

Planning & Development Report to
Calgary Planning Commission
2020 February 06

ISC: UNRESTRICTED
CPC2020-0130

Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE, DP2019-3729

EXECUTIVE SUMMARY

This development permit application, referred to as 'The Bridge', was submitted by Zeidler Architecture on 2019 July 22, on behalf of the landowner, JEMM Bridges General Partner Ltd. The application proposes a new mixed-use development consisting of:

- one building, with one 16-storey residential tower, and two wings, a seven-storey wing and an 11-storey wing;
- a total of 285 dwelling units;
- approximately 850 square metres (9,150 square feet) of at-grade commercial space along 9 Street NE that wraps both the northeast and southeast corners of the site;
- a total of 359 bicycle parking - class 1 stalls; and
- a total of 105 underground motor vehicle parking stalls.

Subject to the conditions attached, the proposal represents an appropriate development outcome for the subject site. The proposed development permit is in keeping with the applicable policies of the *Municipal Development Plan*, and the *Bridgeland-Riverside Area Redevelopment Plan*.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission, **APPROVE** the proposed development permit application DP2019-3729 for a New: Dwelling Units, Retail and Consumer Service (1 building) at 950 McPherson Square NE (Plan 0512930, Block 7, Lot 2), with conditions (Attachment 2).

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

On 2019 March 18, Council approved Bylaw 64D2019, which redesignated the site from DC Direct Control District based on Land Use Bylaw 2P80 to DC Direct Control District based on the Mixed Use - General (M-U1) District of Land Use Bylaw 1P2007. The new DC Direct Control District set in a place the framework for future development by allowing for transit supportive mixed-use development, with a maximum building height of 50 metres and a floor area ratio (FAR) of 5.3, which may be increased to a maximum FAR of 5.5, where two publicly accessible private open spaces no less than 100 square metres in size each, are provided. The DC Direct Control District also connects specific Transportation Demand Management (TDM) measures to specific parking requirement reductions.

Planning & Development Report to
Calgary Planning Commission
2020 February 06

ISC: UNRESTRICTED
CPC2020-0130

**Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square
NE, DP2019-3729**

Following the approval of associated land use redesignation (LOC2016-0193), a pre-application (PE2019-00162) was submitted by Zeidler Architecture on 2019 January 29. The Corporate Planning Applications Group (CPAG) reviewed the proposed development concept, and provided a preliminary comments.

On 2019 July 22, a development permit application was submitted by Zeidler Architecture and in 2019 August, the Urban Design Review Panel reviewed and endorsed the proposed development with comments.

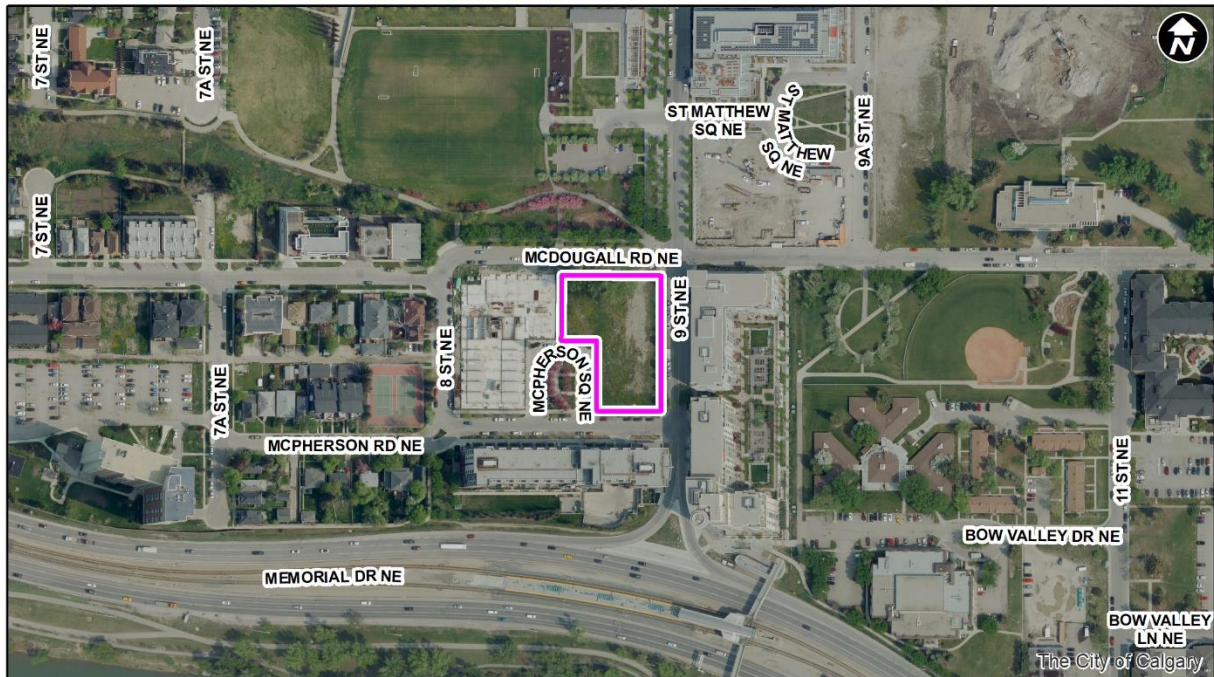
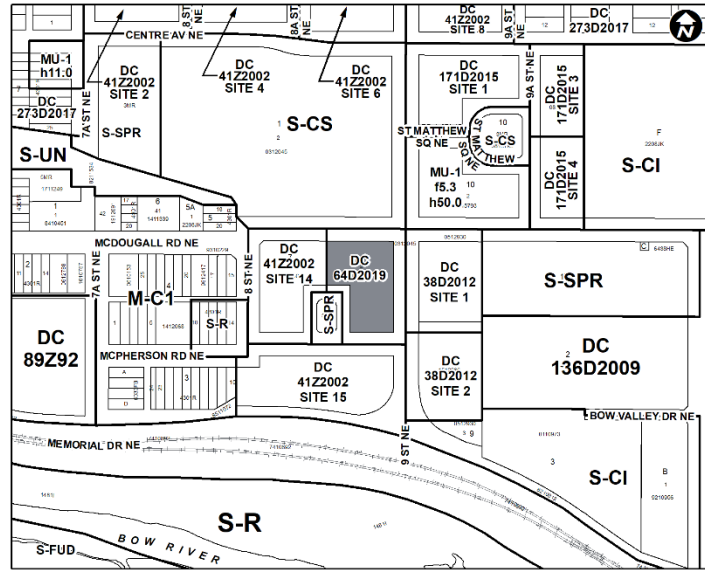
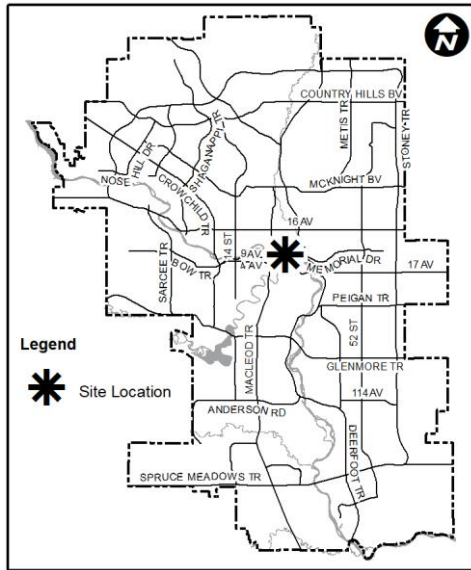
Working collaboratively with the applicant and the landowner, CPAG was able to move forward with a recommendation, following several detailed reviews and amended plan submissions. All prior to decision conditions were addressed prior to Calgary Planning Commission. Information on the application review is outlined in the Application Review section of this report.

Planning & Development Report to
Calgary Planning Commission
2020 February 06

ISC: UNRESTRICTED
CPC2020-0130

Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square
NE, DP2019-3729

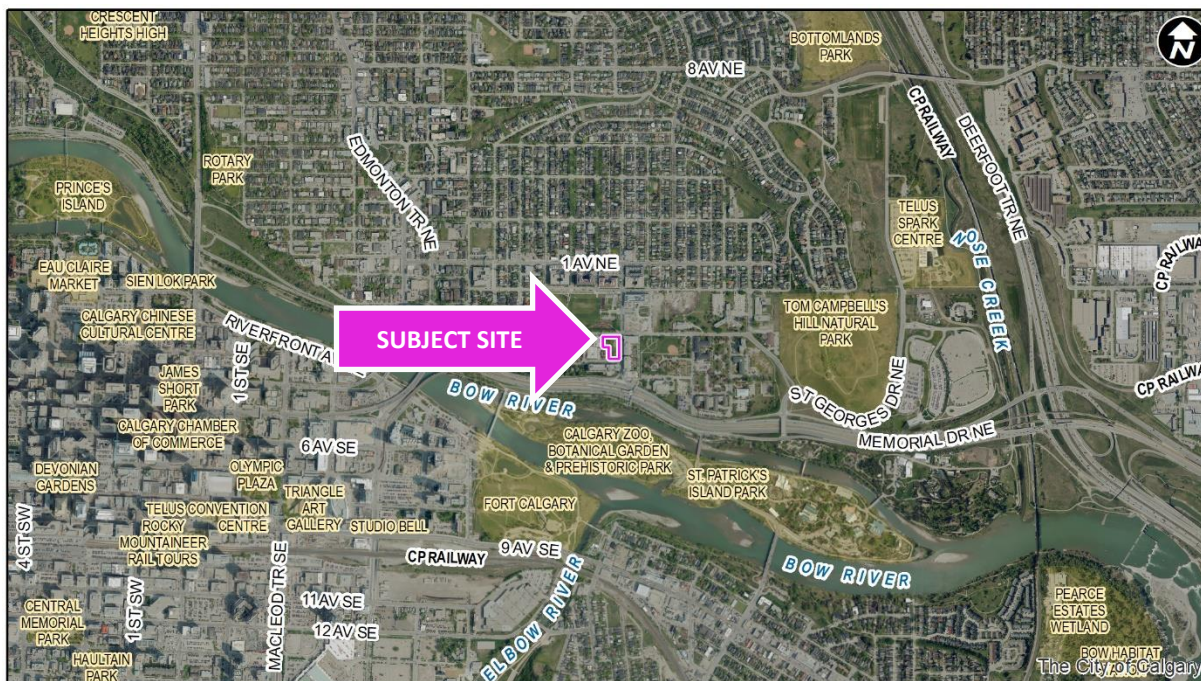
Location Maps



Planning & Development Report to
Calgary Planning Commission
2020 February 06

ISC: UNRESTRICTED
CPC2020-0130

Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square
NE, DP2019-3729



Site Context

The subject site is located in the northeast community of Bridgeland-Riverside. Following the demolition of the Calgary General Hospital in 1998, the subject site and adjacent City-owned lands were part of a City-initiated policy plan known as The Bridges. The overall area of The Bridges is approximately 14.90 hectares (36.82 acres) and is comprised of 16 sites, envisioned to be developed over three phases. Since the approval of The Bridges in 2002, a significant amount of redevelopment has occurred, both in terms of private residential and commercial development, as well as development of public parks and community facilities. The Bridges is near completion with the exception of three undeveloped sites in Phase 3, including the subject site.

Presently vacant, the parcel encompasses an area of approximately 0.37 hectares (0.92 acres). The subject site is located within 200 metres of the Bridgeland-Memorial LRT Station (an approximate three-minute walk), walking distance to local commercial services, significant park spaces, and with easy access to the downtown core.

Located to the north is Murdoch Park, which houses the Bridgeland-Riverside Community Association building, community gardens, a playground, playfields, multi-use pathways, and a surface parking lot. To the east, a mixed-use development consisting of one seven-storey and one 11-storey building exists. To the south, a six-storey mixed-use development exists. Lands to the west are partially developed and are intended for an approved six-storey multi-residential development. The site directly northeast of the subject site is currently under construction as

Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE, DP2019-3729

part of the ongoing development of a mixed-use development consisting of a commercial podium and two residential towers, 14-storeys and 15-storeys respectively.

As identified in *Figure 1*, Bridgeland-Riverside's peak population was in 2019, reaching 6,835 residents.

Figure 1: Community Peak Population

Bridgeland-Riverside	
Peak Population Year	2019
Peak Population	6,835
2019 Current Population	6,835
Difference in Population (Number)	0
Difference in Population (Percentage)	0

Source: *The City of Calgary 2019 Civic Census*

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This development permit application proposes development of a 16-storey tower with an 11-storey wing and a seven-storey wing that contains 285 Dwelling Units and approximately 850 square metres (9,150 square feet) of commercial uses (Attachment 1).

Land Use

A land use redesignation application (LOC2016-0193) was initially submitted on 2016 July 20, by The City of Calgary, Real Estate & Development Services. An updated land use amendment application was resubmitted on 2018 July 23, by O2 Planning and Design, on behalf the developer, JEMM Properties, with authorization from the landowner at the time, The City of Calgary. On 2019 March 18, Council approved Bylaw 64D2019, which redesignated the site from DC Direct Control District based on Land Use Bylaw 2P80 to DC Direct Control District based on the Mixed Use - General (M-U1) District of Land Use Bylaw 1P2007.

The DC Direct Control District ([Bylaw 64D2019](#)) is intended to accommodate transit supportive mixed-use development, with a maximum building height of 50 metres and a FAR of 5.3, which may be increased to a maximum FAR of 5.5, where two publicly accessible private open spaces no less than 100 square metres in size each, are provided. For the purposes of calculating gross FAR, where a minimum of 50 percent of the required bicycle parking stalls – class 1 for the development are provided as bicycle lockers, specific areas of a building must be excluded from the calculation to a cumulative maximum of 0.5 FAR. The DC Direct Control District also connects specific TDM measures, including enhanced and more secure forms of class 1 bicycle storage facilities, to specific parking requirement reductions. The proposed development provides the following TDM measures in keeping with the DC Direct Control District:

Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE, DP2019-3729

- a minimum of 1.25 bicycle parking stalls – class 1 per Dwelling Unit;
- over 50.0 percent of the required bicycle parking stalls – class 1 for the proposed development are provided in the form of bicycle lockers;
- a Rectangular Rapid Flashing Beacon (RRFB) at the existing pedestrian crosswalk at 9 Street NE and McPherson Road NE;
- a minimum of five motor vehicle parking stalls dedicated to car-sharing services; and
- bicycle repair facilities.

In keeping with the DC Direct Control District, angled parking is also provided along the western portion of 9 Street NE between McDougall Road NE and McPherson Road NE to support proposed at-grade commercial uses and provide additional on-street parking in the community.

Site and Building Design

Building Massing

The proposed development is intended to respond to the existing and proposed building context that surrounds in The Bridges area of the larger community of Bridgeland-Riverside. The proposed development consists of a 16-storey tower and two wings with the main residential entry to the proposed building off of McPherson Square NE.

The 16-storey tower proposed for the northeast portion of the site is intended to respond to the approved 15-storey mixed-use development, known as 'Dominion', to the northeast and minimize shadowing on Murdoch Park to the north. The seven-storey wing located at the northwest portion of the site is intended to respond to the six-storey massing of the approved development to the west, known as 'Steps'. The 11-storey wing on the south portion of the site is intended to respond to the higher building height of the existing building to the east, known as 'Bridgeland Crossing', closest to the LRT station on 9 Street NE. Two-storey massing along the west portion of the building along McPherson Square NE is intended to provide street-oriented design and ground floor residential units that create a pedestrian-scaled experience.

Commercial Frontage

The proposed development is street-oriented as it provides a series of active Retail and Commercial use spaces along 9 Street NE that wrap both the north and south corners of the site and contribute to the evolving identity of this key north-south pedestrian corridor from the Bridgeland-Memorial LRT Station. These commercial frontages are anchored by two main plazas. Commercial frontages are designed to give users a varied experience by breaking up commercial frontages using three different colours of large format wall tile between large glass storefronts. A continuous solid canopy also runs along 9 Street NE to provide an enhanced the pedestrian experience. In total, six separate at-grade units for Commercial and Retail uses are proposed as part of the proposed development.

Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE, DP2019-3729

Parkade, Waste and Recycling

Transitioning westward along McDougall Road NE away from the retail edge and the northeast public plaza, the parkade entrance, loading and waste and recycling, as well as a transformer are consolidated into a portion of the north frontage. Waste and recycling is stored internally to the building, and both residential and commercial waste and recycling utilize a shared overhead door to minimize the number of loading areas that front onto the northern edge of the site. A steel screen wall and landscaping are proposed to minimize the visual impact of this servicing area from the street and adjacent plaza.

Building Materials

The west frontage of the proposed building transitions to eight ground floor residential units located along McPherson Square NE that utilize a combination of red-brown brick masonry and a mixed grey vertical concrete board to provide a distinct residential character from upper residential floors. The addition of landscaping and design elements along the public realm in front of these ground-oriented units provide adequate privacy, while allowing for direct access to the adjacent street or pathway.

In contrast, the design of the upper residential floors above the at-grade commercial uses and residential units is intended to assist in breaking up the massing of the building through utilizing both white and black composite metal wall panels to create vertical bands.

Public Realm, and Outdoor Amenities Spaces

The proposed landscaping is designed to create a strong pedestrian realm on all sides of the site through use of soft and hard landscaping, including decorative paving, street trees and plantings, street furniture and lighting. Along 9 Street NE between the proposed building and angled parking, a series of American elms, and tall grasses and landscaping treatments are proposed to create a vibrant pedestrian realm that ties into the adjacent at-grade commercial uses along this key north-south pedestrian corridor. Benches and bicycle racks are provided along the street edge and adjacent to a proposed 2 metre wide sidewalk.

Two publicly accessible private open spaces in the form of plazas are part of the proposal. The northeast plaza, in close proximity to the McDougall Road NE and 9 Street NE, is intended to have a more active character through use of unique urban furniture, trees and plantings, and lighting that activates the corner and draws people in from the adjacent north-south pedestrian corridor along 9 Street NE. This plaza may also tie into future patios of adjacent commercial tenants. In contrast, the southwest plaza, adjacent to McPherson Road NE and McPherson Square NE, was designed to be a transition between the active retail frontage along 9 Street NE and McPherson Road NE, and the residential frontage that flanks McPherson Square NE through use of unique paving patterns, planters and lighting designs. At-grade residential units just north of the southwest plaza and along McPherson Square NE utilize planters, and raised patio spaces to provide visual separation between public and private spaces.

Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE, DP2019-3729

Above grade, a rooftop dog-run / play area is proposed on top of the seven-storey wing as an outdoor amenity space for future tenants of the building. On top of the 11-storey wing, a rooftop patio area is proposed as an additional outdoor amenity for future tenants. This area utilizes a range of movable outdoor furniture and seating, fireplaces, communal barbeques, planters, wood benches, trees and landscaping, and pergolas to create a distinct amenity space that accounts for south and west solar exposure and views.

Environmental

An Environmental Site Assessment (ESA) Phase 2 and Soil Management Plan were both submitted as part of the development permit review. This material was reviewed, and it was then determined that no other requirements were necessary.

Utilities and Servicing

Water, sanitary and storm deep utilities are available for the development and exist within the adjacent rights-of-way. Development site servicing will be determined at the Development Site Servicing Plan (DSSP) circulation stage, to the satisfaction of Water Resources.

Transportation

Pedestrian access to the site is available from 9 Street NE, McPherson Square NE, McPherson Road NE, and McDougall Road NE. The subject site is located approximately 80 metres to the Calgary Transit bus route 90 on 9 Street NE. The walking distance to the Bridgeland-Memorial LRT Station platform is approximately 200 metres from the southeast corner of the site.

The DC Direct Control District (Bylaw 64D2019) for the subject site is intended to implement a tiered approach to incrementally reduce motor vehicle parking requirements in conjunction with specific TDM measures. The DC Direct Control District provides tiered vehicle parking requirements separately for residential uses, visitor, and all other uses.

To improve pedestrian connection to the Bridgeland-Memorial LRT Station and in keeping with the direction of a DC Direct Control District, a Rectangular Rapid Flashing Beacon (RRFB) is provided by the developer with this development at 9 Street NE and McPherson Road NE to facilitate east-west movement of pedestrian flow. To increase publicly accessible on-street parking to service this development and nearby developments, as well as align with the DC Direct Control District, the existing parallel parking section of 9 Street NE between McDougall Road NE and McPherson Road NE along the southbound direction will be converted to angle parking.

Bicycle Parking Facilities

The provision of enhanced bicycle storage facilities was a key focus of this development as outlined in the DC Direct Control District. To support the reduced vehicular parking provisions on-site, 359 bicycle parking - class 1 stalls are proposed as part of this development. A portion

Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE, DP2019-3729

of these 359 stalls will be provided in form of bicycle lockers. Specific to the amenity of bicycle lockers, two types of lockers are provided on various floors within the development in designated bicycle storage rooms. Within the parkade level, mezzanine levels, and level 2, horizontal bike lockers in a dual-stack configuration are provided, where a single locker is stacked upon another locker and accessed from the side. These oversized dual stack lockers, account for 216 bicycle parking – class 1 stalls, and are intended to provide flexibility to various bike users including longer or heavier bicycles, including electric-assist bicycles. To access these lower-level bicycle storage rooms, a dedicated shuttle elevator runs from parkade level to level 3, providing cyclists with direct access to these facilities. These lower-level bicycle storage rooms are also accessible through the use of bicycle ramps along the stairwell closest to the rooms. Individual bicycle rooms are also fitted with auto door openers to increase user convenience and certain rooms are outfitted with a bike repair stations.

The remainder of bicycle lockers are located on levels 4 through 11 in individual bicycle storage rooms that accommodate vertical bicycle lockers. These vertical lockers with wall-mounted vertical hangars account for 70 bicycle parking – class 1 stalls, and provide convenient and direct storage for the use of residents on their respective floors. The remainder of the bicycle parking – class 1 stalls are accounted for through the provision of 73 wall mounted bicycle racks. *Figure 2* below outlines a summary of the proposed bicycle parking – class 1 provided as part of the proposed development.

Figure 2: Proposed Bicycle Parking – Class 1 Summary

	Required	Provided	Deficiency / Surplus
Bicycle Parking – Class 1	357	359	+2
Bicycle Parking – Class 1 – Commercial	9	10	+1
Bicycle Parking – Class 2	30	30	0

Site Access

The proposed development will have direct vehicular access from McDougall Road NE. This proposed access location from McDougall Road NE protects the integrity of the McPherson Square NE and 9 Street NE for pedestrian connection without driveway interruptions. The proposed development incorporates sidewalks surrounding the perimeter of the site to facilitate movement of pedestrians and direct transit access. This proposal also includes a pedestrian connection between the two buildings on this block to connect McPherson Park and Murdoch Park.

Motor Vehicle Parking

All motor vehicle parking for the development is provided via a single-level parkade accessed off of McDougall Road NE. The proposed parking stalls supplied on-site meet the tiered requirements of the DC Direct Control District. As per the DC Direct Control District, shared

Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE, DP2019-3729

residential visitor and commercial parking stalls were proposed as part of this development. Further, to encourage car sharing amongst residents of the proposed development, five motor vehicle parking stalls are designated for car-sharing services within the parkade. The car share arrangements will be developed and implemented by the developer. *Figure 3* below provides a summary of the proposed motor vehicle parking.

Figure 3: Proposed Motor Vehicle Parking Summary

	Required	Provided	Deficiency / Surplus
Resident parking (285 Dwelling Units)	72	77	+5
Visitor parking and commercial parking* (285 Dwelling Units)	28	28	0

**visitor and commercial parking to be shared as per section 10(5) of DC 64D2019*

Application Review

On 2019 July 22, a development permit application (DP2019-3729) for the subject site was submitted by Zeidler Architecture on behalf of the landowner, JEMM Bridges General Partner Ltd. Through the application review process, including review by Urban Design Review Panel (UDRP), a number of items were identified, which Administration requested the applicant address. Notable requirements included:

- revisions to the design and layout of the public realm condition and angled parking along 9 Street NE;
- amendments to the site plan to better define the main residential entrance on McPherson Square NE;
- amendments to the design and layout of bicycle lockers and other bicycle parking stall – class 1 areas within the proposed development;
- revisions to the loading and servicing areas of the proposed building; and
- amendments to the plans based on Land Use Bylaw discrepancies.

The applicant addressed Administration's concerns through amended plan submissions. Outstanding issues that are minor in scope, are to be addressed through prior to release conditions of the Development Permit Conditions of Approval (Attachment 2).

City Wide Urban Design

City Wide Urban Design (CWUD) has been involved with the proposed development since the land use application (LOC2016-0193) and the subsequent development permit pre-application (PE2019-00162) for the site. The proposed development was also reviewed by the CWUD team through the CPAG review process. CWUD did provide comments on the application as part of the review and were supportive of the overall design outcome.

Planning & Development Report to
Calgary Planning Commission
2020 February 06

ISC: UNRESTRICTED
CPC2020-0130

Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE, DP2019-3729

Urban Design Review Panel

Urban Design Review Panel (UDRP) reviewed the plans for the proposed development permit application on 2019 August 21 and endorsed the project with comments. UDRP comments together with the applicant's response are contained in Attachment 3. Changes were made to design and layout of the public realm condition and angled parking along 9 Street NE, to the paving strategy within the project in order to simplify it, and to the main residential entry and surrounding public realm to better define it as the primary entrance. Administration believes that the proposal has addressed UDRP's comments.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. The application was also included in the Planning and Development Map (PDMap), an online tool that includes relevant information on planning applications. The decision made by the Development Authority will be advertised in accordance with the *Municipal Government Act*.

In response to the notice posting, and circulation of the development permit application, Administration received three (3) letters of objection regarding the proposed development permit application. The reasons stated for opposition to the proposal are summarized as follows:

- Concerns regarding the proposed height and potential shadowing on adjacent buildings;
- Impacts of density of the proposed development on existing infrastructure;
- Increased traffic from the proposed development;
- Implications of density on existing limited street parking in the area; and
- Concerns regarding flooding in the area.

The Bridgeland-Riverside Community Association (BRCA) also submitted a letter of support regarding this proposed development permit on 2020 August 07. The comments from the BRCA can be found in Attachment 4.

The applicant, Zeidler Architecture, and landowner, JEMM Bridges General Partner Ltd, also led their own engagement program, which included a meeting with the BRCA Planning Committee on 2019 June 17 prior to the submission of a formal development permit application. They also held a public information session on 2019 October 02. The applicant utilized social media, provided delivered invitations to nearby condo boards in advance of the information session, installed a bold sign at the BRCA hall, and developed a project website. Administration attended the information session to share information on the planning review process and answer questions. Comments heard during the engagement, along with feedback received during the associated land use amendment application (LOC2016-0193), are summarized in the Applicant's Engagement Summary, which can be found in Attachment 5.

Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE, DP2019-3729

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) (SSRP), 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 [Interim Growth Plan](#). The proposed development permit amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

In accordance with the [Urban Structure Map \(Map 1\)](#) of the [Municipal Development Plan](#) (MDP), the subject site is identified as being located within the Developed Residential Area – Inner City Area. The land use policies in section 3.5.2 identify that Inner City areas should maintain and expand, where warranted by increased population, local commercial development that provides retail and service uses in close proximity to residents, especially in the highest density locations. Buildings should maximize front door access to the street and principle areas to encourage pedestrian activity.

The MDP's City-wide policies, Section 2 and specifically Section 2.2 Shaping a More Compact Urban Form provides directions to encourage transit use, make optimal use of transit infrastructure, and improve the quality of the environment in communities. The intent of these policies is 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.

The relevant policies within Section 2.2.2 identify the following:

- a. Locate transit-supportive land uses, including higher density residential and employment developments, within Activity Centres and Corridors supported by Primary Transit Network.
- b. Increase development densities in proximity of the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stops, in areas deemed appropriate through the Local Area Planning process and in accordance with the Typology thresholds identified in Part 3.
- c. Locate land uses that will generate counter-flow transit ridership during peak-hour commuting times and support non-peak hour ridership.

Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE, DP2019-3729

The proposed mixed-use development is within 200 metres of the Bridgeland-Memorial LRT station and is transit-oriented with reduced vehicular parking onsite and a higher standard of bicycle storage facilities to encourage active modes of travel and transit ridership. The proposed development is keeping with the applicable MDP policies.

Bridgeland-Riverside Area Redevelopment Plan (Statutory – 1980)

The [Bridgeland-Riverside Area Redevelopment Plan](#) (ARP) was adopted by Council in 1980. In 2002, a major amendment (25P2000) to the ARP was approved to include the Bow Valley Centre lands (former Calgary General Hospital). The amendments included policies and goals for The Bridges planning area. The policies were integrated in the *Bow Valley Centre Concept Plan*, which forms Section 9 of the *Bridgeland-Riverside ARP*. The subject site is identified as within the Transit Supportive Mixed Use area in Map 3: Generalized Land Use of the ARP and aligns with applicable policies.

Bow Valley Centre Concept Plan, Section 9 of the Bridgeland-Riverside Area Redevelopment Plan (Statutory – 2002)

The [Bow Valley Centre Concept Plan](#) (BVC) is Section 9 of the ARP written for The Bridges planning area. The subject site is located within a Transit Supportive Mixed Use area as identified on Figure 19 – Conceptual Land Use map of the BVC. The subject site is also located adjacent to an Active Frontage corridor, which encourages active uses and/or active building design along 9 Street NE. As such, the proposed mixed-use development with the applicable policies of the BVC.

Land Use Bylaw 1P2007

The proposed development generally complies with the DC Direct Control District for the subject site and the Land Use Bylaw 1P2007 with the exception of a few minor discrepancies. These Bylaw relaxations are identified in the table below and are supported by Administration as the development still meets the intent of the rules, and relaxations of the rules have no adverse impact on adjacent developments.

Figure 4: Bylaw Relaxations

Bylaw Relaxations 1P2007		
Regulation	Standard	Provided
1374 Setback Areas (min.)	(3) For the storey closest to grade, the maximum building setback from a property line shared with a street is 4.5 m for 60% of the length of the building façade that faces the street.	Plans indicate the North façade and the Southern half of the West façade as being located greater than 4.5 m from the property line for the entire facades. <i>Administration is supportive of the requested relaxation. It does not materially impact the interface with adjacent properties, McPherson Square NE or McDougall Road NE.</i>

Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE, DP2019-3729

1338 Street Wall Stepback	Where the height of a building is greater than 23.0 m measured from grade, the façade of the building within 6.0 m of a property line shared with a street must have a horizontal separation from the portion of the façade closest to grade where: (a) the horizontal separation has a minimum depth of 2.0 m;	Plans indicate the stepped portion on the east side and South side of the building as being 0.61 m (-1.39 m) to 1.22 m (-0.78 m). <i>Administration is supportive of the requested relaxation. It does not materially impact the interface with adjacent properties, McPherson Square NE or McPherson Road NE.</i>
1349 Residential Amenity Space	(5) Private amenity space must: (b) have no min. dimensions of less than 2.0 m.	Plans indicate multiple balconies as having a dimension of less than 2.0 m. <i>Administration is supportive of the requested relaxation. The proposal has provided sufficient residential amenity spaces.</i>
1355 Vehicle Access (Identify locations)	(3) Motor vehicle parking stalls and loading stalls must not be located between a building and a street.	Plans indicate the loading zone as being between the proposed building and north property line. <i>Administration is supportive of the requested relaxation. It does not materially impact the interface with McDougall Road NE.</i>

Social, Environmental, Economic (External)

The proposal supports the MDP sustainability policies by developing in the Developed Residential Area – Inner City Area in a more compact urban form. The site is located near community amenities, employment opportunities, parks, and transit. The proposal will help promote high quality walking environments along 9 Street NE, which is the key pedestrian connection from the LRT station to the community.

The proposed development has been designed to target the Leadership in Energy and Environmental Design (LEED v4) Homes rating system. The proposal draws on its active transportation focused amenities, transit-served location, and limits the amount of vehicular parking provided onsite, helping to reduce transportation-associated emissions and provide a transit-supportive mixed-use development that aligns with broader City sustainability goals.

Residents are provided with secure and convenient bicycle storage facilities and amenities, and dedicated stalls for car-sharing services are provided in the single-storey parkade. Other sustainable strategies being considered include, but are not limited to, use of ventilation systems equipped with heat recovery, and incorporation of energy efficiency materials.

Planning & Development Report to
Calgary Planning Commission
2020 February 06

ISC: UNRESTRICTED
CPC2020-0130

**Development Permit in Bridgeland-Riverside (Ward 9) at 950 McPherson Square
NE, DP2019-3729**

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 provides for a transit supportive mixed-use development within 200 metres of the Bridgeland-Memorial LRT Station that is consistent with applicable policies of the *Municipal Development Plan* and the *Bridgeland-Riverside Area Redevelopment Plan*. The proposal aligns with the policy goals of providing a compact urban form, and more complete communities with a greater range of uses that serve community needs by providing additional housing options and at-grade commercial uses in this key location along 9 Street NE within the community of Bridgeland-Riverside.

ATTACHMENT(S)

1. Development Permit Plans
2. Conditions of Approval
3. Urban Design Review Panel Comments and Applicant Response
4. Community Association Letter
5. Applicant Engagement Summary