

**POLICY AMENDMENT AND LAND USE AMENDMENT
BRIDGELAND/RIVERSIDE (WARD 9)
WEST SIDE OF 4A STREET NE BETWEEN 5 AVENUE NE AND
4 AVENUE NE
BYLAWS 25P2017 AND 165D2017**

MAP 22C

EXECUTIVE SUMMARY

The proposed Land Use Amendment seeks to allow for the redesignation of an undeveloped, steeply sloped site at 515 – 4A Street NE in Bridgeland from Multi-Residential – Contextual Grade-Oriented (M-CGd111) District to Multi-Residential – Contextual Medium Profile (M-C2) District. The redesignation would allow for greater flexibility in the building form and dwelling unit size and number for a challenging site that does not have lane access and is mid-block. The proposed district also provides an extra 4 metres of height over the current district. Two minor amendments to the Bridgeland-Riverside Area Redevelopment Plan (ARP) are required to support this application.

A development permit (DP2016-0269) has been applied for that proposes a 36 unit multi-residential development that is intended to contain affordable dwelling units. Initially proposing 40 units the applicant reduced the number of units to accommodate community concerns and address Land Use Bylaw discrepancies. That development permit is ready to be approved subject to a successful ARP and Land Use Amendments.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2017 March 23

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 25P2017 and 165D2017; and

1. **ADOPT** the proposed amendments to the Bridgeland-Riverside Area Redevelopment Plan, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 25P2017.
3. **ADOPT** the proposed redesignation of 0.11 hectares ± (0.27 acres ±) located at 515 – 4 A Street NE (Plan 5350AJ, Block 1, Lots 5 to 8) from Multi-Residential – Contextual Grade-Oriented (M-CGd111) District **to** Multi-Residential – Contextual Medium Profile (M-C2) District, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 165D2017.

**POLICY AMENDMENT AND LAND USE AMENDMENT
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MAP 22C

REASON(S) FOR RECOMMENDATION:

The application complies with the applicable policy documents, including the Municipal Development Plan and Bridgeland-Riverside Area Redevelopment Plan (ARP). The site is designated for Family Oriented Residential Development in the ARP and the application proposes a variety of 1, 2 and 3 bedroom units on a currently vacant site.

The application facilitates the addition of new residents into an inner city neighbourhood that is equipped from a servicing perspective; transportation; and amenities to adequately provide services for additional residents. The proposed Land Use District also provides more flexibility for ground floor design of a development where multiple site constraints such as steep slopes and no rear lane, limit the range of options for developing the site.

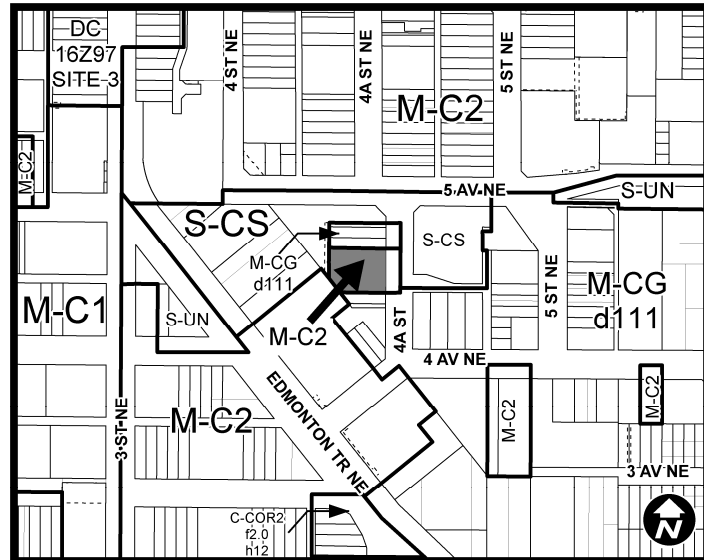
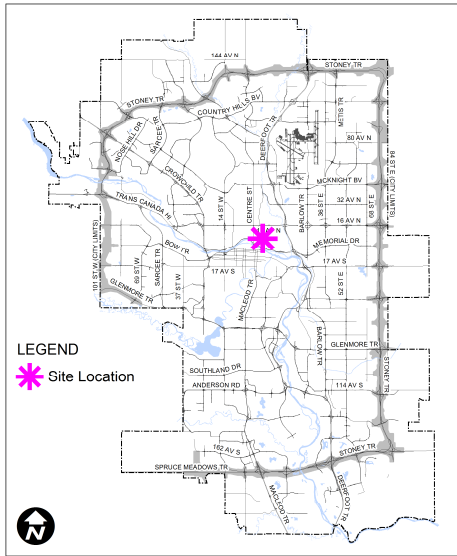
ATTACHMENTS

1. Proposed Bylaw 25P2017
2. Proposed Bylaw 165D2017

**POLICY AMENDMENT AND LAND USE AMENDMENT
BRIDGELAND/RIVERSIDE (WARD 9)
WEST SIDE OF 4A STREET NE BETWEEN 5 AVENUE NE AND
4 AVENUE NE
BYLAWS 25P2017 AND 165D2017**

MAP 22C

LOCATION MAPS



POLICY AMENDMENT AND LAND USE AMENDMENT
BRIDGELAND/RIVERSIDE (WARD 9)
WEST SIDE OF 4A STREET NE BETWEEN 5 AVENUE NE AND
4 AVENUE NE
BYLAWS 25P2017 AND 165D2017

MAP 22C

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Bridgeland-Riverside Area Redevelopment Plan (APPENDIX III)

Moved by: G.-C. Carra **Carried: 8 – 0**

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.11 hectares ± (0.27 acres ±) located at 515 – 4 A Street NE (Plan 5350AJ, Block 1, Lots 5 to 8) from Multi-Residential – Contextual Grade-Oriented (M-CGd111) District to Multi-Residential – Contextual Medium Profile (M-C2) District.

Moved by: G.-C. Carra **Carried: 8 – 0**

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MAP 22C

Applicant:

Kanas Shelter Corporation

Landowner:

Kanas Shelter Corporation

PLANNING EVALUATION

SITE CONTEXT

The subject site is on the west side of the steeply sloped 4A Street NE in Bridgeland. Edmonton Trail is located one 1/2 block to the east, and is designated as an Urban Corridor. Currently vacant, there are two older single detached dwellings to the south and a 3 storey multi-residential building to the north and above the site. Behind the site to the west is a City owned open space site designated Special Purpose – Community Service (S-CS) District. The park space slopes upwards from the subject lands, making it available for passive recreation only. Across the 4A Street NE from the site is another City owned S-CS open space called the Hollywood Bowl. It contains picnic tables and small space for informal recreation activities. To the southwest, fronting Edmonton Trail NE are multiple new multi-residential buildings.

The steeply sloped street creates difficulty for driveways. Through the application review process, multiple options were explored with the applicant regarding access, and a satisfactory solution has been reached wherein a shared driveway for residents, visitors, loading trucks, and waste and recycling is provided at the south end of the site.

LAND USE DISTRICTS

The proposed land use district is the Multi-Residential – Contextual Medium Profile (M-C2) District. The current designation is Multi-Residential – Contextual Grade-Oriented (M-CGd111) District and has a density maximum of 111 units per hectare.

The main characteristics that differentiate the M-C2 District from the M-CG District is that the M-CG District requires some or all of the ground floor units in a multi-residential development to have direct access to public sidewalk. Given that this particular mid-block site has challenging grades and no rear lane access, providing ground floor units is relatively difficult. It was the preference of the applicant to provide a shared entrance for the proposed development.

The main benefits of the MC-2 District for this application is that the development intensity is measured by Floor Area Ratio (FAR) to provide flexibility in building form and dwelling unit size and number. The maximum FAR permitted with the future development will be 2.5. The current district (M-CGd111) allows a maximum of 12 units on the 0.11 hectare site.

**POLICY AMENDMENT AND LAND USE AMENDMENT
BRIDGELAND/RIVERSIDE (WARD 9)
WEST SIDE OF 4A STREET NE BETWEEN 5 AVENUE NE AND
4 AVENUE NE
BYLAWS 25P2017 AND 165D2017**

MAP 22C

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP)

Municipal Development Plan (MDP)

Because of the parcel's proximity to Edmonton Trail, the parcel is located within the Corridor – Urban Corridor land use typology within Map 1 of the Municipal Development Plan (MDP). Within this typology, the following policies are applicable:

- With regards to 3.4.1 General Corridor policies:
 - m. A strong pedestrian environment should be created along the transit corridor by discouraging on-site parking in front of the building and providing parking alternatives on street, and to the side and rear of buildings.
 - n. Priority and high-quality parking locations should be provided for bicycles, carpool and car-sharing vehicles, and vehicles with low environmental impacts.
 - p. Site layout, vehicular circulation and loading zones should be planned to minimize the impact of vehicles on the pedestrian realm.
 - q. Create a human-scale environment along the Corridor by generally encouraging a maximum of a 1:2 building height to right-of-way width ratio. Additional height should be considered through the Local Area Plan.
 - u. Urban design should be used to ensure that the intensification of land use occurs in a sensitive manner and that new buildings contribute to a pedestrian-friendly streetscape with the following characteristics:
 - i. Reduced building setbacks from public sidewalks; and
 - ii. Where appropriate, existing setbacks should be used to enhance the pedestrian interface (e.g., street furniture, landscaping, street trees, pedestrian level street lighting, wider sidewalks, etc.).

Bridgeland-Riverside Area Redevelopment Plan

The application complies with the intent of the Bridgeland-Riverside Area Redevelopment Plan (ARP). However, two minor amendments are required to accommodate the unique aspects of the development. The parcel is classified under the Family Oriented Development generalized land use within Figure 3 in the ARP. Within this land use area, the following policies are applicable:

Section 3 – Residential

**POLICY AMENDMENT AND LAND USE AMENDMENT
BRIDGELAND/RIVERSIDE (WARD 9)
WEST SIDE OF 4A STREET NE BETWEEN 5 AVENUE NE AND
4 AVENUE NE
BYLAWS 25P2017 AND 165D2017**

MAP 22C

Policies Section

1. That preservation and enhancement of appropriate portions of the community for families with children be strived for.
4. That the development of a mix of housing styles and forms be encouraged so that a diverse population base may be accommodated.

The proposed development has 36 units, including 12 two-bedroom units and 5 three-bedroom units. Therefore it can accommodate families within its variety of unit sizes.

Implementation Section

The following policies require minor amendments to add the subject site as a permitted exception to the policy:

6. That within the Family Oriented Redevelopment Area, the appropriate land uses are residential in nature and that the appropriate designation within the Land Use Bylaw would be RM-3, *with the exception to lands located at 420, 424, 512, 516, and 520 Edmonton Trail NE and 502, 510, 512, 609, 611 and 617 4 Avenue NE.*

Amending this policy to exempt the subject site is reasonable as the proposed district (M-C2) and development permit provides for residential uses and includes two and three bedroom units to accommodate families.

8. That within the Family Oriented Redevelopment Area, if the development comprises of three or more units, parking shall be 1.25 spaces per unit *with the exception of lands located at 512, 516 and 520 Edmonton Trail NE*

Amending this policy to exempt the subject site is reasonable as the proposed development includes affordable housing units for which there is generally less demand for parking. The proposed 36 stalls meet the requirements of the Land Use Bylaw. Further, Edmonton Trail and three transit routes are also available within 400 metres of the site. Also, walking or cycling into downtown is very feasible from this site.

Other relevant policies in the ARP that don't require an amendment include:

16. Where redevelopment is proposed on south facing slopes, consideration should be given to designs that would utilize passive solar energy systems and utilize other benefits associated with such locations.

The proposed development has a number of large windows located along the south facing façade of the development permit.

**POLICY AMENDMENT AND LAND USE AMENDMENT
BRIDGELAND/RIVERSIDE (WARD 9)
WEST SIDE OF 4A STREET NE BETWEEN 5 AVENUE NE AND
4 AVENUE NE
BYLAWS 25P2017 AND 165D2017**

MAP 22C

17. In the Family and Non-Family Oriented Redevelopment Areas, proposals containing 3 or more dwelling units shall include landscaping plans that help overcome the lack of vegetation and tree cover presently exhibited by those areas.

As indicated earlier, the subject site benefits from being located in between two parcels designated for open space and under ownership of the City of Calgary. Therefore, the lack of vegetation in proximity to this site is not nearly as much of an issue. Even so, the development permit does not request a relaxation to the site landscaping requirements.

TRANSPORTATION NETWORKS

The topography of the area provides substantial challenges for providing safe access to and from the site. The grade of 4A Street NE is 16.88 percent in the vicinity of the site. Typically, Roads does not support driveways that are perpendicular to adjacent roadways that are greater than 12 percent. However, in this instance, there is no alternative access. Therefore, Roads and the applicant have worked together to come up with the best solution available to accommodate the single access point.

The site is located within 400 metres of 3 transit routes (4, 5, 69) that run along nearby Edmonton Trail NE. Walking or cycling to employment opportunities in downtown Calgary is also a feasible option.

A Transportation Impact Assessment was not required in support of this application.

UTILITIES & SERVICING

Water, Sanitary and storm connections exist to the site. A Sanitary Servicing Study was submitted and accepted by The City that demonstrated adequate capacity is available to support the Land Use Amendment.

ENVIRONMENTAL ISSUES

A Phase I Environmental Site Assessment was submitted and accepted by the City and it did not indicate any concerns with development of the site.

ENVIRONMENTAL SUSTAINABILITY

There are no specific elements of Environmental Sustainability to be noted with this Land Use Amendment. However, it will facilitate infill development on a challenging site in an established inner city neighbourhood. As well access to the Primary Transit Network is not far away (400-500 metres).

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BRIDGELAND/RIVERSIDE (WARD 9)
WEST SIDE OF 4A STREET NE BETWEEN 5 AVENUE NE AND
4 AVENUE NE
BYLAWS 25P2017 AND 165D2017**

MAP 22C

GROWTH MANAGEMENT

There are no growth management concerns with this application. No capital infrastructure investments are required as a result of this application being approved.

PUBLIC ENGAGEMENT

Community Association Comments

The Bridgeland Community Association (CA) has been involved throughout the application review process. Initially they expressed concern with the proposed land use district and, more specifically, the 40 units. As well, from a Development Permit perspective the CA expressed concern about having two garage doors at the north and south edges of the building.

During subsequent discussions, the applicant reduced the number of units to 36 and one garage door was removed. This allowed the site to better accommodate the proposed building and ensure landscaping requirements were met and an improved pedestrian realm was provided. APPENDIX II is a letter from the CA indicating no significant outstanding concerns with the proposed development or the Land Use Amendment required to permit the proposed development.

Finally the CA supports the ARP amendments as being minor in nature therefore do not oppose the ARP amendments required.

Citizen Comments

There were two letters of concern submitted citing safety of traffic on 4A Street NE and parking.

Public Meetings

A public meeting was not required for this application.

**POLICY AMENDMENT AND LAND USE AMENDMENT
BRIDGELAND/RIVERSIDE (WARD 9)
WEST SIDE OF 4A STREET NE BETWEEN 5 AVENUE NE AND
4 AVENUE NE
BYLAWS 25P2017 AND 165D2017**

MAP 22C

APPENDIX I

APPLICANT'S SUBMISSION

The proposed development consists of 36 affordable units, in a slope adaptive, street oriented, 5-storey apartment building on a steeply sloped 0.1115-hectare site in the community of Bridgeland in Northeast Calgary. The units range from 45 sq m one-bedroom units to 80 sq m three-bedroom units but have primarily 60 sq m two-bedroom units. Amendments, detailed below, to the Bridgeland-Riverside Area Redevelopment Plan and the Land Use Bylaw are requested to facilitate the proposed development.

- a. Land Use – Existing Site is surrounded by M-C2 Land Use Designation. M-C2 current exists, North, South, East and West of the Site.
- b. Bridgeland Riverside Area Redevelopment Plan – The Site is within the Family Oriented Redevelopment and only two minor amendments are required to recognize that the proposed development has a lower than typical demand for parking.
- c. MCG111 – is an underutilization of the Site considering its inner-city location, site adjacencies, and recent development in the area. The existing land-use is too restrictive considering the slope and size of the lot and that the only access is from 4A Street. In particular the M-CG requirement for at grade entrances is difficult to accommodate given the site's constraints.

POLICY AMENDMENT AND LAND USE AMENDMENT
BRIDGELAND/RIVERSIDE (WARD 9)
WEST SIDE OF 4A STREET NE BETWEEN 5 AVENUE NE AND
4 AVENUE NE
BYLAWS 25P2017 AND 165D2017

MAP 22C

APPENDIX II

LETTERS SUBMITTED



Planning Committee
917 Centre Avenue NE Calgary AB T2E0C8
brccalgary.org

Development Circulation Controller
Planning, Development Assessment #8201
The City of Calgary
PO Box 2100 Station M
Calgary AB T2P2M5

18 March 2017

ATTN: Jordan Furness, File Manager
RE: LOC2016-0019
Cc: Kirsten Dow Pearce, Kirsten@dowpearcedesign.com
Joe Belland, Development Chair, joe@stonepointrealty.com

To Jordan Furness, File Manager;

Thank you for reaching out in regards to the required ARP amendment for the Kanas Corp Development project at 515 4a St NE (DP2016-0269), specifically as it relates to parking requirements.

This has been a very difficult application due to the constraints of the site and terrain. We are happy to see the applicant has reduced the unit count from 40 to 36 as this will help address some of the issues.

Further we acknowledge due to site constraints there is very little realistic potential to increase the parking in the building. In a perfect world we feel the development should be at 32 living units max on this site, but acknowledge the site is extremely expensive to build on and four more units makes a big difference to feasibility.

In this context, we recognize the difficulty of achieving the 1.25 parking count suggested by ARP targets for this site and understand that bylaw requires only .75. This all being said we have heard many concerns from residents in the area about parking throughout this entire process. The same issues, which challenge the economics of the site, create parking challenges. Specifically, the extreme slope of the site significantly limits on-street parking options. Due to the amount of density already developing in this region of our community, lack of on street parking is already a significant concern in the locality.

If, in these circumstances, Administration's intent is to allow construction at the bylaw level of required parking, the areal issues may logically suggest the need for a caveat that future street parking permits would not be allowed for tenants in the building, on the assumption that at some

J. Furness

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BRIDGELAND/RIVERSIDE (WARD 9)
WEST SIDE OF 4A STREET NE BETWEEN 5 AVENUE NE AND
4 AVENUE NE
BYLAWS 25P2017 AND 165D2017**

MAP 22C

point this street will become permit parking. This would at least offer the adjacent neighbourhood protection against "spillover" making current parking issues more difficult.

We would like to register our continued concern for the repetitive amendment of the Bridgeland-Riverside Area Redevelopment Plan with no real deliverables coming from the City to advance a renewal of an updated local area plan despite constant requests from us and many promises of progress about to happen. The extreme development pressure that our community is experiencing without a broader plan for parking decisions with large spillover effects is unacceptable to us. This makes case-by-case relaxations problematic with no plan for the broader context and we would like to register this concern officially on this file.

Sincerely,



Ali McMillan, Planning Director

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BRIDGELAND/RIVERSIDE (WARD 9)
WEST SIDE OF 4A STREET NE BETWEEN 5 AVENUE NE AND
4 AVENUE NE
BYLAWS 25P2017 AND 165D2017**

MAP 22C



Planning Committee
917 Centre Avenue NE Calgary AB T2E0C6
brcacalgary.org

Development Circulation Controller
Planning, Development Assessment #8201
The City of Calgary
PO Box 2100 Station M
Calgary AB T2P2M5

19 December 2016

ATTN: DP.Circ@calgary.ca
RE: DP2016-0269 (Kanas Corp. 515 – 4A Street—hillside 40 unit)
Cc: Ali McMillan, Planning Director, BRCACplanning@gmail.com
Joe Belland, Development Chair, joe@stonepointrealty.com
Jordan Furness, jordan.furness@calgary.ca

To Whom It May Concern:

Thank you for the opportunity to comment with respect to the development permit application on the above noted project. OUR INITIAL COMMENTS WERE ISSUED 10 APRIL 2016. These comments relate to the revised plans.

Here is a summation of our responses to the City posed questions with respect to developments in our community and in specific, to DP2016-0269—revised.

- 1) What are the strengths and challenges of the proposed development?
 - Strength—development of a long-time-vacant lot
 - Strength—attractive in diversifying the types and sizes of dwelling units available in the community
 - Strength—thoughtful and articulated architectural form that works with existing sloped framework of the site
 - Strength—most landscaped areas seem well considered
 - Strength—attempt to reconcile large massing of the development with the neighboring single family residences (although the shift between the three forward volumes and the taller volumes behind could be increased for minimized massing at a pedestrian scale)
 - Challenge—unit density (although reduced by 4 units since original application) with associated vehicular traffic (resident and visitor), street parking requirements, servicing and loading on a steep, narrow, hillside street with restricted visibility and frequent winter closures seems to invite vehicular conflict/hazard.
 - Challenge—no visitor parking proposed in development's parkade (exacerbating issues above). The site is not immediately adjacent to a major public transit hub (despite its proximity to Edmonton Trail) where reduced parking may be more feasible.

J. Furness

**POLICY AMENDMENT AND LAND USE AMENDMENT
BRIDGELAND/RIVERSIDE (WARD 9)
WEST SIDE OF 4A STREET NE BETWEEN 5 AVENUE NE AND
4 AVENUE NE
BYLAWS 25P2017 AND 165D2017**

MAP 22C

2) Are there changes that could be made to the proposed development to make it more compatible or beneficial to the area?

- Visitor parking could be accommodated onsite (in the parkade) to minimize street parking conflict on the already narrow, steep, hillside street
- Garbage collection area has been improved since the first iteration of the application and should result in safer vehicular and pedestrian movements.
- We have urged the applicant to relocate the westernmost balconies on the south façade of the building, to the west elevation in order to minimize overlook of the single-family yard/residence to the south. We see no reason why this revision cannot be made and with little effect to the unit layout.

3) Provide comments on:

a. The use (if identified—not applicable for single detached houses, semi-detached dwellings or duplexes).

- No additional comments.

b. The site design

- In general, we feel the site design is pleasantly considered. The slope adaptive design of the development works well.
- One curb cut is an improvement from a pedestrian standpoint (aesthetics and safety)
- We would encourage aesthetic design and construction at the shared property line with adjacent south neighbor as they are now adjacent to a recessed drive/loading/garbage collection lane. Aesthetic screening/vegetation may need to be introduced to ameliorate this condition for the neighbor.

c. The building design

- No new comments.

4) Has the applicant discussed the development permit application with the Community Association? If yes, what information was provided?

- Yes. The developer and architect have met several times with the Bridgeland Riverside Community Association's Planning Committee to discuss the project's application and revisions.

5) Please provide any additional comments or concerns regarding the proposed development.

- All comments of the BRCA Planning Committee have been addressed above.

Sincerely,



Kirsten Dow-Pearce

Per: Ali McMillan (Planning Director) and Joe Belland (Development Sub-Committee Chair)
Bridgeland Riverside Community Association

POLICY AMENDMENT AND LAND USE AMENDMENT
BRIDGELAND/RIVERSIDE (WARD 9)
WEST SIDE OF 4A STREET NE BETWEEN 5 AVENUE NE AND
4 AVENUE NE
BYLAWS 25P2017 AND 165D2017

MAP 22C

APPENDIX III

**PROPOSED AMENDMENTS TO THE BRIDGELAND-RIVERSIDE
AREA REDEVELOPMENT PLAN**

- (a) In section 3 Residential, Implementation section, policy 6 shall be amended to add 515 4A Street NE as an exception to the policy.
- (b) In section 3 Residential, Implementation section, policy 8 shall be amended to add 515 4A Street NE as an exception to the policy.