

REPORT TO THE CALGARY PLANNING COMMISSION

DEVELOPMENT PERMIT	ITEM NO: 06	
	CPC DATE:	2007 December 13
	DP NO:	DP2006-3404

KINGSLAND  
(Ward 11 – Alderman Pinncott)



PROPOSAL: Apartments (40 Units)

<b>APPLICANT:</b> Manu Chugh Architect	<b>OWNER:</b> 1051352 Alberta Ltd., (Tim Down) The City of Calgary
<b>MUNICIPAL ADDRESS:</b> 925 - 67 Avenue SW	<b>LEGAL DESCRIPTION:</b> Plan 4910AK, Block 10, Lots 1-6; Plan 1297GU, Block 10, Lots 18-21; and Plan 4910AK, Block 10, the westerly 32.582m in perpendicular width throughout of lane (Map 28S)
<b>EXISTING LAND USE DISTRICT(S):</b> DC8265	
<b>AREA OF SITE:</b> 0.176 ha ± ( 0.434 ac ±)	
<b>CURRENT DEVELOPMENT:</b> vacant (surface parking)	

**ADJACENT DEVELOPMENT:**

**NORTH:** vacant, apartments, duplex

**SOUTH:** apartments, townhouses

**EAST:** apartments, townhouses

**WEST:** mixed use ( retail, offices and apartments )

<b>DEVELOPMENT SUMMARY</b>			
<b>RULE</b>	<b>BYLAW STANDARD</b>	<b>PROPOSED</b>	<b>RELAXATION</b>
<b>DENSITY</b>	150 people/acre 1.7 people/ 1 bdrm unit 2.3 people/ 2 bdrm unit	148 people/acre (45 existing 1 bdrm, 11 new 1 bdrm, and 29 new 2 bdrm units)	0
<b>HEIGHT</b>	Max.51ft.(15.54m), excluding elevator shafts	N: 57'1" (17.4m) E: 57'1" (17.4m) W: 57'1" (17.4m)	+1.86m +1.86m +1.86m

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<b>RULE</b>	<b>BYLAW STANDARD</b>	<b>PROPOSED</b>	<b>RELAXATION</b>
<b>PARKING</b>	86 stalls underground	105 stalls underground, 9 visitor, surface	0
<b>LANDSCAPING</b>	A provision of acceptable landscape plans, including mature trees along Elbow Drive frontage to the satisfaction of Calgary Planning Commission	Total trees= 43 Large = 31 Small = 7 Coniferous = 5	Unable to determine
<b>EXTERIOR FINISH MATERIALS</b>			
<b>Walls:</b> Brick, stucco, pre-cast mouldings, painted metal railings with glass panels			
<b>Windows:</b> Clear glazing with aluminium frames			

<b>SUMMARY OF CIRCULATION REFEREES</b>	
<b>CPTED ASSESSMENT</b> Crime Prevention Through Environmental Design	No comments received.
<b>ENVIRONMENTAL MANAGEMENT</b>	Not Applicable
<b>URBAN DESIGN REVIEW COMMITTEE</b>	Not Applicable
<b>COMMUNITY ASSOCIATION</b> Kingsland	See APPENDIX III

## PLANNING EVALUATION

### Introduction

This Development Permit application is for a 40 unit, six storey apartment development. The site occupies a corner lot one block south of Glenmore Trail SW on the east side of Elbow Drive SW in the community of Kingsland.

### Site Context

The subject site is the undeveloped part of a larger property comprised of three parts: 920 - 68 Avenue SW, which was developed for apartments some years ago; the vacant parcel at 925 - 67 Avenue SW and a closed portion of an intervening lane.

The area surrounding the site on the north, east and south is characterized by a mixture of older low-rise apartment buildings, townhouses, duplexes and single detached dwellings. West of the site, across Elbow Drive is Mayfair Place, a large high-rise mixed use development. At six storeys the proposal will provide both a stepping down of density and height from Mayfair Place to the low-rise development east of the site as well as some buffering between Glenmore Trail and the existing housing to the south.

### **Land Use District**

DC 8265 (See APPENDIX II) which pertains to the site was adopted by Council in 1971. It provides very few guidelines for development except those already referred to in the Development Summary. While it was not tied to plans, it clearly was based on a proposal dating from that time and that incorporated the apartments built on the southern part of the property at 920 - 68 Avenue SW. Two aspects of DC8265 are of note:

- It was expected that the portion of the lane would be closed and consolidated with the adjacent parts of the overall site; and
- The north portion of the site would be used as surface parking for the 41 units to the south. Upon development of the north portion, underground parking would be developed to accommodate parking for both the north (new) and south (older) apartment buildings.

### **Site Characteristics**

Having been used as a parking lot the site is flat. Existing vegetation will be removed.

### **Legislation & Policy**

The Kingsland community does not have a policy document governing redevelopment. However, it is subject to the policies of The Calgary Plan. The proposal is in keeping with those policies in The Calgary Plan calling for increased densities in the inner city.

### **Site Layout & Building Design**

Plans of the proposal are found in APPENDIX I. The proposed development consists of a 40 unit, six storey, apartment building with two-and-a-half levels of underground parking. The main entry is oriented to 67 Avenue. Ground floor units facing 67 Avenue and Elbow Drive connect to the City sidewalk via individual gated walkways. All units have either patios at grade or balconies.

The building is roughly square in plan. Large corner balconies, vertical and horizontal modulation of the facades, a variety of cornice lines and parapets, as well as brick facing serve to break up the mass and add interest to the exterior.

As noted in the Development Summary, the height exceeds the maximum listed in the DC guidelines. The maximum height of 15.54m (51 ft.) in the guidelines was based on what was standard at the time. Current floor to floor heights are greater, resulting in the need for a height relaxation.

### **Landscaping**

The landscaping for the project is almost completely over the underground parkade. The resulting landscaping scheme has two components: 900mm deep planters combined with a variety of decorative and plain concrete walkways and patios. The DC guidelines left the assessment of the landscaping largely up to CPC. When compared to the requirements of 2P80,

the proposal provides approximately 41 per cent of the total site in landscaped area and is considerably oversupplied with trees.

Two major features of the landscaping scheme are a plaza at the main entry off 67 Avenue and a communal plaza between the new building and the adjacent existing building to the south.

### **Site Access & Traffic**

The subject site is located close to and on two major traffic arteries in the city, Glenmore Trail and Elbow Drive SW. However, given the relatively small size of the project a Traffic Impact Assessment was not required. The main pedestrian access to the building is from 67 Avenue SW. Several ground floor units have individual direct access. Vehicular access to the parkade is from the lane. The surface visitor parking is also accessed from the lane. In a land swap with the City the closed piece of lane is to be consolidated with the development property and the lane realigned across the developer's property to exit onto 67 Avenue SW.

### **Parking**

A parking study was not required. As per DC8265, 86 underground parking spaces are required. The proposal provides 105 underground parking spaces; 9 surface spaces for visitors; and 10 bicycle parking spaces.

### **Site Servicing for Utilities**

Services are available to the site. Relocation of services currently in the closed lane will be at the developer's expense. The developer is also responsible for paving the north-south leg of the realigned lane in order to facilitate garbage collection.

### **Environmental Site Assessment**

An Environmental Site Assessment was not required.

### **Community Association Comments**

The comments from the Kingsland Community Association are found in Appendix II. Their concerns included water infiltration in the parkade; potential flooding from the intersection at Elbow and 67 Avenue; noise control for ground floor units; finishes inside the units; and construction of the patios prior to occupancy.

The water and flooding issues are examined in the normal course of Urban Development's review of both the Development Permit and the Building Permit. Noise control measures were not raised by Transportation. Interior finishes are outside the scope of the Development Permit. Construction of the patios prior to occupancy is largely a matter of timing. If the building is otherwise complete but the weather is not suitable for completing the landscaping then securities may be taken and the construction deferred.

### **Adjacent Neighbour Comments**

No comments received.

## **CONCLUSION:**

The proposal is supported for the following reasons:

1. The proposed development contributes to the increase of density in the inner city as per the Calgary Plan.
2. The proposal will provide an attractive, intermediate step between the existing high density, high -rise development to the west and the lower density low-rise development east of the site.
3. The size of the proposal is appropriate for its location and provides some buffering for neighboring property from the nearby major traffic arteries.

## **CORPORATE PLANNING APPLICATIONS GROUP RECOMMENDATION: APPROVAL**

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

### **Prior to Release Requirements**

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

Planning:

1. Submit a total of six (6) complete sets of amended plans (file folded and collated) to the File Manager that comprehensively address the prior to release conditions of all Departments as specified below. In order to expedite the review of the amended plans, three (3) plan sets shall highlight all of the amendments. Please ensure that all plans affected by the revisions are amended accordingly. In the event that the prior to release conditions are not resolved, an \$800.00 recirculation fee may apply;
2. Amend the site and landscaping plans to clearly show the location of all visitor and handicap parking stall signage. Provide scaled details of proposed visitor and handicap parking signage;
3. Amend plans to show all roof top mechanical equipment and how it is to be screened;
4. Provide a new title indicating that the titles have been consolidated;
5. Provide a clearance letter from Corporate Properties;

Urban Development:

6. Approval of development application is pending acquisition and consolidation of closed lane right of way (Plan # 830138114) and subdivision and dedication of new north/south lane. New lane right of way to meet minimum specification 454.1004.005. The developer has indicated that the proposed right of way for the new lane exceeds the minimum requirement, and may want to adjust the proposed lane property line. Existing overhead and underground utilities (gas and telus) in the closed lane to be removed and relocated at developer's expense. Developer to provide a block profile for the proposed lane for Roads to review and approve. A storm extension may be required if a trapped low is created in the lane. Design of lane grades should avoid locating the trapped low at the intersection of both lanes, adjacent to the driveway ramp to the underground parkade;

7. The developer shall submit two (2) sets of amended plans to the File Manager to specifically address the requirements of the Business Unit(s) as listed below:

Calgary Roads

- a. Continuous sidewalk and curb and gutter across driveway crossings;
- b. Indicate on the Site Plan the location of the existing driveway crossing to 67 Avenue SW and note that it is to be closed and rehabilitated at the developer's expense;
- c. A detailed driveway cross-section complete with ramp grades and elevations at face of curb, back of sidewalk, property line and driveway ramp on private property;
- d. Elevations shown on driveway ramp cross section are not compatible with grades shown. Revise accordingly. Show required trench drain as per City specification 454.1010.003. Wastewater and Drainage requires a minimum 0.6 meters of ramp be sloped 2% away from the front of the garage door down towards a trench drain. The maximum allowable approach grade of the ramp to the trench drain is 10% for a minimum length of 4.5 meters. Developer is to provide evidence of approval from Building Grades for a gravity connection from the trench drain to a City storm utility. No mechanical pumping system will be permitted. Connection to the sanitary sewer system is only permitted for areas that are inside the building (garage floor drain). Overland drainage from originating from outside cannot be redirected into the sanitary system;
- e. Turning area of new lane to be posted "No Parking". Show signs on site plan;
- f. "Proposed stairs going to parkade" and garbage enclosure is outside the boundary of the development site. Provide letter of no objections from the adjacent property owner;
- g. Indicate location of bollards (detail shown); and
- h. Proposed trees are within close proximity to the lane property line, and should be relocated further back on private property to avoid tree branches that will overhang over into the lane where solid waste vehicles will be maneuvering.

Waste and Recycling Services

- a. Undersized waste storage area. Increase enclosure size to 3.5m x 6.5m;
- b. Provide 3m wide overhead door to waste room;
- c. Insufficient waste collection vehicle access. Increase length of "lay-by" leading to the garbage room to 12.2m (40'); and
- d. Contact the Waste and Recycling Services Technical Assistant at 230-6646.

Calgary Waterworks

- a. An adequate water meter room adjacent to an exterior wall where the services enter building;

8. The developer shall remit payment to address the requirements of the Business Units as listed below:

Calgary Roads (CERTIFIED CHEQUE)

- a. Approved driveway crossings;
- b. Driveway crossing closure;
- c. Wheelchair ramp;
- d. Asphalt lane pavin;
- e. Streetlight upgrading; and
- f. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Calgary Roads personnel;

9. The developer shall provide a letter of understanding to accept responsibility to ensure driveways will be constructed to plans approved by Calgary Roads. The letter must be signed by the land owner or authorized company representative.

The letter should state the following:

Company letterhead or Land Owner's Name and Address

Development Permit Application #: \_\_\_\_\_

Date: \_\_\_\_\_

I understand that I am responsible to ensure that approved driveways required for this development must be constructed to the ramp grades shown on the approved plans. I understand that negative sloping of the driveway within the City boulevard is not acceptable to the City. Furthermore, I will be responsible for all cost associated with the removal and reconstruction of the entire driveway ramp if actual grades do not match the approved grades.

Signature of land owner or authorized company representative \_\_\_\_\_;

10. The developer shall provide a letter from the adjacent land owner indicating they have no objections to the driveway flare encroaching into the extended property line of their site;
11. The developer shall consolidate the subject parcels onto a single title and provide a copy of the Certificate of Title;

Transportation:

12. The ramp from the lane to the parkade shall be graded to City standards. The initial segment shall be 4% for 4.5m;
13. The ramp from the lane to the parkade shall be a minimum of 7.2m wide. The plans shall indicate the same. Note: conflicting information indicates the ramp is either 7.2m wide, or 6.096m wide;
14. Visitor parking stalls are located beyond the south property line (also located south of the PL are the line of the parkade wall below, a set of stairs, and the garbage area). If consolidation does not occur first, a mutual access easement agreement shall be registered on all affected titles prior to release of the development permit. The City of Calgary shall be named a party to the Agreement. The Agreement shall be submitted to and approved by The City Solicitor to ensure that the signatories do not amend, terminate or discharge the agreement without The City's consent. See advisory condition;
15. Provide a minimum of 6 visitor parking stalls signed and dedicated for this proposed development. These stalls cannot be shared with adjacent developments. A letter shall be forwarded to The City confirming the same;
16. Confirm that a quantity of 6 class 2 bike stalls will be provided near the main entrance of the building. Bike racks are indicated inconsistently from the Site plan to the landscape plan. For more information regarding bicycle parking requirements, please visit [http://www.calgary.ca/DocGallery/Bu/planning/pdf/bicycle\\_parking\\_handbook\\_draft.pdf](http://www.calgary.ca/DocGallery/Bu/planning/pdf/bicycle_parking_handbook_draft.pdf);



17. Show the revised curb and mono walk (along Elbow Drive SW) as per GE5 plans. Indicate with a dashed line the alignment of the existing curb and mono walk to be revised. Note: if the curb and mono walk have already been reconstructed (as per GE5 requirements) simply show the revised curb and walk and add a notation to the plans indicating the same;
18. Signs advising motorists of the available visitor parking must be prominently displayed in front of the building and a visitor parking sign placed in front of each visitor parking stall. The plans shall indicate the same;
19. The existing curb cuts from the closed lane fronting Elbow Dr SW shall be closed and rehabilitated "at the expense of the developer." The plans shall indicate the same;

### **Permanent Conditions**

#### Planning:

20. The development shall be completed in its entirety, in accordance with the approved plans and conditions;
21. No changes to the approved plans shall take place unless authorized by the Development Authority;
22. A Development Completion Permit shall be issued for the development; before the use is commenced or the building occupied. A Development Completion Permit is independent from the requirements of Building Permit occupancy. Call Development Inspection Services at 268-5491 to request a site inspection for the Development Completion Permit;
23. All roof top mechanical equipment shall be screened as shown on the approved plans;
24. The grades indicated on the Development Permit approved plans must match the grades on the development site servicing plan ("DSSP") for the development site. Prior to the issuance of the Development Completion Permit, the Consulting Engineer must confirm, under seal, that the development was constructed in accordance with the grades submitted on the Development Permit;
25. All areas of soft landscaping shall be provided with an underground sprinkler irrigation system as identified on the approved plans;
26. A lighting system to meet a minimum of 54 LUX with a uniformity ratio of 4:1 on pavement shall be provided;
27. The walls, pillars and ceiling of the underground parkade shall be painted white or a comparable light colour;
28. The light fixtures in the parkade shall be positioned over the parking stalls (not the drive aisles);
29. All stairwell doors and elevator access areas shall be installed with a transparent panel for visibility;
30. All roof top equipment shall be painted and/or screened to the satisfaction of the Development Authority;

Urban Development:

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

Prior to issuance of a Development Completion Permit, a letter from the qualified professional who prepared the Remedial Action Plan and/or a Risk Management Plan is to be issued to The City of Calgary in which the qualified professional certifies that the Remedial Action Plan and/or Risk Management Plan has been implemented.

All reports are to be prepared by a qualified professional and shall be to the satisfaction of The City of Calgary (Environmental Management);

32. The developer shall be responsible for the cost of public work adjacent to the site in City rights-of-way, as required by the Manager of Urban Development, including but not being limited to:
- a. Removal of any existing facilities not required for the new development (old driveways and redundant services, etc.);
  - b. Relocation of works (survey monuments and underground/overhead utilities, etc.);
  - c. Upgrading of works (road widening and watermain upgrading, etc.);
  - d. Construction of new works (lane, paving, sidewalks, curbs, etc.); and
  - e. Reconstruction of City facilities damaged during construction.

All work performed on public property shall be done in accordance with City standards and include, but not necessarily be limited to driveways, walks, curbs, gutters, paving, retaining walls, stairs, guard rails, street lighting, traffic signs and control devices, power and utility poles, electrical vaults, transformers, power lines, gas lines, communication lines, water lines, hydrants, sanitary lines, storm sewer lines, catch basins, manholes, valves, chambers, service connections, berms, swales, fencing and landscaping.

Every effort will be made to identify the cost of public works associated with this development in advance of work proceeding; however, in some cases, this will be impossible to predict. Where the actual cost exceeds the estimate, the developer shall pay the difference, upon receipt of notice, to The City;

33. Indemnity Agreements are required for any work to be undertaken adjacent to or within The City right-of-way or setback areas for purpose of shoring, tie-backs, piles, sidewalks, lane paving, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in City rights-of-way and setback areas must be removed to the satisfaction of the Manager of Urban Development, at the developer's expense, upon completion of foundation work;
34. The developer understands that he is responsible to ensure that approved driveways required for this development must be constructed to the ramp grades shown on plan that have been approved by Calgary Roads. Negative sloping of the driveway within The City boulevard is not acceptable to The City. The developer shall be responsible for all costs to remove and reconstruct the entire driveway ramp if actual grades do not match the approved grades;

35. In accordance with the Encroachment Policy adopted by Council on 1996 June 24, and as amended on 1998 February 23, (retaining walls, planters, entry features, building projections) are not permitted to extend into The City right-of-way. New encroachments that are a result of this development are to be removed at the developer's expense, prior to issuance of a Development Completion Permit;
36. The developer shall submit an "As Constructed Grade Certificate" signed and sealed by a Professional Engineer, registered Architect, or a Professional Land Surveyor confirming that the development has been constructed in functional compliance with the Development Site Servicing Plan. Certification is to be completed within the timelines specified in the Lot Grading Bylaw 32M2004. Functional compliance is solely determined by The City to mean compliance with all City Bylaws, Standards, Specifications and Guidelines;

Transportation Planning:

37. No direct vehicular access to Elbow Drive SW shall be permitted;

**Advisory Comments**

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

Planning:

38. Any of the conditions of the development permit approval may be appealed. If you decide to file an appeal, it must be submitted to the Manager, Subdivision and Development Appeal Board within 14 days of receipt of the decision letter. An appeal along with reasons must be submitted, together with payment of a \$25.00 fee, to the Subdivision and Development Appeal Board. An appeal may also be filed online at [www.calgary.ca/sdab/onlineappeal](http://www.calgary.ca/sdab/onlineappeal). To obtain an appeal form, for information on appeal submission options or the appeal process, please call 268 – 5312;
39. This development permit approval makes no provision for revisions. Revised plans shall be submitted to, and approved by, the Development Authority;
40. The garbage garage shall be kept in a good state of repair at all times and the doors shall be kept closed while the enclosures are not actively in use for delivery or removal of refuse;
41. Loading and delivery shall be conducted in a manner that at no time impedes the safe and convenient use of the parked and pedestrian movements;
42. In addition to your Development Permit, you should be aware that a Building Permit is also required. Now that your Development Permit application has been approved, you may apply for a Building Permit. Please contact Building Regulations at 268-5311 for further information;

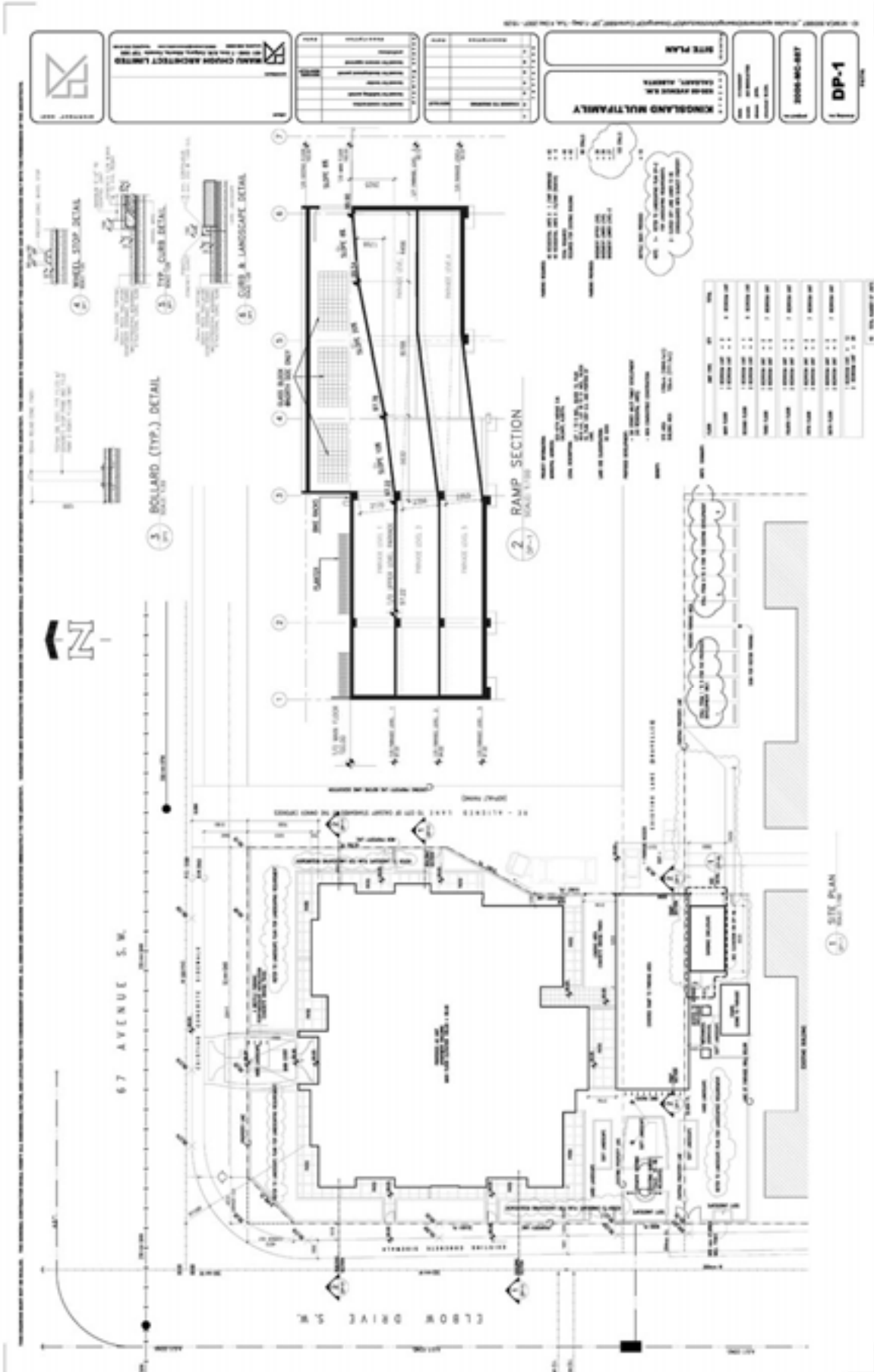
Urban Development:

43. The developer is advised that the property line is 5.5 m from lip of gutter, 4.0 m from back of sidewalk on 67 Avenue SW;

44. The developer is advised that the property line varies from the lip of gutter and back of sidewalk on Elbow Drive SW;
45. The developer is advised that a corner cut of 4.5m x 4.5m is required adjacent to 67 Avenue and Elbow Drive SW;
46. The developer is advised that driveway applications may be required. The locations and design of driveways must be approved by Transportation Planning. New driveways including driveway modifications or relocations must be constructed to City standards at the developer's expense. Obstructions such as storm catch basins, hydrants, power poles, etc., must be relocated to City standards at developer's expense;
47. The developer is advised that driveway closures may be required. Existing driveways that are not required for the development must be closed (removed), to City standards at the developer's expense;
48. The developer is advised that Calgary Roads is responsible for determining whether the existing sidewalks, driveway crossings, street lighting, curb and gutter, etc., are to City standards. Replacement and/or rehabilitation would be at the developer's expense;
49. On all developments with under-drive garages or parking lots that are lower than the back of walk or curb or lane grade, the developer shall confirm in writing that all approved driveways required for this development will be constructed to ramp grades as shown on the plans submitted and approved by Calgary Roads. Negative sloping of driveways within City road right-of-way is not acceptable. If actual constructed grades do not match approved grades, the developer is responsible for all costs to remove and reconstruct driveway ramp grades to the approved grades;
50. Asphalt lane paving is requested adjacent to the proposed site;
51. Parking pads and garage aprons at rear must tie in to the existing lane grades (grades are available from the Engineering Services Business Unit);
52. The developer is to be advised that the City does not grant approval for the replacement 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;
53. Water connection is available from 67 Avenue SW (300mm PVC, 1995) and Elbow Drive SW (300mm CI, 1957);
54. Parkade extends over two parcels: Each titled parcel must have separate service connections to the public main. The Bylaw notes that water services are not permitted to cross one property and enter into another property. Therefore: Lots to be consolidated under one title;
55. Show details of proposed changes to servicing and metering on Development Site Servicing Plan. Provide adequate water meter room where services enter building. If static pressure exceeds 550 kPa install pressure reducing device after meter;
56. Show all proposed and existing shallow utilities on the Development Site Servicing Plan;

57. Review with Fire Prevention Bureau for on-site hydrant coverage. A stamped approved plan by Fire Prevention Bureau to be submitted with the Development Site Servicing Plan for Building Permit approval. Contact FPB at 268-5378;
58. Sanitary sewer connection is available from 67 Avenue SW;
59. Storm sewer connection is available from 67 Avenue SW;
60. Show all existing and proposed sewers on the development site servicing plans at the Building Permit stage;
61. Drainage from all underground or covered parking areas is to be directed towards the sanitary sewer system, as per Sewer Service Bylaw 24M96;
62. All open run-off shall drain to on-site storm sewer and covered ramp shall drain to sanitary sewer;
63. The allowable stormwater run-off coefficient shall be 30%;
64. Ponding is required for 1:100 year storm events;
65. Direct all roof drainage to on-site storm;
66. Slab of building elevation to be a minimum of 0.3 meters above top of pond;
67. All building openings, ramps, etc., adjacent to trap lows are to be min, 0.3 meters higher than the maximum water elevation at the 1:100 year depth or depth of spill, whichever is greater; and
68. Contain storm run-off on site.

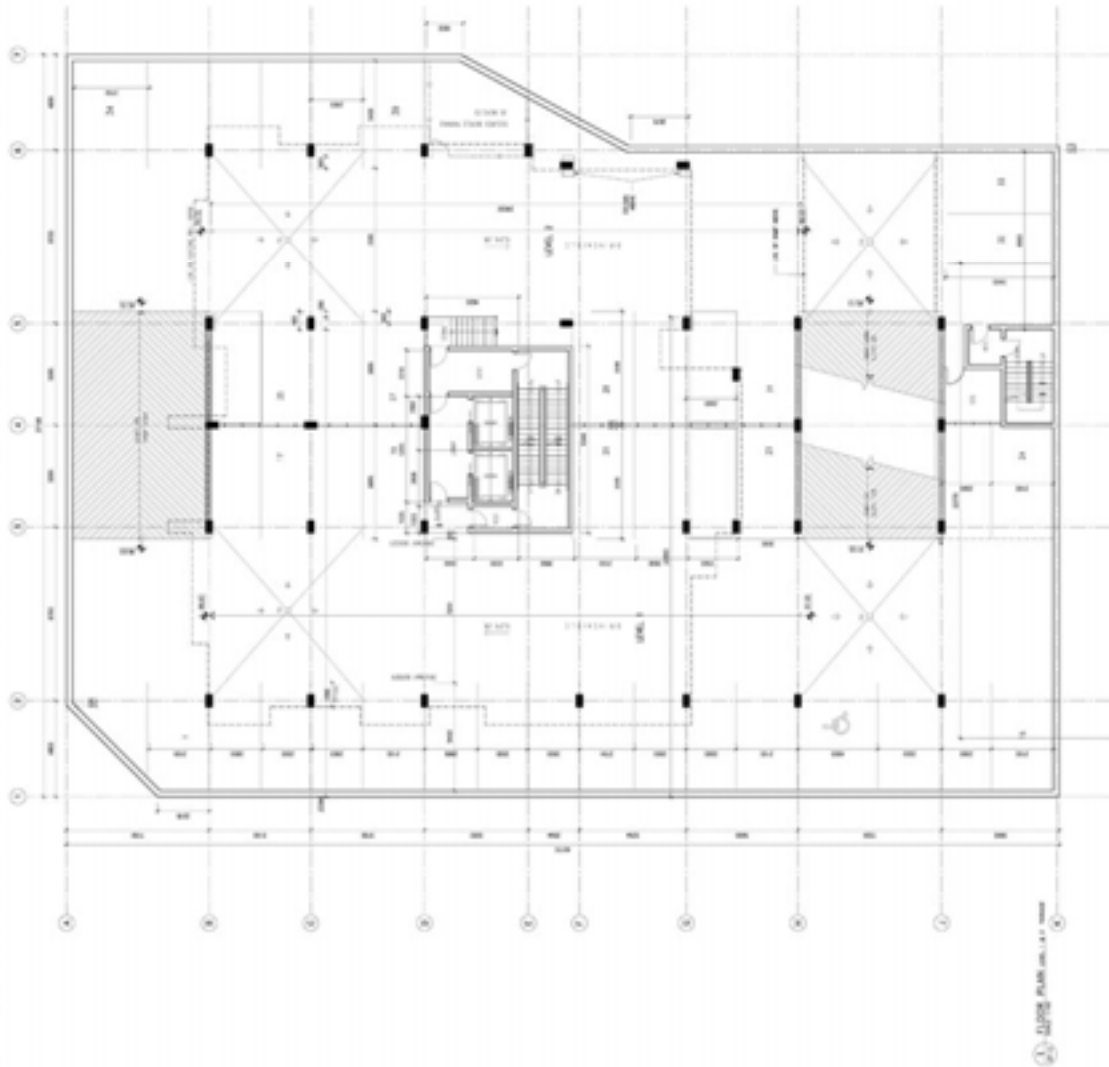
Lorraine Grant  
2007 November





	<b>MAMU CHONG ARCHITECT LIMITED</b> 100-102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000
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<b>2006-MC-087</b>	
<b>DP-3</b>	

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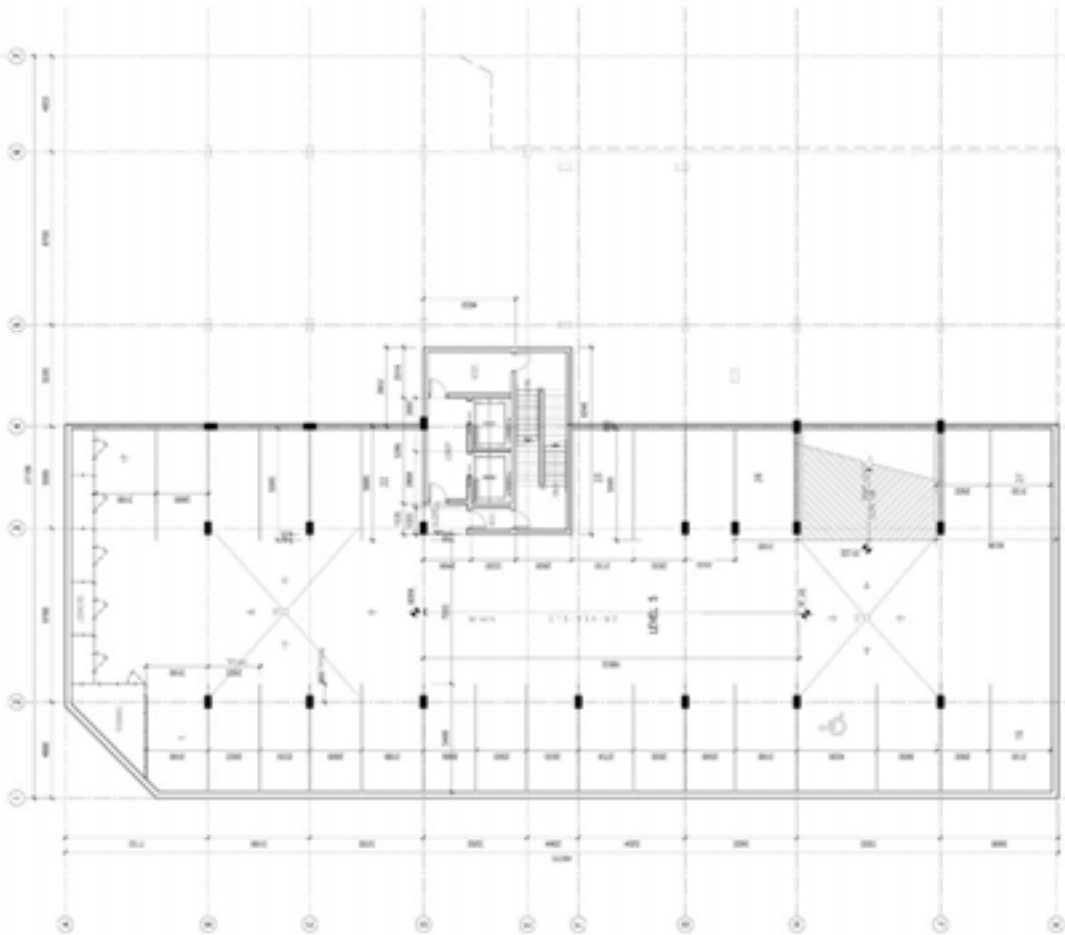






MANU CHONG ARCHITECT LIMITED  
LEVEL 5 PARKWAY PLAN  
SIX STOREY APARTMENT  
2006-MC-037  
DP-4a

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FLOOR PLAN





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	<b>MANU CHONG ARCHITECT LIMITED</b> 100-10100 101 STREET, VANCOUVER, BC V2C 1G8 TEL: (604) 276-8888 WWW.MCARCHITECT.COM	PROJECT NO. DP2006-3404 SHEET NO. DP-9 DATE: 2007-12-13	NORTH AND EAST ELEVATIONS KINGSLAND MULTIFAMILY VANCOUVER, BRITISH COLUMBIA	<b>DP-9</b>

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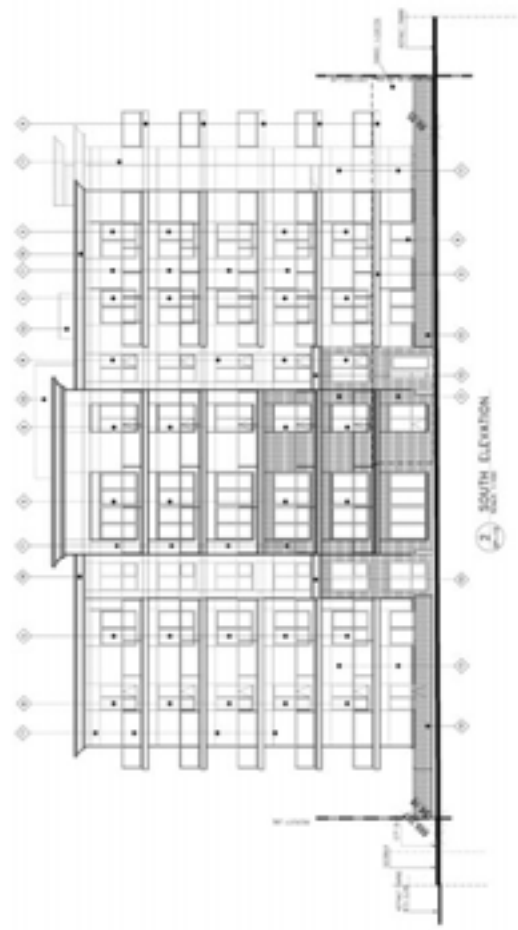




	<b>MANU CHONG ARCHITECT LIMITED</b> 100-10150 JAY STREET, SUITE 100, VANCOUVER, BC V6P 6E6 TEL: (604) 273-8888 FAX: (604) 273-8889 WWW.MCARCHITECT.COM	<table border="1"> <tr><th>NO.</th><th>REVISION</th><th>DATE</th></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	NO.	REVISION	DATE													<table border="1"> <tr><th>NO.</th><th>REVISION</th><th>DATE</th></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	NO.	REVISION	DATE													<b>KINGSLAND MULTIFAMILY</b> 100-10150 JAY STREET VANCOUVER, BC V6P 6E6	<b>ELEVATION</b> 2006-MC-007	<b>DP-10</b> 2006-MC-007
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- NOTES:**
- 1. REFER TO THE GENERAL NOTES FOR THE PROJECT.
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Amendment No. 2087

BY-LAW No. R265

Being a By-law of The City of Calgary to amend the resolution of Council adopting the Land Use Classification Guide.

\* \* \* \* \*

WHEREAS it is expedient to amend the resolution of Council adopting the Land Use Classification Guide as it affects Lots 1 to 6 in Block 10 of Plan 4910 A.K. and Lots 18 to 21 in Block 10 of Plan 1297 G.U. between 67th and 68th Avenues on the east side of Elbow Drive South West,

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. The resolution of Council dated the 16th day of March, 1970, adopting a Land Use Classification Guide is amended hereby as to the classification of certain lands described in plans of record in the Land Titles Office for the South Alberta Land Registration District as hereinafter set out in this by-law.

2. The lands set out in Column A are reclassified from being in the district set out in Column B to being in the district set out in Column C.

<u>A. Description of Land</u>	<u>B. From District</u>	<u>C. To District</u>
Lots 1 to 6 inclusive in Block 10 as shown on Plan 4910 A.K.	R-3	DC
Lots 18 to 21 inclusive in Block 10 as shown on Plan 1297 G.U.	R-3	DC

3. The Map showing the above described lands and contained in Appendix 1 to the Land Use Classification Guide is hereby amended to incorporate the new classifications of the lands as set out in section 2.

DONE AND PASSED IN COUNCIL  
this 5<sup>TH</sup> day of July, A.D. 1971

Read a first time this 5  
day of JULY A.D. 1971  
[Signature]  
City Clerk

Read a second time this 5  
day of JULY A.D. 1971  
[Signature]  
City Clerk

Read a third time and passed this  
5 day of JULY  
A.D. 1971  
[Signature]  
City Clerk

[Signature]  
Mayor

[Signature]  
City Clerk

FILE NO: 4910AK/10/1-10.  
1297GU/10/19-21.

AMENDMENT NO: 2087.

- 2 -

Applicant's Interest: Architect for client.

Municipal Address: East side of Elbow Drive and between 67th and 68th Avenues S.W..

Legal Description: Lots 1 - 6 and 18 - 21, Block 10, Plans 4910 A.K. and 1297 G.U., N.¼ Section 28 S..

Details and History of Site:

- located on the east side of Elbow Drive S.W., between 67th Avenue and 68th Avenue S.W. to the west of an area developed with one and two-family dwellings; south and east of existing apartments and north of a church site.
- several applications in the early 1960's for commercial zoning of the southern part of the site were not recommended by the Technical Planning Board and did not proceed to City Council.
- April 13th, 1964, Council reclassified Lots 18 and 19, Block 10, from R-2 Two-Family Residential to R-3 General Residential District.
- April 7th, 1965, the Planning Commission recommended against zoning of this property to commercial and the application did not proceed to City Council. Rezoning to R-4X was also not recommended or proceeded with.
- November 17th, 1965, Calgary Planning Commission reiterated its decision not to recommend R-4X or commercial zoning of the site. Council abandoned the proposal on January 12th, 1966.
- September 8th, 1969, Council gave two readings to a proposal to reclassify this site and Lots 7 - 10 to R-4 (changed to DC on 2nd reading By-law 7727) and tabled third reading pending a legal agreement between the applicant and the City on; density; maximum building height of 33 feet; building design; and cash-in-lieu of reserve payment.
- January 15th, 1970, City Council abandoned By-law 7727 with all other applications made under the Old Zoning By-law as the By-law was not valid anymore.
- the southern portion of the site is currently developed with a 41-suite apartment with that portion north of the lane being used as a parking lot.

Applicant's Submission: "The proposal calls for the relocation of the lane, consolidating the two parcels now separated by the lane. This would remove the lane access from Elbow Drive, remove the traffic conflict and improving visibility that portion of Elbow Drive by presenting a con-

FILE NO: 4910AK/10/1-10,  
1297GU/10/19-21.

AMENDMENT NO: 2007.

- 3 -

"tinuous landscaped frontage from 67th to 68th Avenues S.W.. All parking would be underground and the visual amenities offered to both this development, the adjacent properties and the Elbow Drive traffic, would be considerably improved. The scale of the proposed new building would be more in keeping with the major project across Elbow Drive to the west now under construction."

School Board's  
Comments:

"No comments".

City Engineer's  
Comments:

"No comments".

Land Department's  
Comments:

"This proposal involves relocation of the existing lane in order to consolidate the two parcels now separated by the lane.

We will look forward to receiving a replotting scheme should the applicant's land use amendment be approved as disposition of the existing lane must be recommended by the Standing Policy Committee on Finance and Budget."

Planning  
Comments:

The applicant's proposal is as follows:-

- to build 41 apartment units in six floors to a height of 51 feet with the following suite breakdown:-
  - 23 1 Bedroom suites
  - 18 2 Bedroom suites
- to provide underground parking for 86 cars in two levels.

This proposal would bring the net density of the site, including the City-owned lane, to 154 persons per acre.

- (1) It is our opinion that a development of the type proposed would be an improvement of the immediate environment in this area and that it would serve as a good transition between the 150' high commercial complex to the west and the existing R-2 classification to the east.
- (2) It is important that provisions be made to relate the underground parking to the existing and proposed apartment building. In addition, the lane must be replotted as indicated on the plan in order to achieve a more functional site size and site design.

FILE NO: 4910AK/10/1-10.  
1297GU/10/19-21

AMENDMENT NO: 2087

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**Planning  
Recommendation**

Recommend Approval for reclassification from R-3 General Residential District to DC Direct Control with the following conditions:-

- (1) A maximum density of 100 persons/acre (including that portion of the City lane linking the two properties) based on the following occupancy rates:-
  - 1 Bedroom - 1.7 persons/unit
  - 2 Bedroom - 2.3 persons/unit
  - 3 Bedroom - 3.0 persons/unit
  - 4 Bedroom - 3.5 persons/unit
- (2) The provision of underground parking for 86 cars, as submitted by the applicant.
- (3) That prior to the issuance of a development permit -
  - a. the lane be replotted as submitted on the conceptual plans;
  - b. if the applicant proposes separate title for the site, the plans for underground parking must be so designed as to provide for independent parking for the existing and proposed building respectively with mutual access easements and that the parking be caveated to the lands on which these buildings are located;
  - c. that satisfactory arrangements be made with the Chief Building Inspector for excavation and stripping of the site so as to have no detrimental effect on City roadways, lanes, utilities and adjacent developed properties.
- (4) The provision of acceptable landscape plans, including mature trees along Elbow Drive frontage to the satisfaction of the Calgary Planning Commission.
- (5) Paving and drainage of the lane from which access will be derived to the satisfaction of the City Engineer.
- (6) A maximum building height of 51 feet (excluding elevator shafts).

**Planning  
Commission  
Recommendation:**

The Commission recommends APPROVAL of this application in accordance with the Planning Recommendation.

(Moved by Mr. H. Boothman - carried)

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- 5 -

MOVED by Ald. Petrusak,

SECONDED by Ald. Davis and CARRIED

That with respect to By-law No. 8254 the recommendations contained in the Planning Commission Report dated June 9, 1971, be concurred in and that residential development in this area be in accordance with and conform to the approved design brief for the Ogden area.

\* \* \* \* \*

MOVED by Ald. Davis,

SECONDED by Ald. Farran and CARRIED

That By-law No. 8254 be introduced and read a first time. (Reclassifying Blocks A, A-1, A-2, C, D, E, F & K, Plan 8200 M.L., and all Block A, Plan 495 J.K., located at 15th Street and 56th Avenue S.E., from A, AM and M-3 to DC, Direct Control District.) (AM 2103, Strong, Lamb & Nelson Ltd., on behalf of Imperial Oil Ltd.)

\* \* \* \* \*

MOVED by Ald. Dooley,

SECONDED by Ald. Berry and CARRIED

That By-law No. 8254 be read a second time.

\* \* \* \* \*

MOVED by Ald. Davis,

SECONDED by Ald. Farran and CARRIED

That By-law No. 8254 be read a third time and passed. (Reclassifying Blocks A, A-1, A-2, C, D, E, F & K, Plan 8200 H.L., and all Block A, Plan 495 J.K., located at 15th Street and 56th Avenue S.E., from A, AM and M-3 to DC, Direct Control District.) (AM 2103, Strong, Lamb & Nelson Ltd., on behalf of Imperial Oil Ltd.)

\* \* \* \* \*

By-law No. 8255--(AM 2087, W. G. Milne, on behalf of Sam Gorecht.)

Reclassifying Lots 1 to 6, Block 10, Plan 4910 A.K., and Lots 18 to 21, Block 10, Plan 1297 G.U., located on the east side of Elbow Drive and between 57th and 68th Avenues S.W., from R-3 to DC, Direct Control District.

No submissions were made in favour of the proposed reclassification, nor did anyone make any representations against the proposed reclassification.

\* \* \* \* \*

MOVED by Ald. Davis,

SECONDED by Ald. Farran and CARRIED

That By-law No. 8255 be introduced and read a first time. (Reclassifying Lots 1 to 6, Block 10, Plan 4910 A.K. and Lots 18 to 21, Block 10, Plan 1297 G.U., located on the east side of Elbow Drive and between 57th and 68th Avenues S.W., from R-3 to DC, Direct Control District.) (AM 2087, W. G. Milne, on behalf of Sam Gorecht.)

\* \* \* \* \*

MOVED by Ald. Greene,

SECONDED by Ald. Goodwin and CARRIED

That By-law No. 8255 be read a second time.

\* \* \* \* \*

MOVED by Ald. Berry,

SECONDED by Ald. Ayer and CARRIED

That By-law No. 8255 be read a third time and passed. (Reclassifying Lots 1 to 6, Block 10, Plan 4910 A.K. and Lots 18 to 21, Block 10, Plan 1297 G.U., located on the east side of Elbow Drive and between 57th and 68th Avenues S.W., from R-3 to DC, Direct Control District.) (AM 2087, W. G. Milne, on behalf of Sam Gorecht.)

\* \* \* \* \*

July 5, 1971

*Kingsland Community Association*  
*505 – 78 Ave SW*  
*Calgary, AB T2V 0S3*

November 23, 2006

**Development Circulation Controller**  
Development and Building Approvals #8073  
P.O. Box 2100 Station M  
Calgary, AB T2P 2M5

Dear Sir or Madam:

**Re: D.P. Number: DP2006-3404**

On Thursday, November 16, 2006 I met with Mr. Paul Maddock in Development and Building Approvals to discuss this application and the bylaw check. He explained the implications of the proposed amendment to the land use classification guide approved on June 2, 1971.

Mr. Manu Chugh then made a presentation to the Board of Directors for the Kingsland Community Association about the 40-unit apartment building proposed for 925 – 67 Ave SW. He asked for a height relaxation from 51 feet approved in 1971 when eight-foot ceilings were the norm to 57'1" to permit nine-foot high ceilings.

The Kingsland Community Association has decided to support this development permit. A six-storey apartment building will act as a buffer between the current residential and traffic on Elbow Dr. We have the following concerns and recommendations:

- that a sump pump and weeping tile be installed to address water and moisture control for the basement parkade.
- that a berm be constructed to protect ground level suites against possible flooding from the intersection of Elbow Dr & 67 Ave, realizing that this will again increase the overall height of the project.
- that ground-floor windows and doors have triple-glazed glass for sound-proofing.
- that for full aesthetic control, the concrete for ground-floor patios be poured and constructed as part of the condominium development prior to occupancy and that said patios be shown on drawings submitted to The City.
- that granite countertops be standard in the units, and

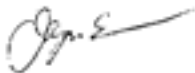


that the proposed post and cable fence be replaced with a brick and wrought iron fence more in keeping with the aesthetics of the proposed building.

Thank you for your consideration.

You may share this information with whomever you choose.

Sincerely yours,



Jayne E. Martin  
President  
Kingsland Community Association  
268-1726

/jem