

Planning & Development Report to
Combined Meeting of Council
2020 February 03

ISC: UNRESTRICTED
C2020-0167

**Land Use Amendment in Pineridge (Ward 10) at 6927 Rundlehorn Drive NE,
LOC2019-0105, Bylaw4D2020**

EXECUTIVE SUMMARY

The Public Hearing and first reading of Bylaw 4D2020 were held at the 2020 January 13 Combined Meeting of Council. Council referred second and third reading for Administration and the applicant to consider a Direct Control (DC) District that addresses setbacks and potential restriction to auto-oriented uses, and to return directly to the 2020 February 3 Combined Meeting of Council. The applicant has proposed a DC District based on Commercial – Neighbourhood 2 (C-N2) District addressing the setbacks and restricting auto-oriented uses, as directed by Council (Attachment 1).

The proposed DC District, as amended, will allow for:

- small-scale commercial developments with buildings that are keeping with the scale of nearby residential areas (same as the originally proposed C-N2 District);
- a maximum building height of 10 metres (same as the originally proposed C-N2 District);
- a maximum building floor area of approximately 5,000 square metres, based on a parcel to floor area ratio (FAR) of 1.0 (same as the originally proposed C-N2 District);
- storefront commercial buildings oriented towards the street (building orientation requirement was not specified in the originally proposed C-N2 District);
- a maximum 18 metre setback from a property line shared with a street (the originally proposed C-N2 District had no maximum setback requirement); and
- the uses listed in the C-N2 District with the exception of the following auto-oriented uses: Auto Service – Minor, Car Wash – Single Vehicle, Drive Through, and Gas Bar (the originally proposed C-N2 District allowed for auto-oriented uses).

The proposed DC District, as amended, responds to Council direction and achieves site design objectives while addressing the applicant's concern of marketability for the commercial units.

ADMINISTRATION RECOMMENDATION:

That Council:

1. AMEND proposed Bylaw 4D2020, prior to second reading, by replacing the existing Schedule B with a new Schedule B, as contained in Attachment 1; and
2. Give second and third readings to Bylaw 4D2020 as amended

PREVIOUS COUNCIL DIRECTION / POLICY

At the 2020 January 13 Combined Meeting of Council, with respect to CPC2019-1436, Council gave first reading to Bylaw 4D2020 and referred second and third reading for Administration and the applicant to consider a DC District that addresses setbacks and potential restriction to auto-oriented uses, and to return directly to the 2020 February 3 Combined Meeting of Council.

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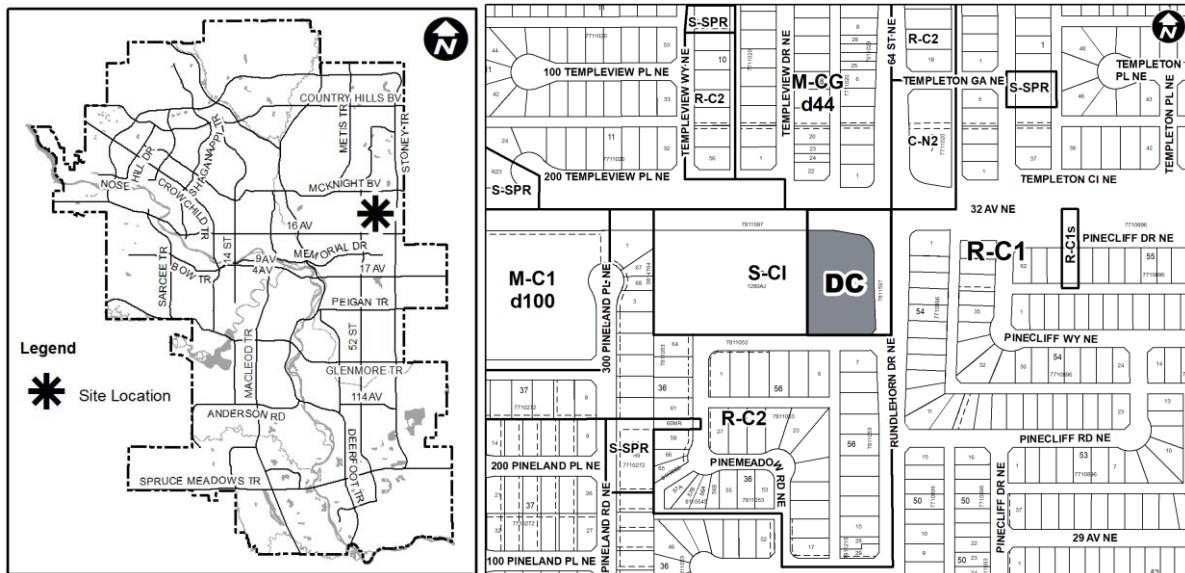
BACKGROUND

The original application was submitted by Zeidler Architecture on 2019 July 03 on behalf of the landowner, The Western Canadian District of The Christian and Missionary Alliance. No development permit application has been submitted at this time, however, as noted in the updated Applicant Submission (Attachment 2), the applicant intends to subdivide the subject portion of the parcel and develop it with a small-scale commercial building.

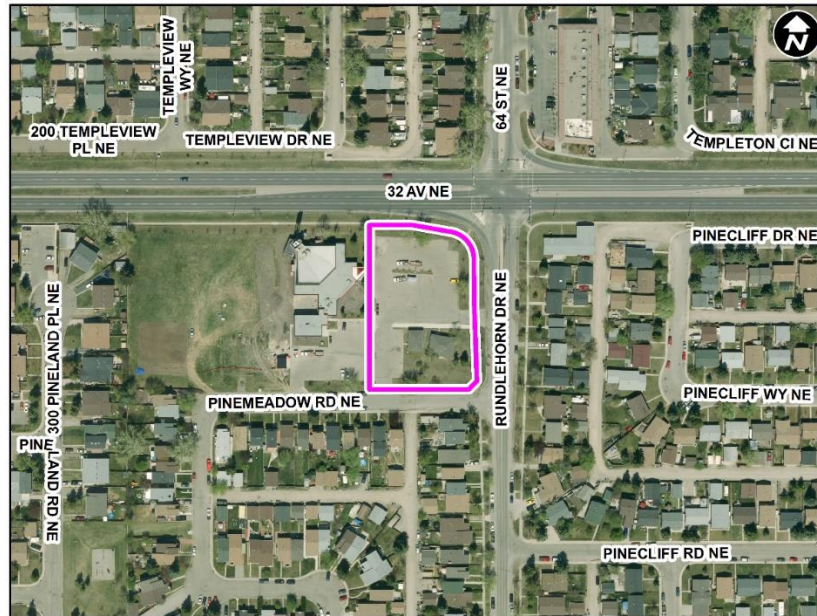
At 2020 January 13 Combined Meeting of Council, Administration brought forward this application with a recommendation to approve C-N2 District. Council expressed concerns regarding the interface of the commercial building with the street and potential auto-oriented uses. Council directed the applicant to consider a DC District that addresses setbacks and potential restriction to auto-oriented uses.

Following Council's direction, the applicant met with Administration and has proposed a DC District based on C-N2 District addressing the setbacks and restricting auto-oriented uses.

Location Maps



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Site Context

The subject parcel is located in the northeast community of Pineridge on the southwest side of the intersection of 32 Avenue NE and Rundlehorn Drive NE. This approximate 1.67 hectare (4.1 acre) parcel is currently developed with a place of worship in the middle and a single detached dwelling toward the southeast corner.

The eastern portion of the parcel, which is the subject site for this land use redesignation application, is approximately 0.5 hectares (1.23 acres) in size with dimensions of approximately 89 metres by 50 metres. This portion contains the single detached dwelling and surface parking for the place of worship. The western portion of this parcel is currently vacant. Although not included in this application, the applicant intends to develop the western portion of the parcel with residential uses in the future.

The parcel currently has driveway access from Rundlehorn Drive NE to the east, two driveway accesses from Pinemeadow Road NE to the south, and a pedestrian-only access from 32 Avenue NE to the north. The parcel is easily accessible by foot, bicycle, transit or vehicle. The nearest transit stops are located approximately 350 metres south at 28 Avenue NE and Rundlehorn Drive NE (five-minute walk).

Surrounding development consists of low-density dwellings with the exception of the northeast corner of the intersection of 32 Avenue NE and Rundlehorn Drive NE, which is also developed with a small-scale commercial building and has the C-N2 District. Other C-N2-designated

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parcels are available within 500 metres in both west and east directions along 32 Avenue NE; however, no recent commercial redevelopment is evident in the nearby area.

As identified in *Figure 1*, the community of Pineridge reached its peak population in 1991 and since then it has lost population.

Figure 1: Community Peak Population

Pineridge	
Peak Population Year	1991
Peak Population	10,501
2019 Current Population	9,822
Difference in Population (Number)	-479
Difference in Population (Percent)	-4.6%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Pineridge](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposed amended DC District allows for small-scale commercial buildings that are in keeping with the scale of nearby residential areas. Following Council's direction, the applicant met with Administration, and has proposed addressing the setbacks and restricting auto-oriented uses. The applicant has largely addressed the site design concerns Administration noted previously in the original report (Attachment 3). As the Pineridge community does not have a local area plan, this development is primarily guided by the policies within the *Municipal Development Plan*. The proposal complies with the applicable policies as discussed in the Strategic Alignment section of this report.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The current Special Purpose - Community Institution (S-CI) District is a special purpose designation to provide for large scale culture, worship, education, health and treatment facilities. The S-CI District allows for a wide variety of building forms which are sensitive to context when located within residential areas. At this location, the S-CI District allows for a maximum building height of 12 metres and does not have any maximum floor area ratio (FAR) requirements.

The proposed DC District is based on the C-N2 District and addresses setbacks and restricts auto-oriented uses, as directed by Council. Similar to the originally proposed C-N2 District, the amended land use provides for small-scale commercial developments with buildings that are in keeping with the scale of nearby residential areas. The proposed land use would allow for

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approximately 5,000 square metres of building floor area (based on a maximum FAR of 1.0) to be developed within a 10-metre height maximum, which is the same as the originally proposed C-N2 District. The changes made to the land use proposal in response to Council direction from the 2020 January 13 meeting are as follows:

- The proposed land use was amended to remove the following auto-oriented uses: Auto Service – Minor, Car Wash – Single Vehicle, Drive Through, and Gas Bar.
- The proposed land use was amended to require that storefront commercial buildings be oriented towards the street (whereas the originally proposed C-N2 District had no requirements for a specific building orientation).
- The proposed land use maintains the minimum front setback requirement of three metres (consistent with C-N2) and was amended to include a maximum setback requirement of 18 metres (whereas C-N2 had no such requirement), which allows limited motor vehicle parking directly in front of the new building from a site design perspective. Typically, this results in a one or two-storey commercial building with potentially one row of parking provided in front of buildings.

Development and Site Design

The applicable land use policies, the rules of the proposed DC District, and feedback from the City-Wide Urban Design team will provide guidance for future site development including building height, massing, landscaping, parking and the building's relationship with adjacent streets.

The applicant provided a concept site plan showing potential site development under the originally proposed C-N2 District which showed a conventional strip mall with approximately 24 metre setback from the property line facing Rundlehorn Drive NE, and indication two rows of parking in front of the building. The new proposed DC District includes a maximum setback requirement of 18 metres and requires the commercial building to be oriented towards the street; therefore, adjustments will be needed to the site layout to account for the new provisions in the proposed DC District.

The original concept plan also highlighted the relocation of the existing parking stalls located on the subject portion of the site to the west of the existing place of worship building. At the development permit stage, it will be important to ensure that the place of worship has adequate parking available for their continued use. Also, noteworthy – is that the subject parcel does not have a lane which puts certain constraints to the future site design.

While the proposed DC District provides the necessary land use framework to redevelop this site with small-scale commercial uses to serve the nearby residential area, additional items to be considered through the development permit process include, but are not limited to:

- ensuring building and site design that prioritizes pedestrians and provides for high quality interface with the streets through landscaping and other features;
- ensuring building and site design that addresses the unique setting of this corner site;

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- explore if parking could be shared with the existing place of worship to achieve efficiency;
- considering relaxations to required parking for shared parking scenarios and finding ways to integrate this site with the place of worship; and
- require 10 percent Municipal Reserve dedication at the time of subdivision and explore options of cash-in-lieu payment.

Environmental

An Environmental Site Assessment was not required for the originally proposed C-N2 District. There are no environmental concerns associated with the site or this proposal.

Transportation

The proposed DC District does not have any additional transportation impacts compared to the originally proposed C-N2 District (see original Administration report in Attachment 3).

Utility and Servicing

The proposed DC District does not have any additional utility and servicing impacts compared to the originally proposed C-N2 District (see original Administration report in Attachment 3).

Stakeholder Engagement, Research and Communication

No additional engagement with the public or Community Association was conducted by the applicant or Administration for the changes to the proposed land use (see original Administration report in Attachment 3 for engagement on the originally proposed C-N2). The Community Association provided a letter of support for the originally proposed C-N2 District (Attachment 4).

Strategic Alignment

The strategic alignment for the proposed DC District is the same as for the originally proposed C-N2 District and remains in alignment with relevant policies (see original Administration report in Attachment 3).

Social, Environmental, Economic (External)

There are no changes to external social, environmental and/or economic impacts of the proposed DC District from the originally proposed C-N2 District (see original Administration report in Attachment 3).

Financial Capacity

Current and Future Operating Budget:

There are no known impacts to the current and future operating budgets at this time.

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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 proposed Direct Control District responds to Council's direction to address setbacks and restrict auto-oriented uses on the subject site, and conforms to the applicable policies of the *Municipal Development Plan*.

ATTACHMENT(S)

1. Proposed Bylaw 4D2020
2. Updated Applicant Submission
3. Administration Report CPC2019-1436
4. Community Association Letter LOC2019-0105