

Planning & Development Report to  
Calgary Planning Commission  
2019 January 10

ISC: UNRESTRICTED  
CPC2019-0056

## Road Closure and Land Use Amendment in Pineridge (Ward 10) at 6508 and 6520 Rundlehorn Drive NE, LOC2018-0082

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### EXECUTIVE SUMMARY

This application has been submitted by TC Design and Consulting, on 2018 April 17, on behalf of the land owners Lois and Robert Finlay.

This land use amendment application seeks to close a road right-of-way and redesignate that closed road right-of-way and two parcels in the community of Pine Ridge from undesignated road right-of-way, Special Purpose – Future Urban Development (S-FUD) District and Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Low Profile (M-C1) District to allow for:

- Multi-residential buildings (e.g. apartment buildings, townhouses);
- A maximum of 38 dwelling units (an increase from the current maximum of 6 dwelling units);
- A maximum building height of 14 metres (an increase from the current maximum of 10 metres); and
- The uses listed in the proposed M-C1 designation.

No development permit has been submitted at this time.

### ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed closure of 0.02 hectares  $\pm$  (0.05 acres  $\pm$ ) of road (1812336; Area A) adjacent to 6508 and 6520 – Rundlehorn Drive NE with conditions (Attachment 4); and
2. Give three readings to the proposed closure bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.26 hectares  $\pm$  (0.64 acres  $\pm$ ) located at 6508 and 6520 - Rundlehorn Drive NE and the closed road (Plan 1280AJ, Block 9A, lots 11, 12, 13 and 14 and Plan 1812336, Area A) from Special Purpose – Future Urban Development (S-FUD) District, Residential – Contextual One/Two Dwelling (R-C2) District and undesignated road right-of-way to Multi-Residential – Contextual Low Profile (M-C1) District; and
4. Give three readings to the proposed bylaw.

### PREVIOUS COUNCIL DIRECTION / POLICY

None.

### BACKGROUND

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This application has been submitted by TC Design and Consulting, on 2018 April 17, on behalf of the land owners Lois and Robert Finlay. While no development permit has been submitted at this time, the applicant indicated their intent to develop a 2-3 storey multi-residential building as referenced in the submitted Applicant Submission (Attachment 1).

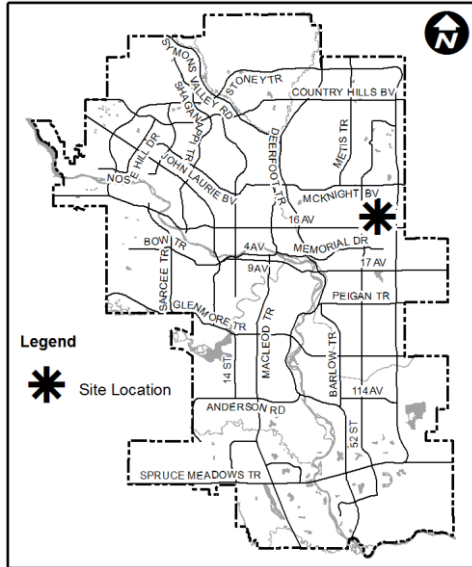
The area was subdivided in the mid-1970s, with historical photos showing that these parcels were at the edge of Calgary in 1979. Throughout the history of these parcels, the laneway road was never used or developed. In 1999, approval was granted for the multi-residential developments to the east of the subject site. On 2009 October 5, Council approved redesignation of 6520 Rundlehorn Drive NE from S-FUD to R-C2. In 2014, the parcel to the north of the site, across 25 Avenue NE, was redesignated to the Multi-Residential – Contextual Medium Profile (M-C2) District to accommodate a now completed multi-residential development. And finally, on 2016 May 2, Council refused redesignation of 6520 Rundlehorn Drive NE from R-C2 to M-C1 citing community opposition.

Planning & Development Report to  
Calgary Planning Commission  
2019 January 10

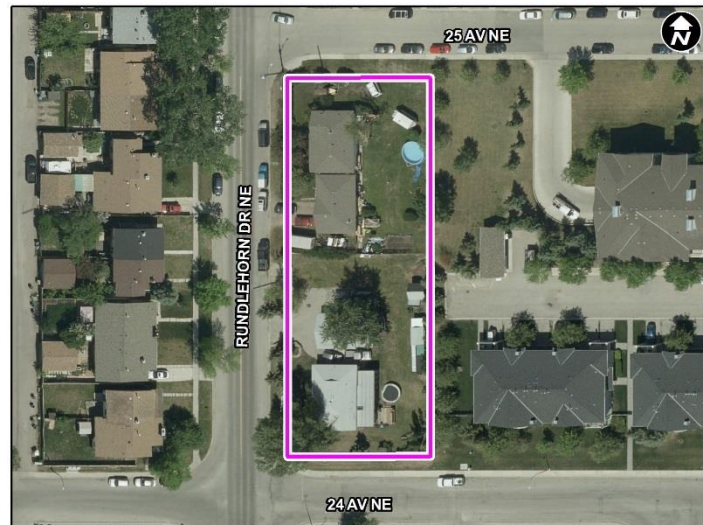
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CPC2019-0056

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Rundlehorn Drive NE, LOC2018-0082

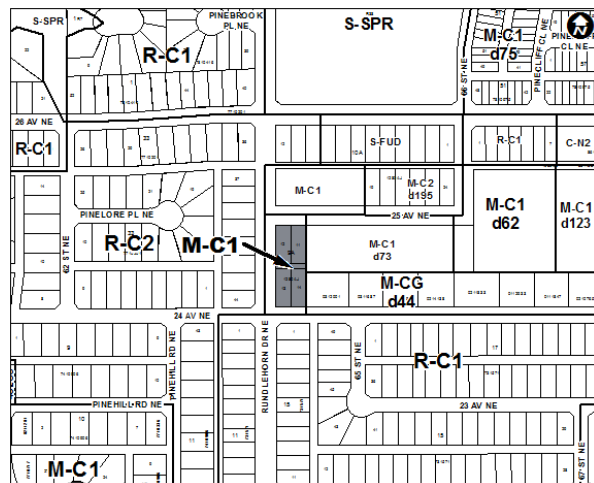
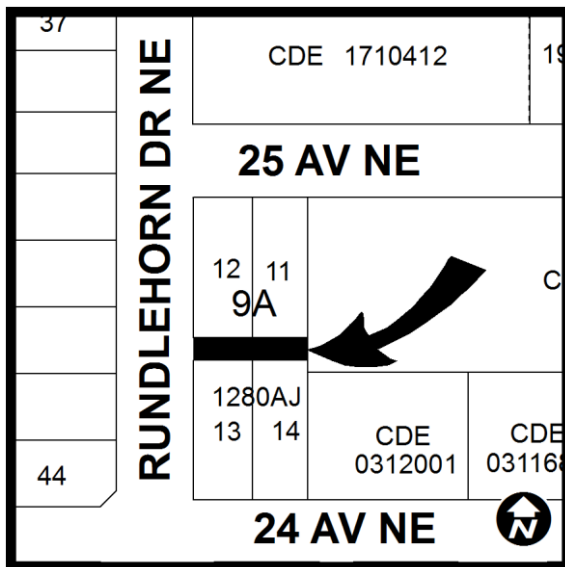
Location Maps



Road Closure Map



Proposed Land Use Map



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### Site Context

The subject site is located in the northeast community of Pineridge along the east side of Rundلهorn Drive NE, between 24 Avenue NE and 25 Avenue NE. The surrounding area is developed with low density residential to the west and south, and medium density residential to the east and north. A private roadway providing access to the development to the east has been constructed up to the eastern boundary of the subject site, but does not provide access to this site. Transit is located nearby with stops located on 26 Avenue NE as well as Rundلهorn Drive NE. An unused and undeveloped road right-of-way exists between the two parcels. The site is relatively flat with no significant vegetation or natural features. Each parcel contains one single detached dwelling with associated out buildings.

As identified in Figure 1 below, the community of Pineridge has seen a population decline over the last several years with its population peak in 1991. Since 1991, the community has lost approximately 760 residents.

Pineridge	
Peak Population Year	1991
Peak Population	10,501
2017 Current Population	9,741
Difference in Population (Number)	-760
Difference in Population (Percent)	-7%

Source: The City of Calgary 2017 Census

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

### INVESTIGATION: ALTERNATIVES AND ANALYSIS

Pineridge is a community largely developed in the 1970s. In 2001, multi-residential development was developed immediately to the east of the subject site – bringing a multi-residential context to the local area. The proposed M-C1 land use district allows for a contextually sensitive intensification of land use which has the potential to increase the diversity of housing types allowing residents to choose to live and remain in the neighbourhood as their housing needs change over their lifetime.

### Planning Considerations

As part of the review of this application, several key factors were considered by administration including the alignment with relevant policies, and the appropriateness of the land use district. The following sections highlight the scope of technical planning analysis conducted by Administration.

## **Road Closure and Land Use Amendment in Pineridge (Ward 10) at 6508 and 6520 Rundlehorn Drive NE, LOC2018-0082**

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### ***Road Closure***

The application proposes to close the undeveloped road right-of-way between the two parcels, incorporate it into the adjacent parcels and designate it M-C1. The attached Conditions of Approval (Attachment 4) provides the guiding conditions of the road closure.

### ***Land Use***

This land use amendment application seeks to redesignate two parcels and close and redesignate an undeveloped and unused lane in the community of Pineridge from Special Purpose – Future Urban Development (S-FUD) District, Residential – Contextual One / Two Dwelling (R-C2) District, and undesignated road right-of-way to Multi-Residential – Contextual Low Profile (M-C1) District. The proposed M-C1 District is a designation that provides for multi-residential development of low height and medium density, and is intended to be in close proximity or adjacent to low density residential development. The proposed M-C1 District allows for a range of multi-residential housing forms such as townhouses, rowhouses and three to four storey apartment buildings with a maximum building height of 14 metres and a maximum density of 148 units per hectare or 38 dwelling units on this site.

### ***Development and Site Design***

The proposed redesignation is intended to accommodate redevelopment of the subject site with a multi-residential development. Future redevelopment of the site will be guided by the rules of the proposed M-C1 District. At the development permit stage, key factors will be important to address include:

- Vehicle access restricted on Rundlehorn Drive NE with future access preferred from 25 Avenue NE, although access may be granted from 24 Avenue NE; and
- At grade orientation of main floor units facing all three street frontages.

### ***Environmental***

An Environmental Site Assessment was not required as part of this application.

### ***Transportation Network***

The parcel is located along Rundlehorn Drive NE which is a two-lane collector roadway, between 24 Avenue NE and 25 Avenue NE. Both 24 and 25 Avenues NE are two lane residential roadways. A Transportation Impact Assessment was not requested for application. Currently, no sidewalk connection exists on the subject site, along Rundlehorn Drive NE. At the development permit stage a sidewalk connection may be required as part of any application. Two transit stops are located within 160 metres of the site with the nearest primary transit route being located 2.8 kilometres away from the subject site located at the Rundle LRT station.

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---

### ***Utilities and Servicing***

Water and sanitary sewer are available to service the subject site. Sanitary capacity will be evaluated at the development permit stage through the review of a Sanitary Servicing Study. Storm sewer is not immediately available for connection. Stormwater management options, as well as the possible requirement for a storm main extension will be also reviewed at the development permit stage.

### **Stakeholder Engagement, Research and Communication**

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

Administration received one letter in opposition to the application citing parking as their concern. Parking will be an essential consideration at the development permit stage, although the size of the parcel under request offers many different options to accommodate required parking on the site.

Comments from the Pineridge Community Association (Attachment 2) were submitted highlighting that they do not have an issue with the land use redesignation request, although they would prefer the laneway remain until such time that a development permit can inform where parking will be accessed from. Given that the laneway is connecting to Rundlehorn Drive NE, the optimal access point is not where the existing undeveloped laneway is located and is better to be configured off of 25 Avenue NE or 24 Avenue NE.

No public meetings were held for this application.

Following Calgary Planning Commission, notification for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation, the date of the Public Hearing will be advertised.

### **Strategic Alignment**

#### ***South Saskatchewan Regional Plan (Statutory, 2014)***

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in *South Saskatchewan Regional Plan* (SSRP). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

#### ***Municipal Development Plan (Statutory, 2009)***

The subject parcel is located within the Residential – Developed Established area of the *Municipal Development Plan* (MDP). The applicable MDP policies encourage moderate intensification in a form and nature that respects the scale and character of the neighbourhood.

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---

### **Social, Environmental, Economic (External)**

The proposal has the potential to allow for a further mix of housing types in the Pineridge neighbourhood at a location that is served by transit and local existing infrastructure. The proposed M-C1 District facilitates the potential for a more efficient use of land within the city boundary, thereby the application is in keeping with the City's goal of accommodating 33 percent growth within our established area by the year 2039.

### **Financial Capacity**

#### ***Current and Future Operating Budget:***

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

#### ***Current and Future Capital Budget:***

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

### **Risk Assessment**

There are no significant risks associated with this proposal.

### **REASON(S) FOR RECOMMENDATION(S):**

The proposal is in keeping with applicable policies of the *Municipal Development Plan*. The proposed M-C1 District is intended for parcels in proximity to or directly adjacent to low density residential development, and suitable for the context of the area. The proposed laneway closure includes a better use for lands which have not been developed or utilized as a lane in the area, and do not have the ability to connect into any existing lanes in the area. Access to the site can and will be accommodated through other satisfactory measures.

### **ATTACHMENT(S)**

1. Applicant Submission
2. Pineridge Community Association Letter
3. Road Plan
4. Proposed Road Closure Conditions of Approval