

Background and Planning Evaluation

Background and Site Context

This development permit application was submitted to replace 75 existing affordable housing units with 135 new affordable homes. The proposal will support a mixed-income approach, with a combination of units being fully or partially subsidized, rent geared to income, and near market value.

The subject site is located in the northeast community of Rundle at the southeast corner of 26 Avenue NE and Rundelawn Road NE. The site is approximately 1.45 hectares (3.59 acres) in size, measuring approximately 162 metres wide by 90 metres deep. The parcel is currently developed with 75 townhome units that were built in 1977.

Surrounding development is characterized by a mix of single and semi-detached homes, with several large townhome sites to the west. Immediately to the east is a regional pathway, St. Rupert Elementary School, and Dr. Gordon Higgins Junior High School. Immediately to the northwest are baseball diamonds. Approximately 425 metres to southeast is Cecil Swanson Elementary, and 600 metres to the southeast are St. Rose of Lima Junior High School, and the Rundle Community Association.

The Rundle LRT Station, Sunridge Mall, and Peter Lougheed Medical Centre are approximately 600 metres west of the site (800 metres walking distance, or approximately 10 minutes). Village Square Leisure Centre, and Lester B. Pearson Senior High School are approximately one kilometre to the east.

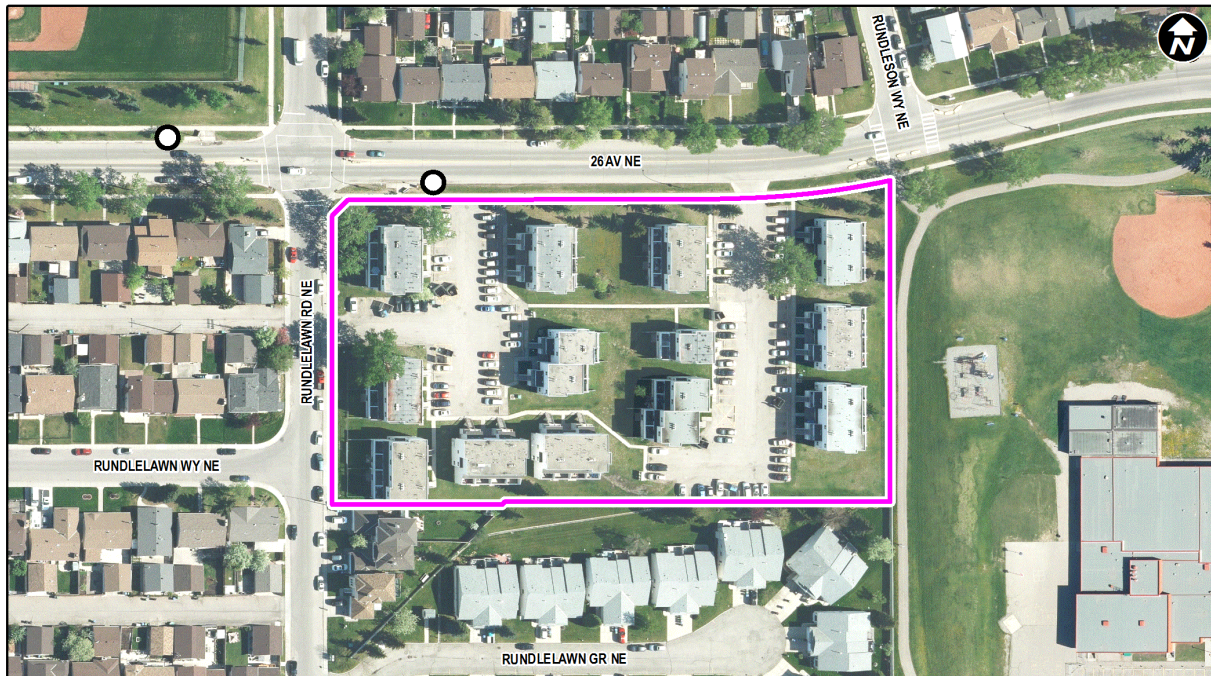
Community Peak Population Table

As identified below, the community of Rundle reached its peak population in 1998.

Rundle	
Peak Population Year	1998
Peak Population	11,958
2019 Current Population	11,688
Difference in Population (Number)	-270
Difference in Population (Percent)	2.3%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-C1d100 District is a multi-residential designation that is primarily for three to four-storey apartment buildings and townhouses with a maximum building height of 14 metres. The M-C1 District for this site has a density modifier which allows for up to 100 units per hectare, or 145 dwellings on this site.

Development and Site Design

This application proposes a new Multi-Residential Development with 135 dwelling units in three, three-storey (14-metre) apartment buildings. The initial application included 10 townhouse units in two five-unit buildings that were located in the rear areas that are now identified as rain gardens. Additional changes to the materials, roof lines, and site landscaping were also made in response to community comments and changes requested by CHC. The applicant's synopsis of the high-level design changes that were made from the initial submission to the final proposal can be found in Attachment 6.

Site and Building Design

This application proposes a new Multi-Residential Development with 135 dwelling units. Of the 135 units, 34 are one-bedroom, 64 are two-bedroom, 31 are three-bedroom, and six are four-bedroom. Thirty of the units will be barrier-free.

The apartment buildings are connected on the second and third storeys by internal access corridors. This technically makes them one building, although each of the three buildings has its own roof. Portions of the building are located over the internal roads and parking areas in a Plus 15-like structure that contains dwelling units. Surface parking is provided on-site. The majority of accessible stalls have been located so that they are covered by the buildings above to provide protection from snow and rain.

The buildings utilize a variety of materials in a neutral colour palette, with hidden metal fastener cladding in a charcoal and a white/light grey colour featuring prominently on all three storeys of the buildings. The buildings on the north edge of the site, and one of the southern buildings, use a lighter colour of cladding to accentuate the corners, and to visually break up the buildings. Weathered “corten” steel cladding is used to accentuate recessed portions of the buildings, including street-facing facades at-grade, and balconies.

All at-grade units have individual entrances, with those facing a street frontage having direct access to the adjacent public sidewalk. Street-facing units have private patios delineated from the public realm with shrubs, ornamental grasses, and perennials. A metal screen curtain feature provides additional delineation while remaining permeable to encourage street activation.

The applicant’s design approach to the site is to create a “quilt” through the use of modules to breakdown site functions and provide flexibility for future programming of spaces. This quilt is used to accommodate green spaces, break up large parking areas, and create a series of “outdoor rooms” in the form of private and common amenity space areas.

Landscaping and Amenity Spaces

The application proposes nearly double the Land Use Bylaw 1P2007 requirements, in a combination of indoor and outdoor spaces. Two balconies are located on the second floor for resident use, and two common indoor amenity spaces are provided at-grade. Each indoor space fronts onto a large outdoor amenity area in the form of a courtyard with landscaping including trees and shrubs. Plantings have been selected to be drought tolerant, allowing for minimal care. Several fruit-bearing trees and shrubs have also been selected. Planter boxes have been provided in the eastern courtyard for residents to grow food. The western courtyard includes a naturalized playground with logs and boulders. Picnic tables and benches are provided in both courtyard spaces.

A significant proportion of units have private amenity space in the form of patios or balconies. Some of the private balconies and patios have one dimension under two metres, which requires a relaxation, as described later in the Land Use Bylaw 1P2007 section.

Additionally, minor relaxations for the amount of hardscaping and number of trees are required. The overall amount of amenity space required is exceeded and a comprehensive approach to integrating amenity spaces and landscaping has been taken which addresses specific Bylaw rules that are not met.

Calypso white ash trees are proposed on site along 26 Avenue NE. The site frontage along Rundelawn Road NE is encumbered by a 4.6 metre utility right-of-way, which prevents trees from being planted along this frontage. Instead, ornamental grasses and perennials have been proposed that conform with the limitations of the existing utility right-of-way.

City Wide Urban Design

The proposed development was reviewed by the City Wide Urban Design (CWUD) team throughout the Corporate Planning Applications Group process. A number of revisions were requested with regards to perimeter landscaping, enhancing ground floor façade treatment with a richer and warmer colour, and employing winter city design strategies in the courtyards/outdoor amenity spaces.

Through submission of amended plans, the applicant was able to address the comments raised by CWUD. Additional trees and plantings have been provided along street frontages. Weathered “corten” steel has been proposed for recessed portions of the building, including facades at-grade, to bring visual warmth to the building. Winter city design was considered in the courtyards, where buildings provide protection from north and west winds, and allow for clear sun exposure from the south. Additionally, coniferous plantings provide year-round interest, and further reduce winds in the courtyard.

Urban Design Review Panel

The application was presented to the UDRP on 2020 September 02. The panel's comments focused on street edges, breezeways, and window sizes.

Key comments from UDRP include:

- review number of windows and sizes to improve building aesthetics and for internal resident benefit;
- consider a higher and brighter breezeway to contribute to an active, safe, and vitalizing public realm; and
- a strengthened street edge would improve the livable scale connection to the surrounding community.

UDRP comments are contained in their entirety in Attachment 5 together with the applicant's response. The applicant's rationale and the resulting revisions were deemed appropriate and sufficient.

Transportation

Transit

The subject site is well-served by Calgary Transit bus service, including stops located on 26 Avenue NE adjacent to the site, and at 36 Street NE approximately 800-metres walking distance to the west (10-minute walk). The Rundle LRT Station and a MAX Orange bus stop are also located on 36 Street NE.

Site Access and Motor Vehicle Parking

Vehicular access to the site is provided from Rundelawn Road NE. Two emergency-only accesses are provided along 26 Avenue NE and are protected by collapsible bollards. As the east emergency access does not meet the minimum intersection spacing requirement and the west access creates a conflict with the pedestrian crosswalk at the east end of the site, neither one is feasible for public access.

A Transportation Impact Assessment was not required for this proposal. A parking study was completed in support of a 10-stall parking relaxation. A total of 156 parking stalls have been provided on site for both residents and visitors, which includes the required 21 visitor parking stalls and one stall per dwelling unit (135 resident stalls total).

Environmental Site Considerations

Phase I and II Environmental Site Assessment reports were prepared for this site to investigate soil and groundwater conditions, and potential impacts from former oil and gas activities near the site. No adverse environmental results were found through this investigation and no further action was required.

Utilities and Servicing

Water, storm, and sanitary mains are available on Rundelawn Road NE. No upgrades to the mains are required as a result of this development. Rain gardens have been proposed to reduce run-off and manage stormwater on-site.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed development builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Calgary International Airport Vicinity Protection Area (2009)

The subject site is located within the Airport Vicinity Protection Area (AVPA) boundary, but it is not located within a Noise Exposure Forecast (NEF) contour, as identified in the [Calgary International Airport Vicinity Protection Area Regulation](#).

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Residential - Developed - Established area as identified on [Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). The Established area is intended to have modest redevelopment that is sensitive to existing context while enabling more efficient use of existing infrastructure. The housing policies of the MDP contained in Section 2.3.1 under 'Creating Great Communities' encourage a choice in housing forms, tenure, and increased opportunities for affordable housing. In addition, affordable housing is supported in all locations of the city, with a focus on areas in close proximity to the Primary Transit Network, parks, schools, and commercial nodes.

The proposal is in keeping with relevant MDP policies as the development provides for greater housing mix and choice within the community, higher densities in proximity to primary transit, and optimized use of existing infrastructure.

There is no statutory local area plan for the subject area.

Transit Oriented Development Policy Guidelines (2004)

The subject site is located within 600 metres of the Rundle LRT Station. The general objectives identified in the [Transit Oriented Development Policy Guidelines](#) provide additional policy support for this project. It should also be noted that many of the applicable transit-oriented development guidelines have been previously incorporated into the *Rundle Area Master Plan*, including transit supportive land uses, optimization of density, and pedestrian-oriented design.

Climate Resilience Strategy (2018)

The [Climate Resilience Strategy](#) contains the *Climate Mitigation Action Plan* (CMAP) and the *Climate Adaptation Action Plan* (CAAP), which identify actions that will reduce Calgary's greenhouse gas emissions and manage climate risks. This application proposes:

- Sixteen percent less energy consumption relative to the National Energy Code for Buildings supporting CMAP Program 2: Energy Consumption Information;
- Opportunity for photovoltaic panels in the future for alternate energy systems supporting CMAP Program 3: Renewable and Low-Carbon Energy Systems. Roof is designed to support weight of photovoltaic panels, and a utility room space will be allocated for inverters and other equipment; and
- Rain gardens will be provided to reduce run-off and manage stormwater on-site supporting CAAP Program 6: Natural Assets Management, and CAAP Program 9: Stormwater Management.

Rundle Area Master Plan (Non-Statutory – 2017)

The [Rundle Area Master Plan](#) is a non-statutory local area plan intended to guide development near the Rundle LRT Station. The Master Plan references the MDP, including Volume 1 and Volume 2 Part 3: Developed Areas Guidebook, whose policies should be read in conjunction with the Plan.

The subject site is identified on Map 11: Building Blocks as Community – Mid Rise, and on Map 12: Building Heights as within a 20 metre maximum height area. The Community – Mid Rise area is intended to accommodate mid-rise buildings (approximately four to six storeys) that are predominately multi-residential, with options for commercial and institutional uses where appropriate. New development within this area is expected to transition sensitively to adjacent low-density areas.

Land Use Bylaw 1P2007

Administration highlights the following relaxations to the [Land Use Bylaw 1P2007](#) in the table below. Administration has reviewed each relaxation individually and considers each relaxation to be acceptable for the reasons outlined in the table below.

Bylaw Relaxations			
Regulation	Standard	Provided	Administration Rationale Supporting a Relaxation
557 Amenity Space	(8) Private amenity space must: (b) have no minimum dimensions of less than 2.0m	Plans indicate multiple patios and balconies as having dimensions less than 2.0m.	The minimum 5m ² of amenity space per unit is still met, through a combination of private balconies and patios, common indoor space, and common outdoor space. Balcony and patio depths where the 2.0m is not met, typically range from 1.5m to 1.9m, which can still accommodate planters or seating.

550 General Landscaped Area Rules	(5) All soft surfaced landscaped areas must be irrigated by an underground irrigation system, unless a low water irrigation system is provided.	Plans do not indicate an irrigation system.	<p>Plants being proposed in the development were chosen specifically because they are low water. The Building Permit and Tender drawings and specification documents will require a two-year irrigation and maintenance of the landscape by the selected contractor. If any plants die during the two years when the contractor is in charge of irrigation and maintenance it will be their contractual obligation to replace those plants and ensure they have become established.</p> <p>Hose bibs will be installed on the buildings. CHC maintenance will complete site upkeep as necessary for the life of the project.</p>
551 Specific Rules for Landscaped Areas	(3) The max. hard surfaced landscaped area is: (b) 40.0% of the req. L.S. area, in all other cases.	Plans indicate the hard landscaped area as being 49.91% (+9.91%) or 2902.22m ² (+576.10m ²)	<p>The site has high pedestrian connectivity throughout, with many of the main walkways on site being greater than 2.0m, thus increasing the amount of hard surfaced landscape area.</p> <p>The plan also provides a site with consideration to persons with mobility challenges.</p>
552 Planting Requirements	(2) A min. of 1.0 tree and 2.0 shrubs must be planted for every 45.0m ² of provided landscaped area.	Plans indicate 123 (-7) trees.	A utility right-of way along the western property line restricts the area where trees can be planted. Overall shrub count for the site is well over minimum requirement.
558 Parking Stalls	(1)(a)(i) 1.25 stalls per unit greater than 60m ² (1)(a)(ii) 1.0 stalls per unit less than 60m ² (2)(a)(i) 1.25 stalls per unit with no shared entry	Plans indicate 135 (-10) stalls.	The site is within 600 metres of the Sunridge LRT Station, MAX Orange stop, and multiple bus routes. A parking study was submitted in support of the relaxation.