

Background and Planning Evaluation

Background and Site Context

The proposed development is located in the northwest community of Rocky Ridge north of Crowchild Trail. The site is located directly north of the Tuscany LRT station, and is accessed via Eamon Road NW. The subject site is approximately 0.89 hectares in size and is a triangular shaped lot.

Surrounding development is characterized by townhouse development to the north and east of the site, with single detached dwellings on acreages designated Special Purpose – Future Urban Development (S-FUD) District directly east of the site. To the west of the site is a storm pond and place of worship. South of the site is the Park and Ride for the Tuscany LRT station. The southern portion of the site is leased long-term to Calgary Transit and provides additional spaces for the Park and Ride facility adjacent to the development. Those lands are not included within the scope of the development plans.

Community Peak Population Table

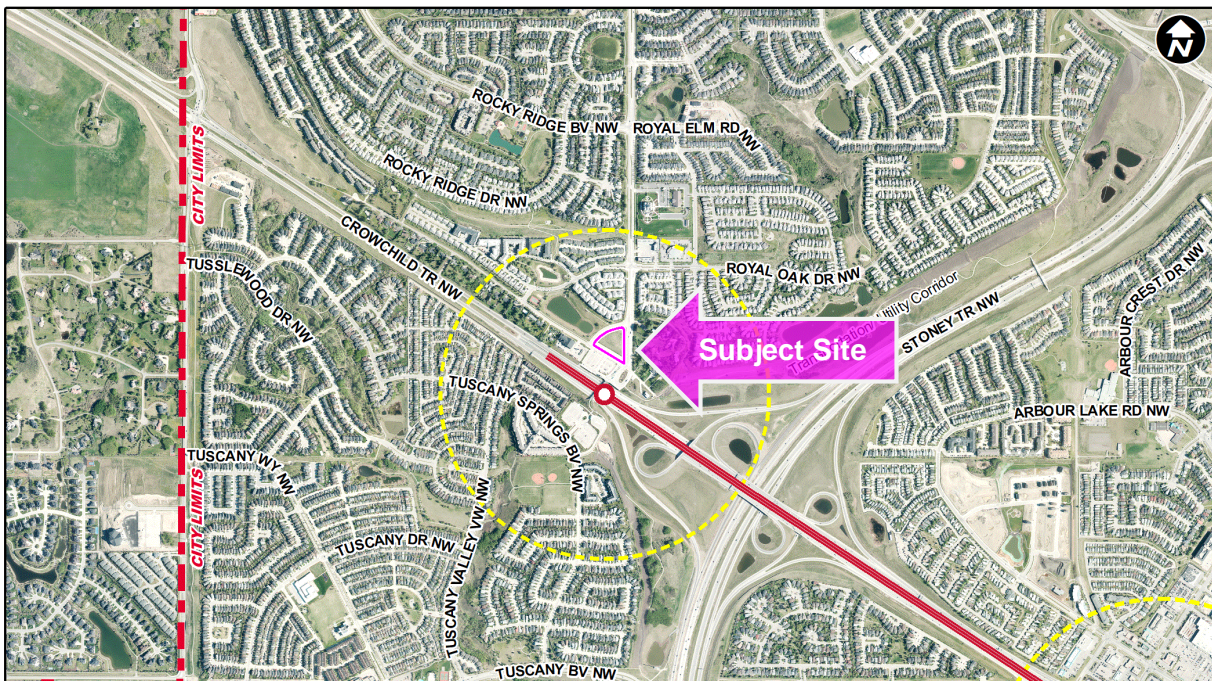
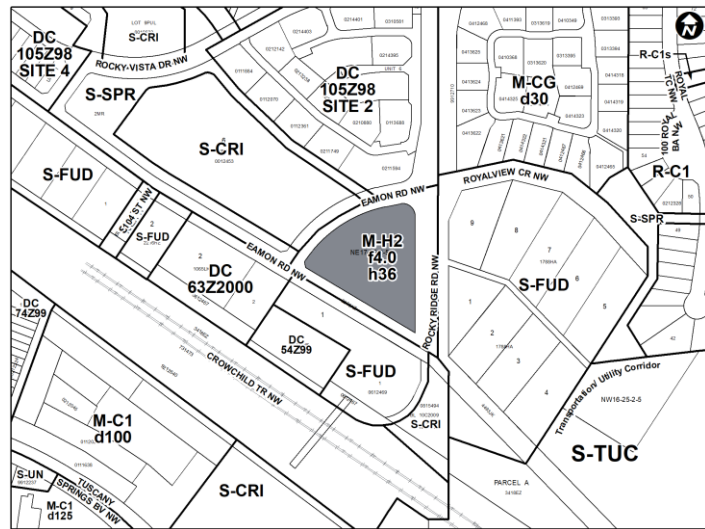
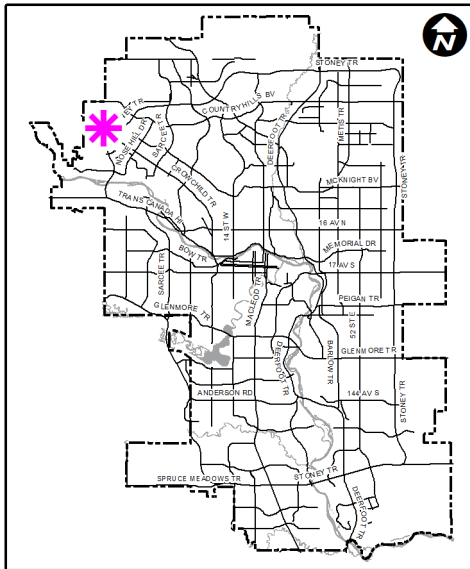
As identified below, the community of Rocky Ridge reached its peak population in 2019.

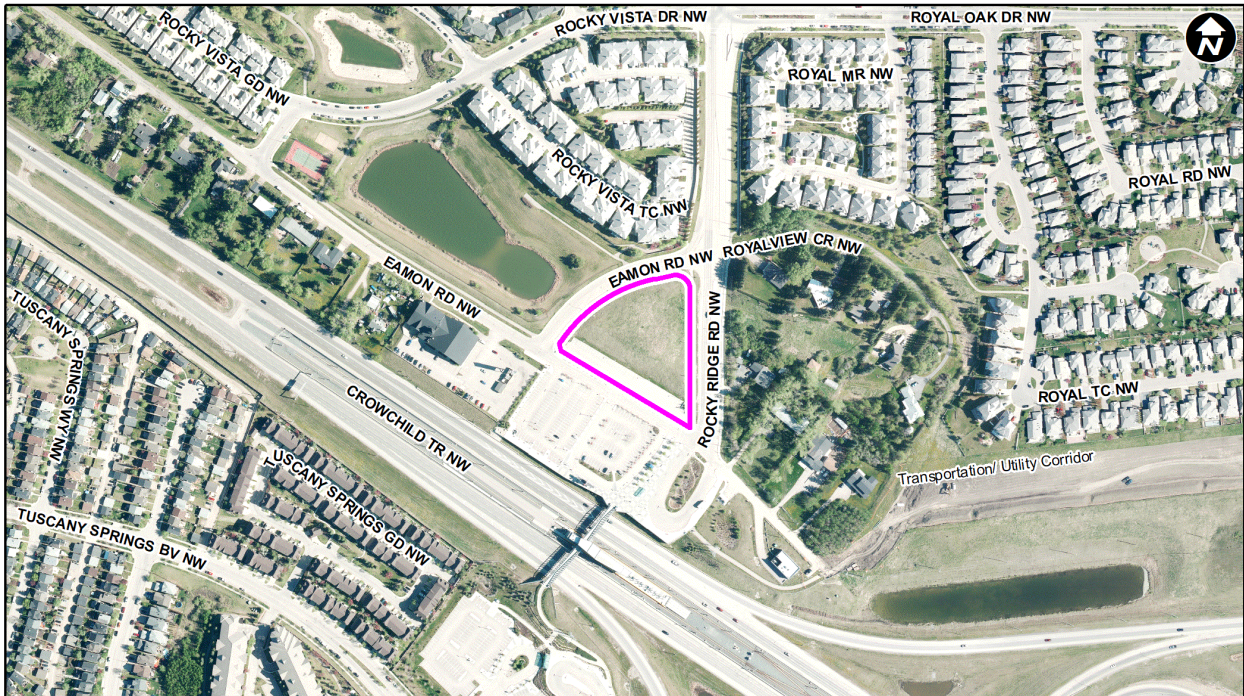
Rocky Ridge	
Peak Population Year	2019
Peak Population	8,398
2019 Current Population	8,398
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Rocky Ridge Community Profile](#).

Location Maps





Previous Council Direction

On 2017 September 11, Council approved the redesignation from the site from Special Purpose – City and Regional Infrastructure (S-CRI) District to Multi-Residential – High Density Medium Rise (M-H2f4.0h36) District.

As part of the approval, a motion arising, brought forward by Councillor Sutherland, stated that Council direct Administration to refer the development permit to the Urban Design Review Panel (UDRP) and Calgary Planning Commission (CPC) to render a decision. Additionally, Council directed Administration to work with the applicant to hold an open house/workshop once the preliminary building design was ready for a development permit submission.

Planning Evaluation

Land Use

The subject site is designated Multi-Residential – High Density Medium Rise (M-H2f4.0h36) District. The intent of this land use is to provide for higher-density development on strategic parcels including landmark locations, transit and transportation corridors and nodes, and employment concentrations. The land use allows for a maximum height of 36 metres and a floor area ratio of 4.0 based on the modifiers used in the designation. The application proposes 145 dwelling units, or 163 units per hectare (uph), which exceeds the minimum of 150 uph required in the District.

Development and Site Design

The application proposes an approximately 21-metre multi-residential development in close proximity to the Tuscan LRT Station. Key aspects of the development are described below.

Site and Building Design

The proposed development is located on the northern portion of the site. The building is a three-sided star-shaped building, which the applicant designed to respond to the triangular site and each of the adjacent roadways. The pedestrian drop-off access is located on the western edge of the site, with vehicular access for parkade level one accessed off Eamon Road NW and the access for parkade level two occurring through the southern LRT Park and Ride along Eamon Road NW. The building design also responds to the significant grade change of 9.4 metres from the top of Eamon Road NW to the Park and Ride location. In response, the building steps down along the southern edge to provide for an outdoor amenity area overtop a two-storey parkade. The parkade has been located to respond to the grade changes of the site, and an indoor amenity area has also been included in the slope adaptive arrangement of building components that provides visual interest when walking down Rocky Ridge Road NW to the transit station.

The proposed building height varies between 20.5 and 21.4 metres, and the proposed FAR is 1.67. Of the 145 units proposed with this development, over 78 percent of the units are two-bedroom units, which provides a diversity of housing types within the development.

The building materials are metal and aluminum panelling on a painted concrete base. The colour palette for the development includes black and gray for the base materials, with terracotta cement plank to break up the massing of the building. While the façades are relatively large, the massing has been broken up through articulation.

Public Realm and Outdoor Amenity Spaces

Landscaping is used along Eamon Road NW and Rocky Ridge Road NW to provide an interesting pedestrian experience while walking to the LRT station. Along Rocky Ridge Road NW, a series of raised planters and an amenity plaza are designed to relate to the grades of the site. Along Eamon Road NW to the northwest, a series of trees and planter beds have been used to screen the at-grade visitor parking as well as the internal vehicular drop off. A private outdoor amenity space is provided with community garden planters and a recreation space for residents along the southern edge of the building. This outdoor space, while accessible from the main floor of the development, is raised two storeys above the LRT parking lot due to the grade changes on the site. An indoor amenity space is located adjacent to Rocky Ridge Road NW, in the southeast corner of building.

Urban Design Review Panel (UDRP)

The applicant presented the proposed development to UDRP on 2021 July 21. The Panel noted the site was in a prominent location with particular constraints, including the triangular shape, the LRT parking lot, and the steep grade change across the site. The panel was concerned that the three-sided form failed to define a street edge condition on any of the three sides and recommended that some commercial use be included in the building program.

Administration worked with the applicant to refine the street edges, explore the addition of commercial uses, and enhance the building through the use of materials and landscaping. The applicant considered commercial uses within the development but did not pursue this, noting there is a commercial development two blocks away to the west along with several other market challenges. The applicant has provided amenity space with clear glazing along the Rocky Ridge Road NW frontage to provide visual interest for pedestrians travelling toward the LRT station.

Transportation

The site is located a two-minute walk (150 metres) from the Tuscany LRT station as well as the Rocky Ridge terminal bus loop, which provides bus service to the neighbouring communities of Royal Oak, Evanston, Rocky Ridge and Arbour Lake. Vehicular access to the site is provided in two locations along Eamon Road NW. A drop-off for the main building is provided along the northwest edge of the site, with the underground parkade being accessed through the existing Park and Ride.

Secured bicycle storage lockers (107) have been provided in the underground parkade, exceeding the Land Use Bylaw requirement. Bicycle parking stalls (16) have also been provided at both the east and west entrances.

The number of vehicle parking stalls required has been reduced due to proximity to the Tuscany LRT Station. In addition to that reduction, a relaxation of 20 stalls for residents and eight stalls for visitor parking is requested due to the tandem design of the provided stalls. Based on the unique configuration of the site, proximity to the LRT station and the number of bicycle stalls provided, the relaxations are supported.

Environmental Site Considerations

An environmental site assessment was provided that identified no environmental concerns.

Utilities and Servicing

Water, sanitary and storm sewer connections are all available. Relevant studies have been provided that confirm capacity exists to service the proposed development.

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.

Municipal Development Plan (Statutory – 2009)

Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) identifies the subject site as being within the Developing Residential area as Planned Greenfield with Area Structure Plan. The MDP supports the development of complete and diverse neighbourhoods which provide a range of housing choices including a mix of built forms and ownership tenures. The mix of housing types can include single detached, duplexes, rowhouses, attached housing, accessory dwelling units and secondary suites, medium and higher-density and mixed-use residential developments. This application proposes a high-density housing type, which aligns with the intent of the MDP.

The MDP's city-wide policies (Section 2) and specifically Section 2.2 Shaping a More Compact Urban Form provide direction to encourage transit use, make optimal use of transit infrastructure and improve the quality of the environment in communities. The goals of these policies are to direct future growth of the city in a way that fosters a more compact and efficient use of land, creates complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods.

Climate Resilience Strategy (2018)

Administration has reviewed this application in relation to the objectives of the [Climate Resilience Strategy](#) programs and actions. The applicant has proposed the following three climate resilience measures on the development permit application:

- a geothermal system for building heating and cooling;
- design of the project to be ready for a future photovoltaics system; and
- the installation of two electric vehicle charging stations, with spaces for eight vehicles, with provision made for an additional eight stalls. The charging stations have been placed in the visitor stalls and designed to allow for fast charging.

The application also meets goal 5.6 of enabling transit-oriented development along LRT lines.

Transit Oriented Development Policy Guidelines (2004)

The subject site is located immediately adjacent to the Tuscany LRT station and is considered a Transit Oriented Development (TOD). The [Transit Oriented Development Policy](#) contains six key policy objectives that apply to sites in close proximity to transit:

1. Ensure transit supportive land uses.
2. Increase density around Transit Stations.
3. Create pedestrian-oriented design.
4. Make each station area a 'place'.
5. Manage parking, bus, and vehicle traffic.
6. Plan in context with the local communities.

This development permit was reviewed against the policy and was found to be in compliance with the key policy objectives.

Rocky Ridge Area Structure Plan (Statutory – Updated 2008)

The [Rocky Ridge Area Structure Plan](#) was amended in 2017 September 11 to facilitate the land use amendment for this site. The proposal identifies the site as "Residential and Related Uses". Section 3.2 (b) of the ASP states that that "the predominant form of housing in Rocky Ridge is expected to be single family. However, in order to achieve a mix of housing types throughout the area, multi-residential housing should be encouraged in appropriate locations such as in proximity to the possible future LRT station."

Land Use Bylaw 1P2007

Administration highlights the following relaxations to the Land Use Bylaw 1P2007. 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
653 Building Setbacks (min.)	(1) Unless otherwise referenced in subsection (2), the min. building setback from a property line shared with a street is 6.0m	Plans indicate the East setback to the gym deck is 2.50m (-3.50m). Plans indicate the NW setback to the 2 nd floor balcony is 5.57m (-0.43m). Plans indicate the NW setback to the 6 th floor architectural buildout is 4.01m (-1.99m). Relaxations of sections 653, 549, and 557 of the Bylaw relate to a portion of the Northwest corner of the site. Administration supports relaxations based on the irregular shape of the site.
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 the building is within the East and NW setbacks. See above.
557 Amenity Space	(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.	Plans indicate a NW corner patio within the building setback area. See above.
570 Retaining Walls	(1) A retaining wall must be less than 1.2m in height when measured from the lowest grade at any point adjacent to the retaining wall to the highest grade retained by the retaining wall. (b) within 3.0m of a property line. (2) A min. horizontal separation of 1.0m must be maintained between retaining walls on a parcel: (b) within 3.0m of a property line.	Plans indicate retaining walls greater than 1.20m in height within 3.0m of a property line. Plans indicate less than 1m separation between same retaining walls. Due to the sloping nature of the site, retaining walls are required to support the landscaping.

<p>Bicycle / Loading / Motor Vehicle Parking Stalls (min.)</p>	<p>The requirement is 160 resident parking stalls</p>	<p>Plans indicate 140 (-20) resident parking stalls provided on site. It should be noted that 36 parking stalls were not counted as they do not meet the minimum requirements of Section 122.</p> <p>The relaxation is required because of the tandem parking provided in the underground parkade. Administration supports this relaxation based on the parkade layout due to the irregular shape of the site, the bicycle stalls provided, and because of the proximity to the LRT station.</p>
<p>Motor Vehicle Parking Stalls (min.)</p>	<p>The requirement is 22 visitor parking stalls</p>	<p>Plans indicate 14 (-8) visitor parking stalls provided on site. It should be noted that 8 parking stalls were not counted as they do not meet the minimum requirements of Section 122.</p> <p>See above.</p>
<p>122 Standards for Motor Vehicle Parking Stalls</p>	<p>Table 2: Minimum Dimensions for Motor Vehicle Parking Stalls</p>	<p>Plans indicate resident stalls R46 and R58 are less than 5.40m in length.</p> <p>Plans indicate visitor parking stalls EV01-EV04 and EV14-EV17 are less than 2.60m in width.</p> <p>Administration supports this relaxation based on the building design/parkade layout that responds to the irregular shape of the site, as well as the minor size of the variance.</p>
<p>122 Standards for Motor Vehicle Parking Stalls</p>	<p>(4) The minimum width of a motor vehicle parking stall required for a Dwelling Unit is: (b) 2.85m where one side of a stall abuts a physical barrier;</p>	<p>Plans indicate resident stalls R45 and R59 are less than 2.85m in width.</p> <p>See above.</p>
<p>122 Standards for Motor Vehicle Parking Stalls</p>	<p>(14) Motor vehicle parking stalls must not be provided as tandem parking unless other wise allowed in this Bylaw.</p>	<p>Plans indicate 32 resident parking stalls in tandem.</p> <p>See above.</p>
<p>551 Specific Rules for Landscaped Areas</p>	<p>(3) The max. hard surfaced landscaped area is: (b) 40.0% of the req. L.S. area, in all other cases.</p>	<p>Plans indicate the hard landscaped area is 1889.57sm (+466.21sm) or 53.10% (+13.10%).</p> <p>Administration supports this relaxation due to site constraints and the quality of the soft landscaping provided.</p>

<p>552 Planting Requirements</p>	<p>(2) A min. of 1.0 tree and 2.0 shrubs must be planted for every 45.0m² of provided landscaped area</p>	<p>Plans indicate 69 (-11) trees provided on site. Due to site constraints, the 11 deficient trees are proposed in the right of way adjacent to Eamon Road NW. Administration supports this as they have confirmed a line assignment can be granted to support the tree planting.</p>
<p>552 Planting Requirements</p>	<p>(4) Deciduous trees min. calliper of 50mm, at least 50.0% of the provided trees must have min. calliper of 75mm</p>	<p>Plans indicate 19 (-6) large deciduous trees provided on site. Due to site constraints, the six deficient trees are proposed in the right of way adjacent to Eamon Road NW. Administration supports this as they have confirmed a line assignment can be granted to support the tree planting.</p>