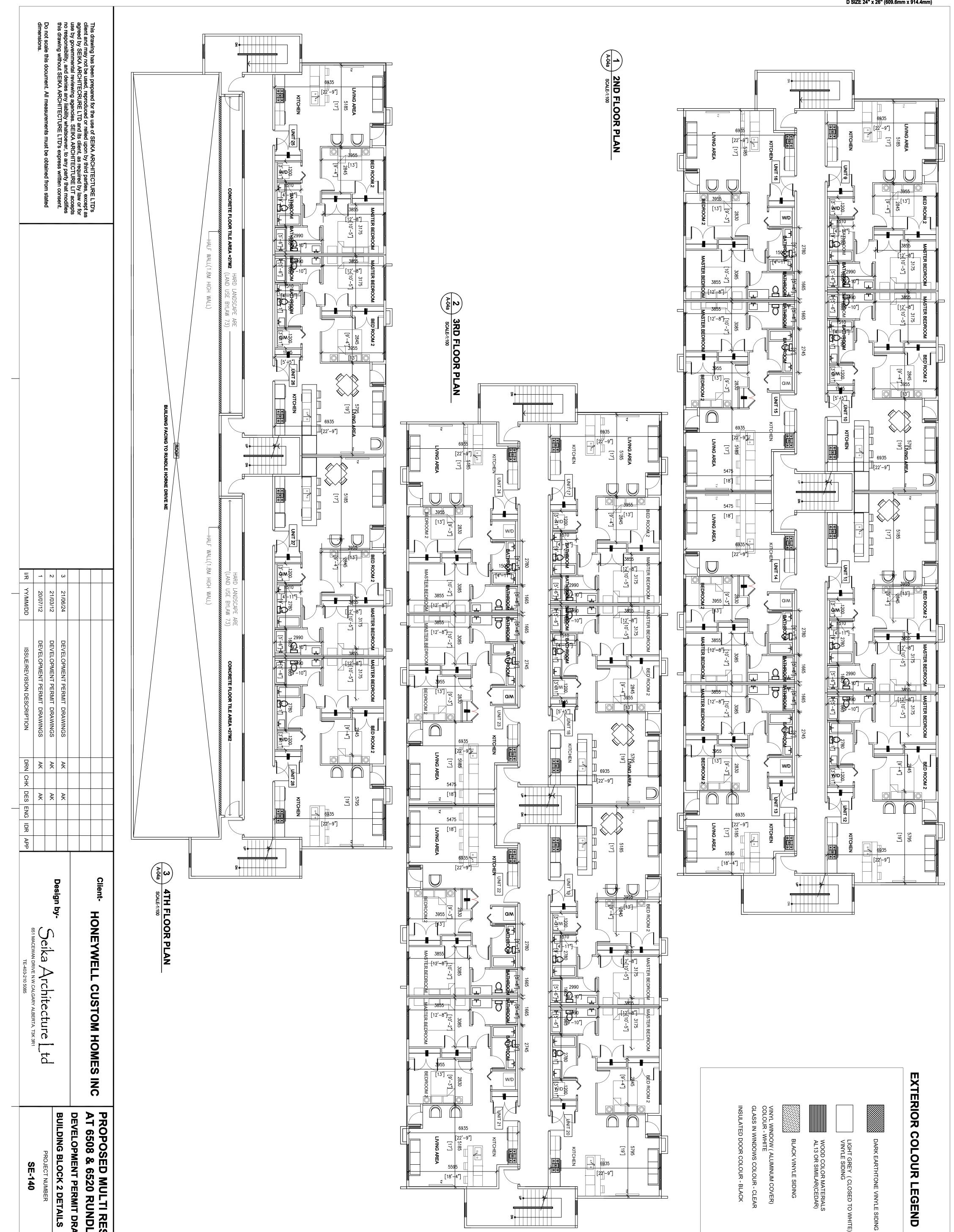
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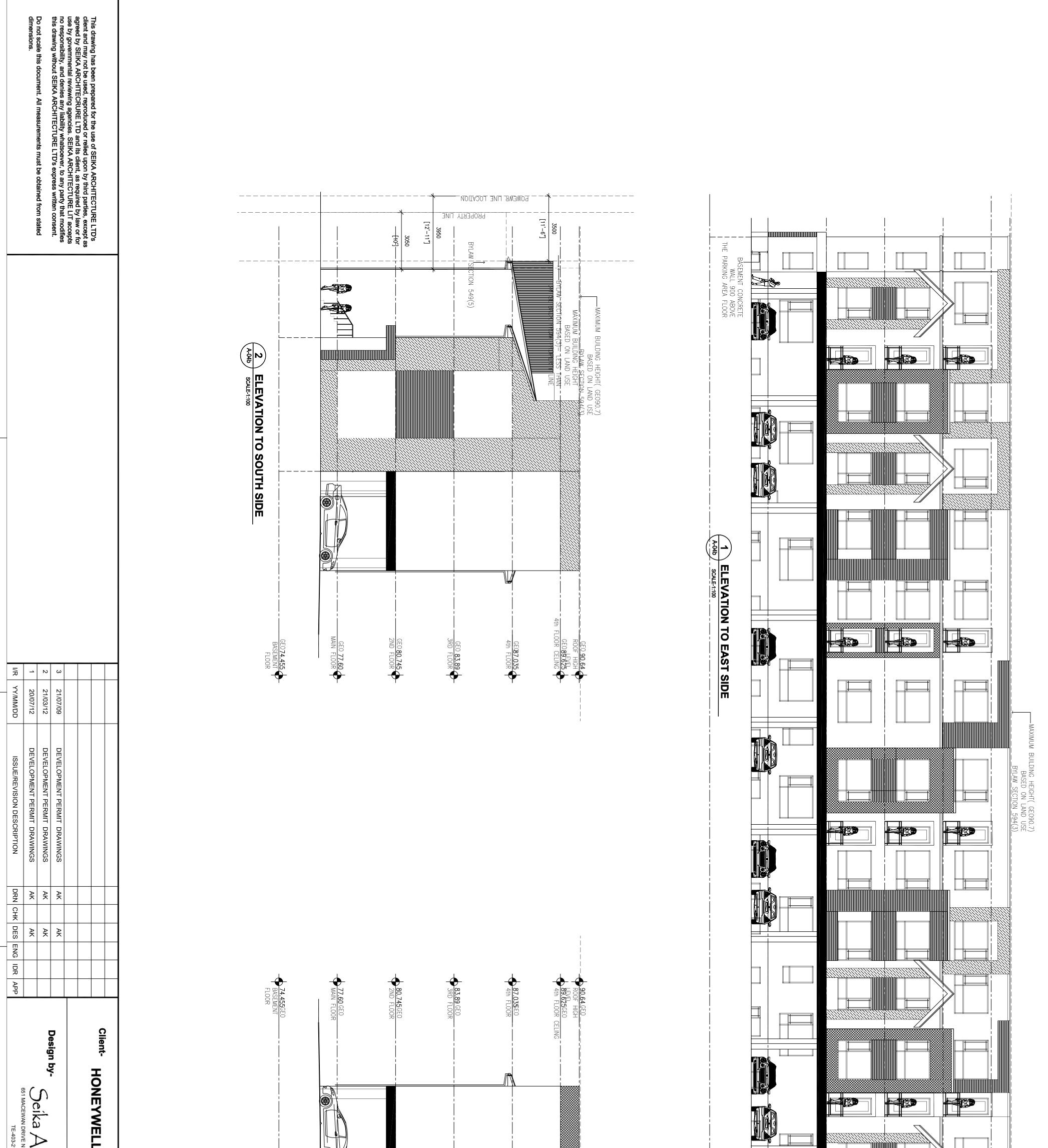
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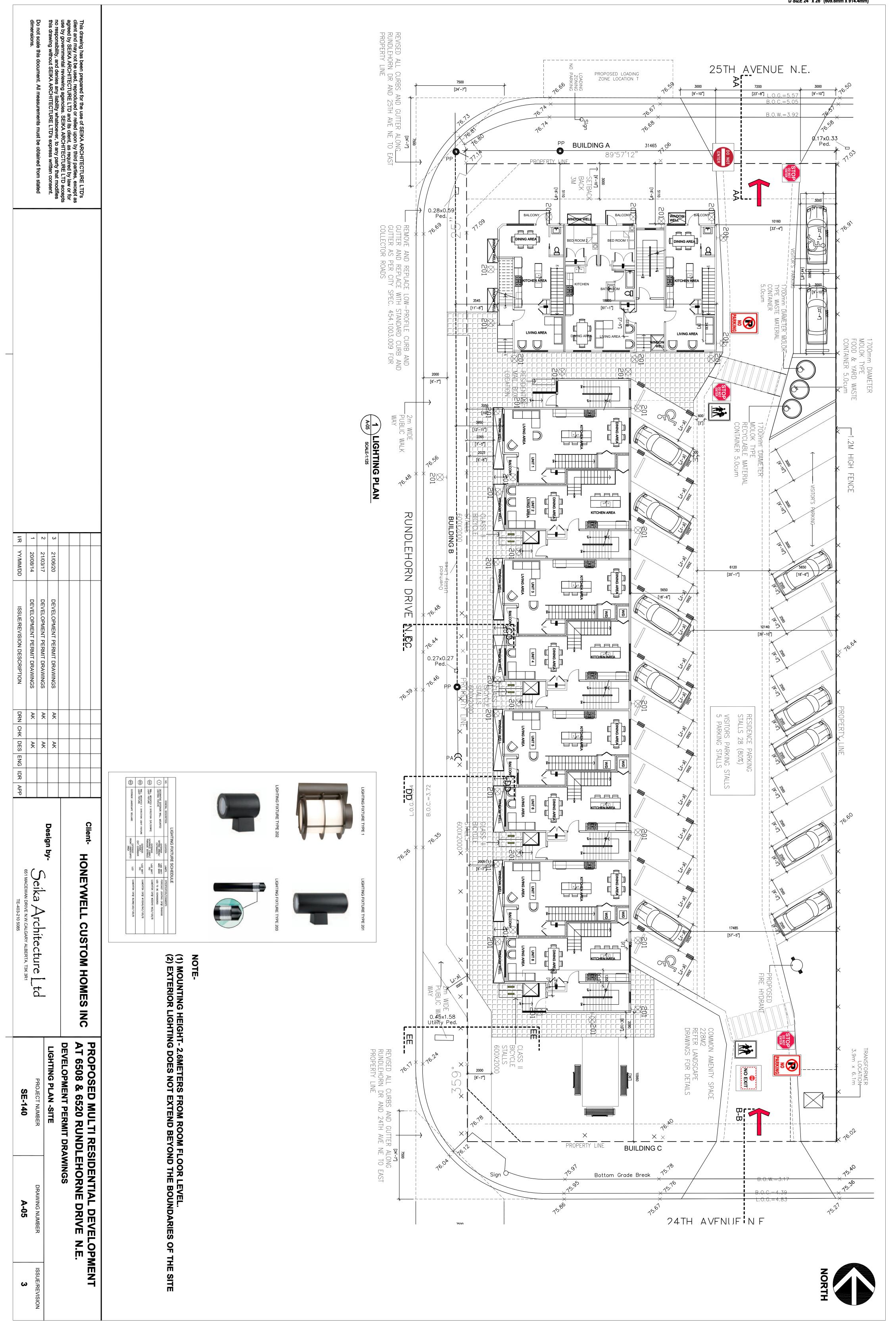
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•	BUILDING BLOCK 2 DETAILS		
rchitecture Ltd	PROJECT NUMBER	DRAWING NUMBER	ISSUE/REVISION
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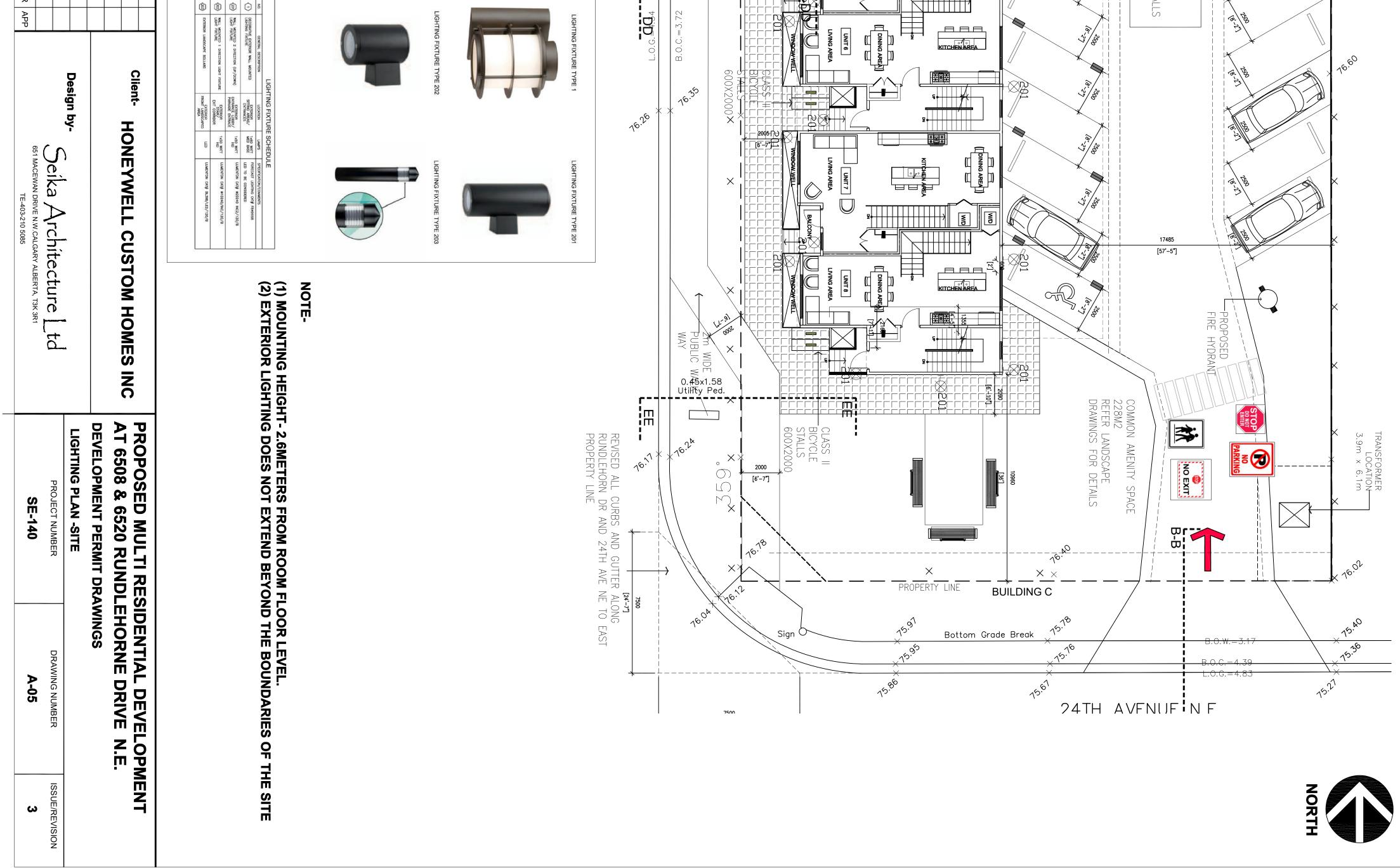
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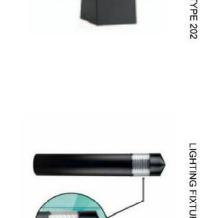
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GEO 74.455 BASEMENT FLOOR	GEO 77.60 MAIN FLOOR	GEO 80.745 2ND FLOOR	GEO 83.89 3RD FLOOR	GE (87.035 4th FLOOR	GEO 90.64 ROOF HIGH GEO 89.625 4th FLOOR CELING
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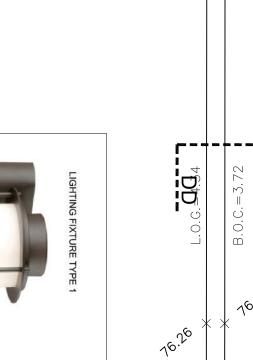


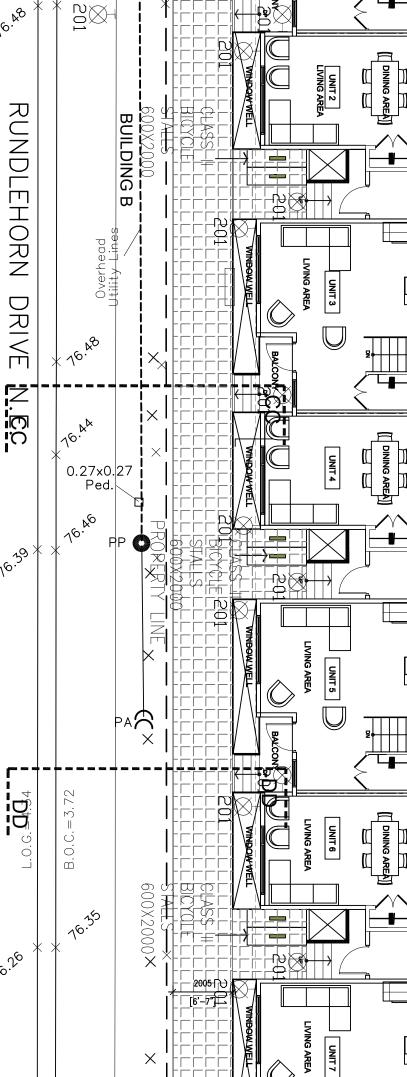


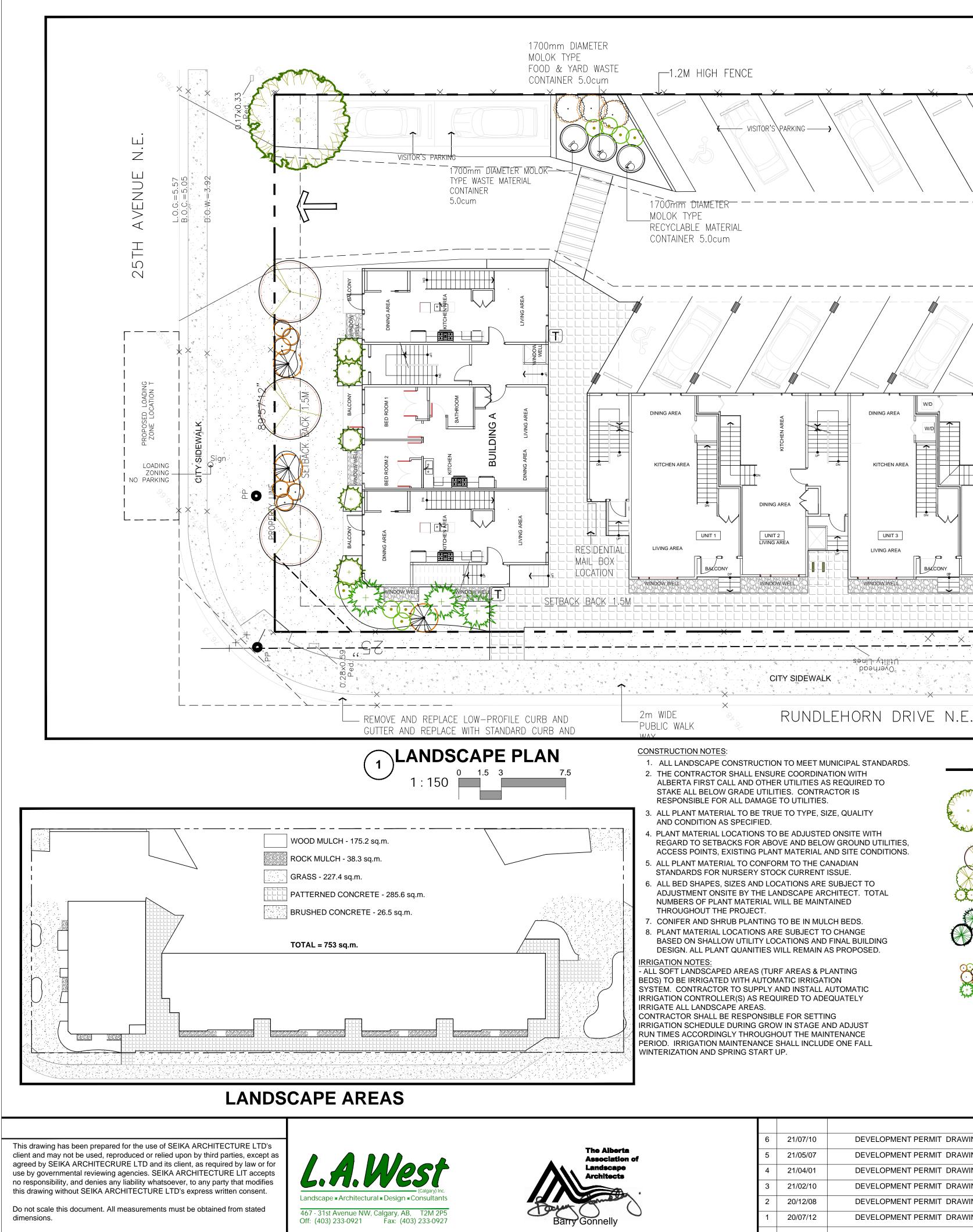




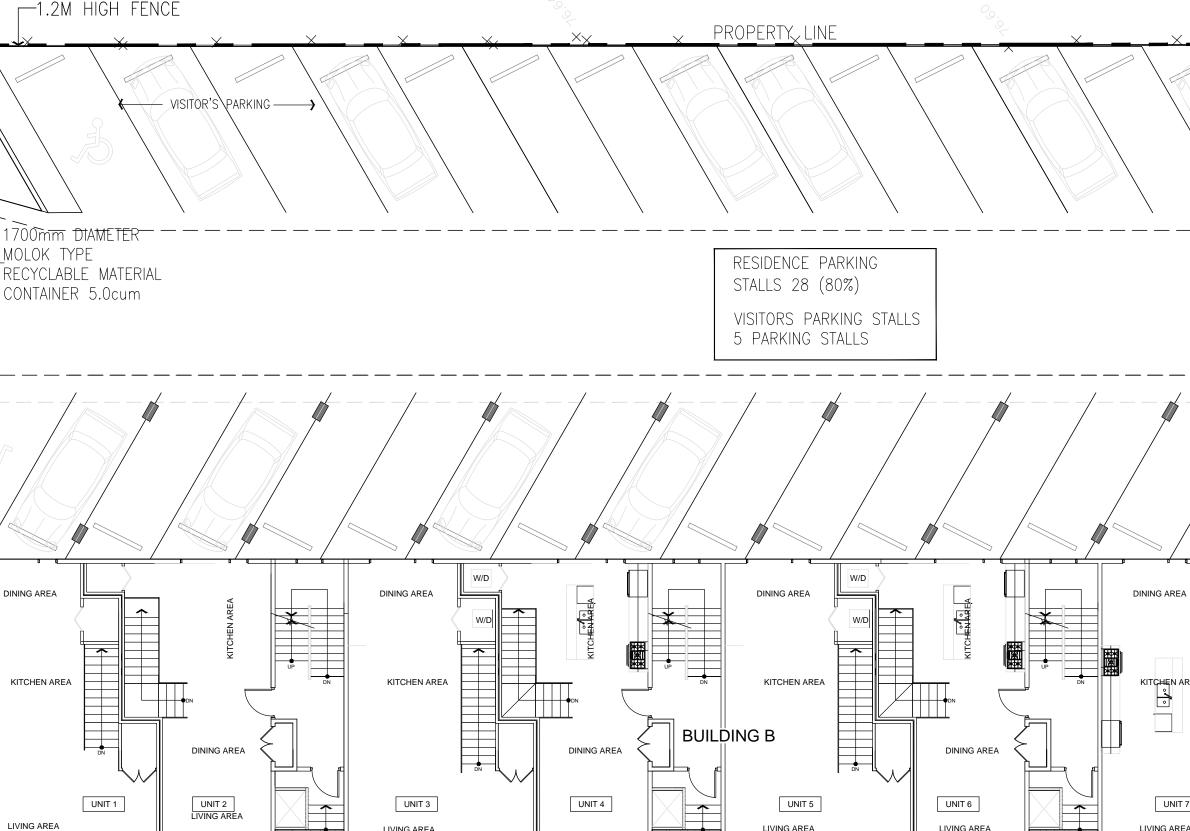












- REGARD TO SETBACKS FOR ABOVE AND BELOW GROUND UTILITIES, ACCESS POINTS, EXISTING PLANT MATERIAL AND SITE CONDITIONS.

- BASED ON SHALLOW UTILITY LOCATIONS AND FINAL BUILDING



CANOPY DECIDUOUS TREES : 1 - 75mm CAL. MIN. SUGGESTED SPECIES INCLUDE: BRANDON ELM - ULMUS AMERICANA 'BRANDON'

JKERIY LINE

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B.0.C.≒3.72

L.O.G.=4.34

ORNAMENTAL DECIDUOUS TREES - 22 11- 75mm CAL. MIN., 11 - 50mm CAL MIN. SUGGESTED SPECIES INCLUDE: -SPRING SNOW CRAB - MALUS X 'SPRING SNOW' TREMBLING ASPEN - POPULUS TREMULOIDES COLUMNAR ASPEN - POPULUS TREMULA 'ERECTA'

CONIFEROUS TREES - 8 4- 3m HT MIN. , 4 - 2.0m HT. MIN SUGGESTED SPECIES INCLUDE: COLORADO SPRUCE - PICEA PUNGENS LODGEPOLE PINE - PINUS CONTORTA LATIFOLIA SHRUBS - 62 MINIMUM 600mm HT. OR SPREAD SUGGESTED SPECIES INCLUDE: - POTENTILLA VARIETIES, SPIREA VARIETIES, COMMON WILD ROSE, BLUE FOX WILLOW, SHINING WILLOW, MUGO PINE, NON-FRUITING

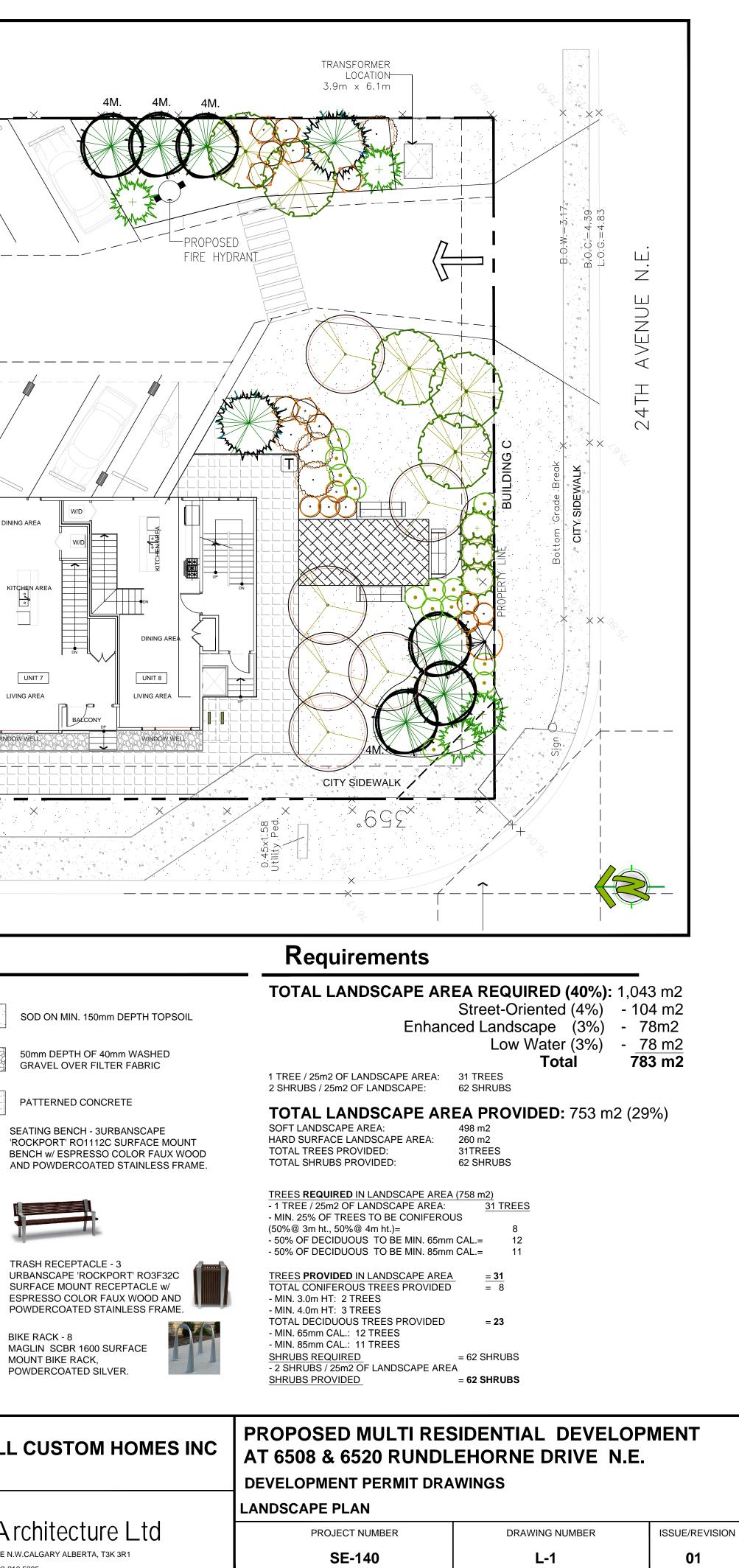
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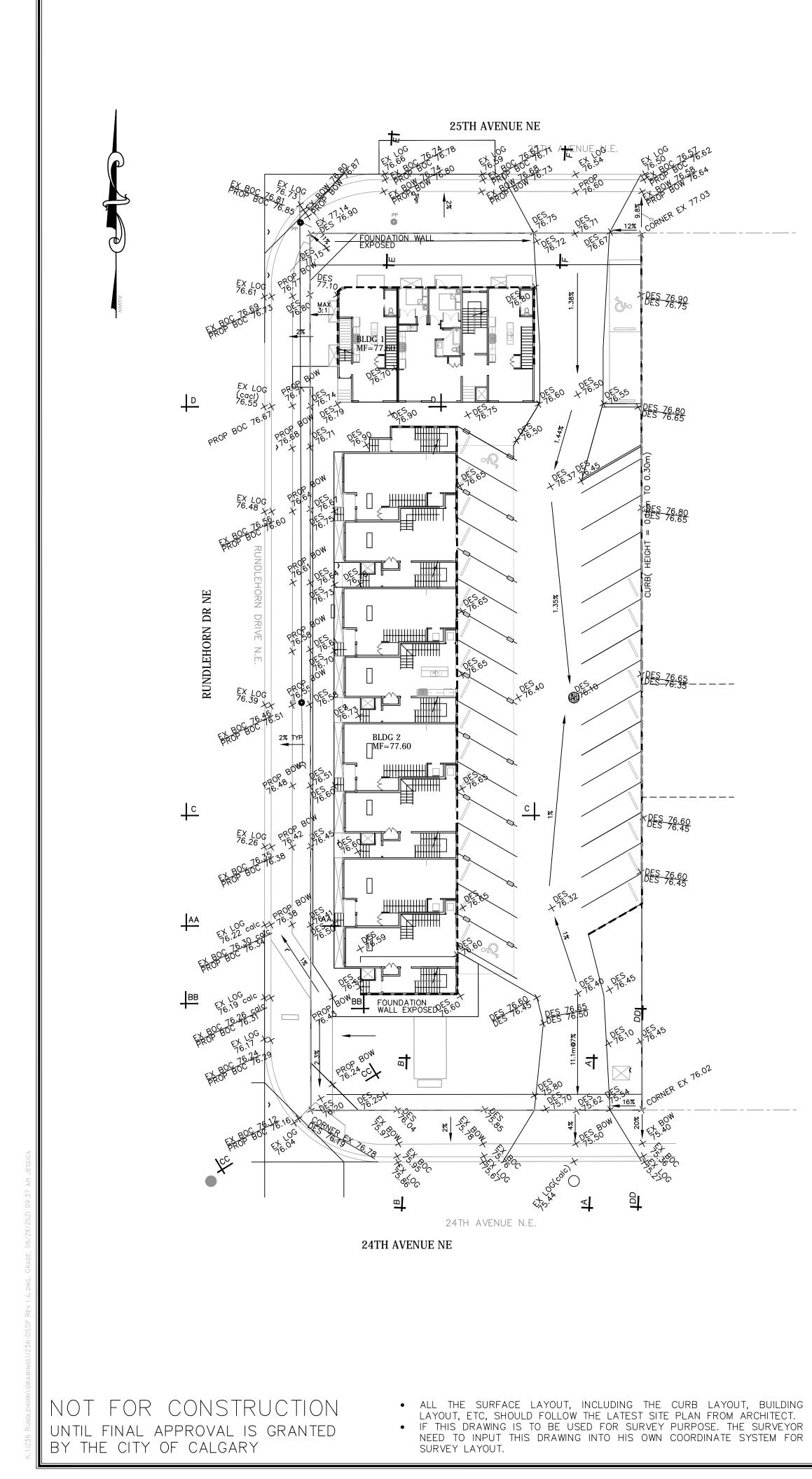
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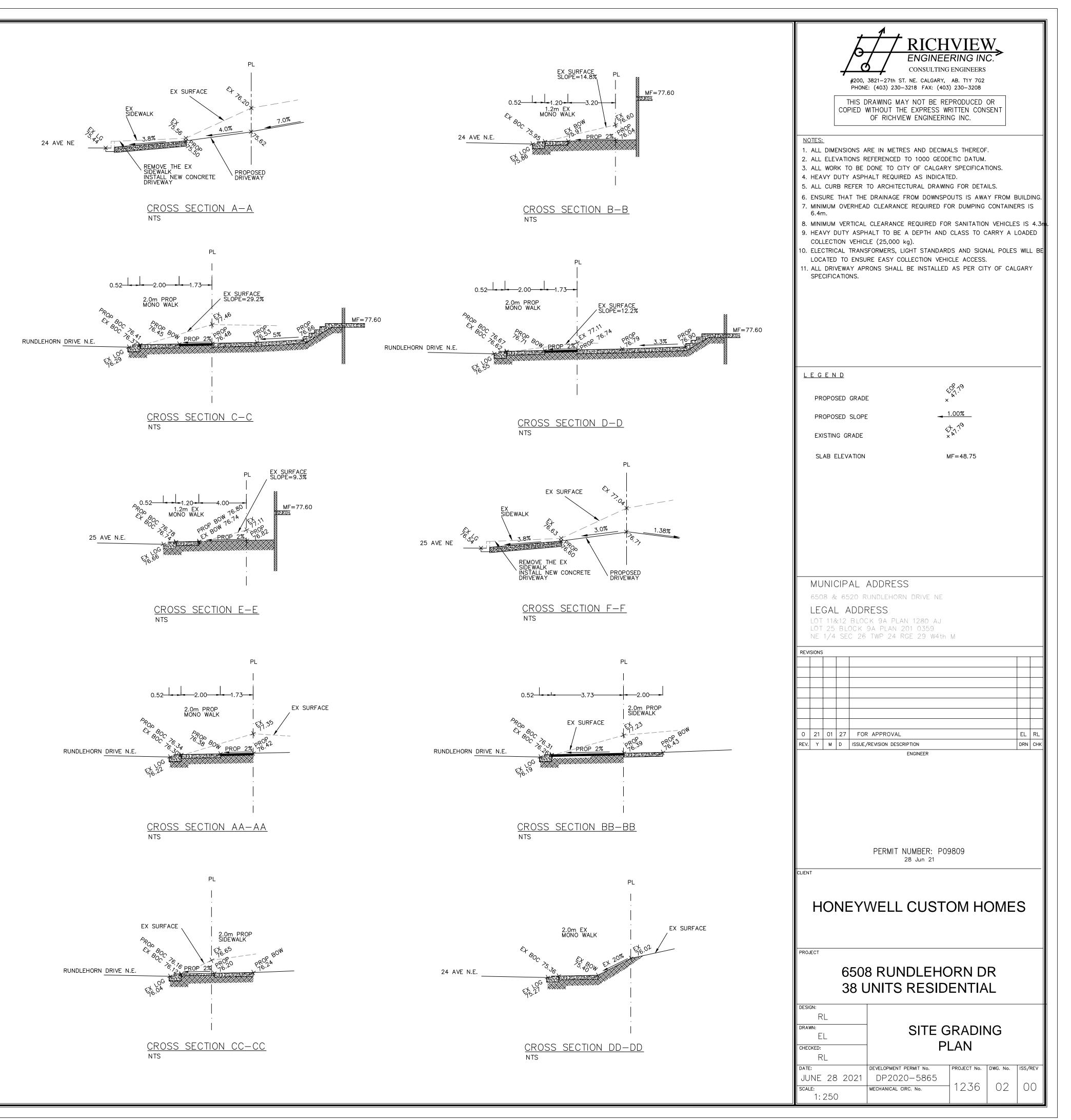
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JUNIPER VARIETIES.

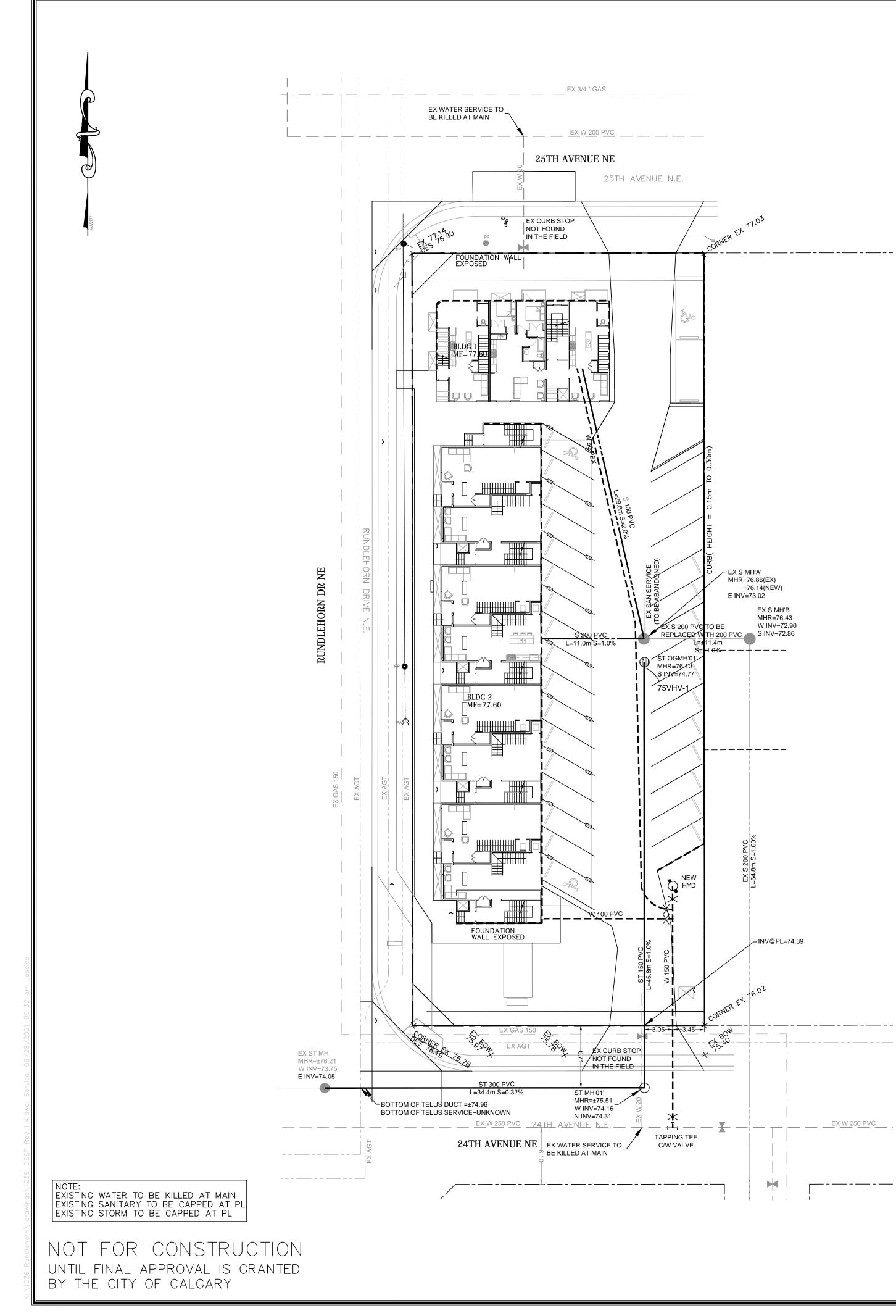
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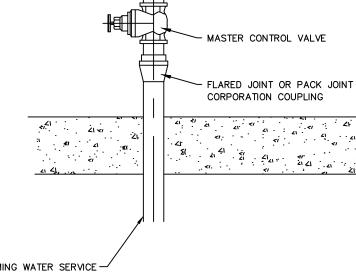


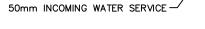












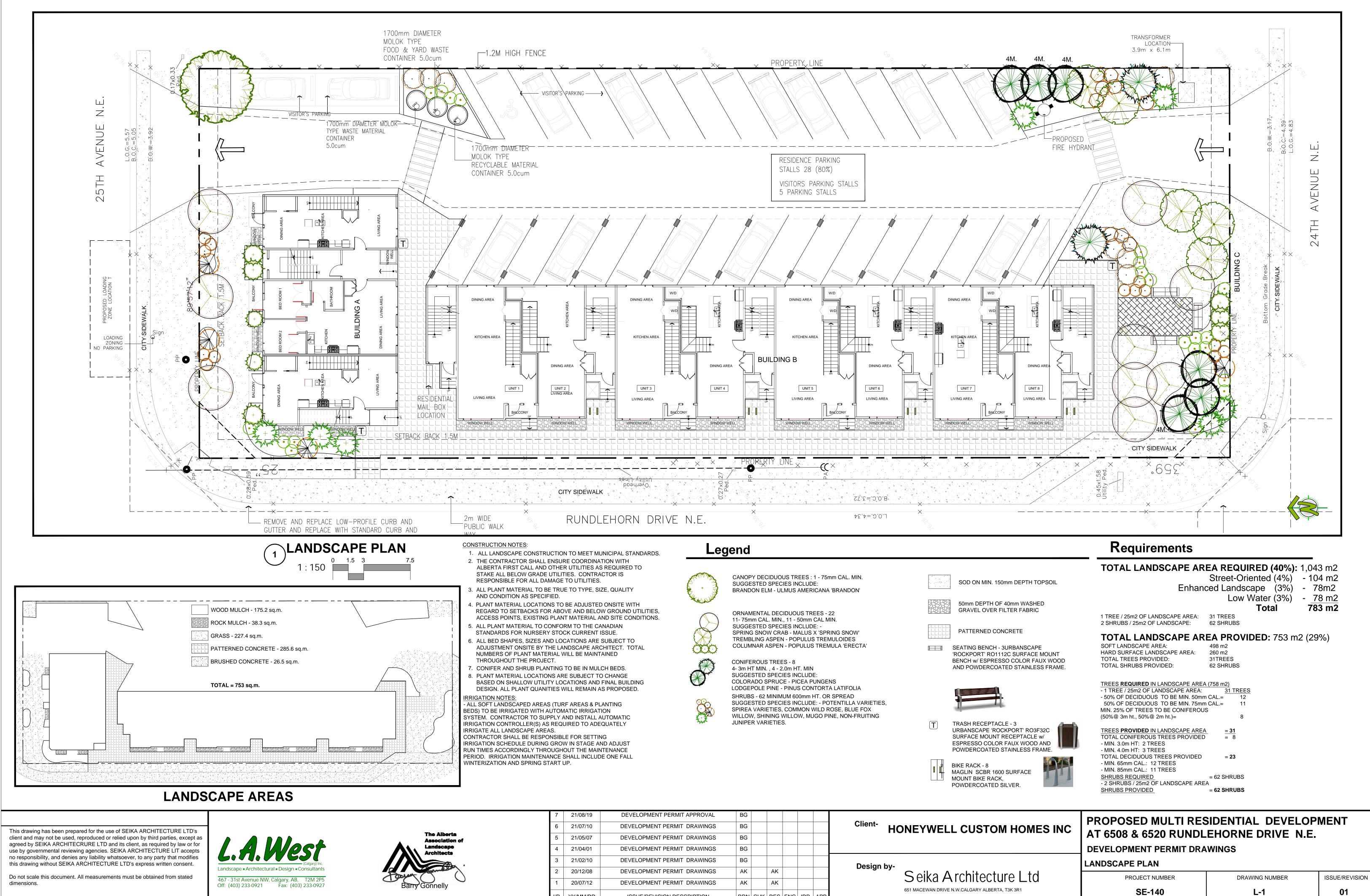


- ALL THE EXISTING UTILITIES INFORMATION ARE EITHER FROM THE RECORD OF CITY OF CALGARY OR THE SURVEY PLAN PROVIDED BY THE SURVEY COMPANY. THE CONTRACTOR SHOULD CONFIRM ALL THE EXISTING SERVICES INFORMATION (INVERTS, LOCATION, ETC) AND INFORM RICHVIEW ENGINEERING INC FOR NECESSARY ADJUSTMENT PRIOR TO CONSTRUCTION.
 ALL THE SURFACE LAYOUT, INCLUDING THE CURB LAYOUT, BUILDING
- LAYOUT, ETC, SHOULD FOLLOW THE LATEST SITE PLAN FROM ARCHITECT.
 IF THIS DRAWING IS TO BE USED FOR SURVEY PURPOSE. THE SURVEYOR NEED TO INPUT THIS DRAWING INTO HIS OWN COORDINATE SYSTEM FOR
- SURVEY LAYOUT. • THE CONTRACTOR MUST SUPPLY WRITTEN NOTICE TO RICHVIEW ENGINEERING INC OF INTENT TO START CONSTRUCTION OF THE DEEP
- UTILITIES AT LEAST 3 DAYS IN ADVANCE OF THE CONSTRUCTION START. • FAILURE TO DO SO MAY RESULT IN A REQUEST TO HAVE THE LINES EXCAVATED SO AS TO ASCERTAIN BEDDING CONDITIONS AND THAT PIPE HAS BEEN PLACED CORRECTLY AND/OR TO HAVE A VIDEO EXAMINATION
- OF THE PIPE PERFORMED AT THE CONTRACTOR'S EXPENSE.
 FAILURE TO HAVE THE INSPECTIONS COMPLETED ADEQUATELY WILL PREVENT RICHVIEW ENGINEERING INC'S BEING ABLE TO EXECUTE THE NECESSARY CERTIFICATIONS REQUIRED BY THE ALBERTA BUILDING CODE AND THE NATIONAL BUILDING CODE.

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		CONSULTIN 201, 203 – 38th AVE NE.	NG ENGINEERS CALGARY, ALBERTA T2E	2М3
	THIS [E: (403) 230–3218 FAX: (4 DRAWING MAY NOT BE F WITHOUT THE EXPRESS OF RICHVIEW ENGINEEF	REPRODUCED OR WRITTEN CONSENT	
	NOTES: 1. ALL PLANS SUBJE	CT TO TERMS OF DEVELO		
	3. ALL ELEVATIONS F 4. ALL WORK TO BE	ARE IN METRES AND DECI REFERENCED TO 1000 m DONE TO CITY OF CALGA SHALL HAVE A MIN. OF 2	GEODETIC DATUM. NY SPECIFICATIONS.	SOIL
	CONDITIONS AND 3 6. WATER MAINS 150	3.3m IN GRAVEL CONDITIC Ø OR LARGER SHALL BE DS OR TO BE PVC DR18.	DNS. PVC DR18.	SOIL
	9. ALL SANITARY SE 10. ALL PE WATER SE	STORM MAINS 150Ø OR L VICES 100Ø OR SMALLER RVICES SHALL BE DR 11. CES ARE TO BE BROUGHT	SHALL BE SDR-28.	-35.
	FOUNDATION WALL ROOM.	, WATER SERVICES ARE T	O BE BROUGHT INTO	
	13. ALL CONCRETE SE SULPHATE RESIST	ORDANCE WITH CITY OF C WER PIPES, MANHOLES, C ANT CONCRETE (TYPE 50) SANITARY SEWER PIPE BEI	CATCH BASIN BARRELS	SHALL BE
	TO 375mm TO BE CLASSIFICATIONS I	CLASS III IN ACCORDAN	ICE WITH THE UNIFIED	SOIL
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	LOWS. 19. ALL CATCH BASIN	S SHALL BE TYPE 'C' OTH ATION TO BE CONFIRMED	HERWISE NOTED.	
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	CATCHBASIN MANHOLE WATER VALVE	• × •		
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Appendix 11





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	SEATING 'ROCKPO BENCH V AND PO
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TRASH URBANS SURFAC ESPRES POWDE

						BG	DEVELOPMENT PERMIT APPROVAL	21/08/19	7
Client- HONEYWELL CUS						BG	DEVELOPMENT PERMIT DRAWINGS	21/07/10	6
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						BG	DEVELOPMENT PERMIT DRAWINGS	21/04/01	4
Design by-						BG	DEVELOPMENT PERMIT DRAWINGS	21/02/10	3
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				AK		AK	DEVELOPMENT PERMIT DRAWINGS	20/07/12	1
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eika Architecture Itd

Principal: Ajith Karunasena, Architect, AAA & Urban designer

SDAB 2021-0075

6508 RUNDLEHORN DR NE, 6520 RUNDLEHORN DR NE

DP2020-5865

(1)The development permit applies to 6508 RUNDLEHORN DR NE, 6520 RUNDLEHORN DR NE on Sep 17, 2020

(2) The signboard display at proposed development site on October 27, 2020 regarding the detailed information to the public about the development permit.

See Appendix 1 for more information

(3) None of the surrounding residence or community association sent comments or requests for information to the city's file manager or applicant from October 27, 2020 to May 18, 2021 (7 months).

(4) Based on the DTR1 City comments, consultants DTR response report. Report provided logical approaches to the site with respect to the site constraint, how to recover the investment, and build the missing city's public walkway along Rundlehorn Drive NE.

(5) Appendix 3 include the details: Image of Rundlehorn Drive NE & 24TH Avenue NE-Abandoned public sidewalk. Rundlehorn road sidewalk cannot be built and connected with 24 Ave NE existing sidewalk due to the level difference of surrounding conditions. In addition to that, the Enmax utility box is located at Rundlehorn Drive NE. Proposed development dedicates land area to connect the 24th Ave NE sidewalk & proposed Rundlehorn Drive sidewalk. Developer agrees to build the proposed sidewalk along Rundlehorn Drive at their own cost and according to the City of Calgary's standards.

(6) We received DTR comments 2 on May 18th 2021. Consultants have reviewed the comments and prepared the revised drawings. We have discussed with the city of Calgary's file manager regarding the revised landscape plan.

See appendix 4 for more details.

The LA West Landscape Architect's email on May 7th 2021 officially informed the City of Calgary's file manager that the revised landscape drawings comply with all the of details requested by the City of Calgary's Landscape department.

(7) We have conducted proper community presentation based on to the DTR 2 comments revised drawings.

See Appendix 5 for more details

(8) Land owners contacted the surrounding residences and discussed the proposed development & the way we are going to build the Rundlehorn Drive's public sidewalk at the developer's expense. We received 25 community support letters from the surrounding residences.

See appendix 6 for more details

(9) Consultants have submitted the revised drawings based on city of Calgary guidelines and procedures.

See Appendix 7 for DTR 2 response report.

(10) Architect has informed the city of Calgary's mayor, area councilor (Carra, Gian-Carlo) and city of Calgary's file manager regarding details of the proposed development and surrounding residences letters of support.

See Appendix 8 for details.

(11) Shadow study report confirms that shadows will be casted within the property line from March to September.

See Appendix 9 for details.

(12) Conditionally approved DP drawings - Appendix 10

Landscape plan – Conditionally approved DP drawings – Appendix 11

Sincerely Ajith Karunasena Architect AAA, and Urban Designer B.Sc. (BE), M.Sc. (Arch), MUDS (M.Sc. Urban), RIB