

Background and Planning Evaluation

Background and Site Context

Situated along Edmonton Trail NE and north of McDougall Road NE and the Flyover Park, which is currently under construction, the site will serve as a gateway into the Bridgeland-Riverside community for pedestrians travelling to and from downtown Calgary. The site is also just north of Memorial Drive NE and the 4 Avenue NE Flyover. The site is approximately 0.08 hectares in size and is approximately 27 metres wide by 30 metres long. The site fronts onto Edmonton Trail NE and a lane exists to the north to provide access to the site.

Surrounding development is characterized by a mix of commercial and residential developments including mid-rise commercial and office developments to the west, and low-rise multi-residential development to the north and to the east. The site is ideally located near the Bridgeland-Memorial LRT station, transit stations and Edmonton Trail cycle track. The site is adjacent to a publicly accessible underground parkade with 69 parking stalls, and the site is within a multitude of walkable amenities and downtown Calgary.

As indicated in the Applicant Submission (Attachment 3), the proposed land use district enables residential and commercial uses and accommodates a mid-rise development designed to be compatible with surrounding land uses. A development permit for a six-storey mixed use development with an at-grade local brewery/roastery and 65 residential units above was submitted on 2020 July 22, and is under review (Attachment 5).

Community Peak Population Table

Bridgeland-Riverside	
Peak Population Year	2019
Peak Population	6,835
2019 Current Population	6,835
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 [Bridgeland/Riverside Community Profile](#).



Previous Council Direction

None.

Planning Evaluation

Land Use

The current Multi-Residential – Contextual Medium Profile (M-C2) District accommodates multi-residential developments with higher numbers of dwelling units and higher traffic generation than low density residential and lower profile multi-residential land use districts. The M-C2 District allows for a maximum floor area ratio of 2.5 and a maximum building height of 16.0 metres (approximately 4 storeys).

The proposed Mixed Use – Active Frontage (MU-2f4.2h22) District allows street-oriented developments with opportunities for a mix of residential and at-grade commercial uses and provides compatible transition with the surrounding developments. The proposed land use requires at-grade commercial uses to promote street level activities.

The proposed MU-2 District allows for a maximum floor area ratio of 4.2 which equates to a building floor area of approximately 3,360 square metres. The proposed building height maximum of 22 metres would allow for approximately six storeys.

Development and Site Design

The applicable policies and the proposed MU-2 District provides guidance for future site development including appropriate frontages, height transition, building massing, parking, landscaping, pedestrian connection, and interface with adjacent sites including the Edmonton Trail NE Urban Main Street and the Flyover Park.

A development permit is being reviewed alongside this land use amendment. Situated in a well-connected inner city location, the proposed development, called Flyover Block, is for a six storey mixed use development with an at-grade local brewery/roastery and 65 zero-parking micro apartments units (Attachment 5). Urban Initiatives for the 1 Avenue NE Streetscape Master Plan project and Calgary Parks Foundation have collaborated with the applicant to ensure that compatible development interface with an inviting public realm is achieved between the Edmonton Trail NE, and the Flyover Park. Additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along Edmonton Trail and Flyover Park frontages;
- improving pedestrian connections within the development;
- providing loading, and waste and recycling accommodations;
- mitigation of shadowing, overlooking, and privacy concerns;
- appropriate amenity space for the residents; and
- creating a welcoming, safe, and pedestrian friendly environment.

The proposed development permit application was presented to Urban Design Review Panel (UDRP) for review on 2020 September 16. Overall the proposed development was well supported by UDRP, additional design considerations were provided to enhance the public realm interface, all season usage, site safety, and landscaping.

Transportation

Direct pedestrian access to site is currently available from Edmonton Trail NE, and pedestrian connections will be available between the site and the Flyover Park. Vehicular access to the site is available from the lane only. Calgary Transit service Routes 4, 5 and 90 are within proximity to the site, the bus stops are located approximately 120 metres on Edmonton Trail NE and approximately 300 metres on 4 Street NE. The City Hall LRT Station is located approximately 800 metres walking distance from the site. The site is served by the Bow River pathway system along Memorial Drive NE and the Edmonton Trail cycle track which provides east-west and north-south walking and bicycle connections to downtown businesses and beyond. The site is adjacent to a publicly accessible parkade with 69 parking stalls, and on-street parking in the surrounding areas are managed by time restrictions, permit restricted parking, and paid parking.

A parking study was submitted in support of the land use amendment and the development permit applications to determine an appropriate approach to residential and commercial parking on the site. The proposed development includes a number of Transportation Demand Management strategies to support the parking relaxations at the development permit stage, these includes additional bike parking stalls, indoor and outdoor bicycle repair station, and active modes transportation credit for residents to support alternative modes of transportation. Due to the site's smaller and irregular dimensions, the applicant has determined that there is insufficient spacing to provide ramps down multiple levels which resulted in an inefficient parkade plate, and as such a multi-level underground parkade was not a viable option.

Environmental Site Considerations

A recent Phase 1 Environmental Site Assessment information was submitted by the applicant. This information was submitted and it acknowledges historical commercial uses known within the immediate vicinity. The information was reviewed by Environmental Development Review and was accepted for content. At this time, there are no known outstanding environmentally related concerns associated with the proposal and site.

Utilities and Servicing

Public water and sanitary mains are available from McDougall Road NE and public storm is available from Edmonton Trail NE. Development servicing requirements will be determined at the development permit and Development Site Servicing Plan circulation stage. Developer is responsible for coordinating future development servicing accordingly with those responsible for the Flyover Park project.

Bylaws, Regulations, Council Policies

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/land use amendment/policy amendment] builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The [Municipal Development Plan](#) (MDP) identifies this site as being located along the Edmonton Trail NE Urban Main Street. Urban Main Streets provide for a high level of residential and employment intensification and emphasize a walkable pedestrian environment fronted by a mix of higher intensity residential and business uses. The public realm within a Main Street should incorporate urban design in a sensitive manner and should contribute to a pedestrian-friendly streetscape with characteristics that enhance the pedestrian interface such as street furniture, landscaping, street trees, pedestrian level lighting and wider sidewalks.

The proposal aligns with the Main Street policies in the MDP as the proposed district provides for active commercial uses at grade to provide activity at the street level, promotes development with storefronts along the street, and accommodates a mix of commercial and residential uses in the same building.

Climate Resilience Strategy (2018)

The [Climate Resilience Strategy](#) identifies actions and programs that will reduce Calgary's greenhouse gas emissions and manage climate risks. Several strategies to support low or zero-emission transportation modes above and beyond current bylaw requirements will be considered and implemented at the development permit stage. For example, the applicant has proposed Class 1 bicycle parking stalls far in excess of the requirements under the Mixed Use – General District. In addition, through the Transportation Impact Assessment, the applicant has detailed a range of financial incentives and gifts to promote use of alternative modes of transportation for future residents.

Although this proposed rebate/credit program may encourage residents to use these modes, The City is not in a position to enforce intangible program or incentive measures.

In addition to these measures, additional opportunities will be assessed through the development permit to explore if the proposed building and energy systems can achieve a higher level of performance.

Bridgeland-Riverside Area Redevelopment Plan (Statutory – 1980)

The [Bridgeland-Riverside Area Redevelopment Plan](#) identifies this site as Community – Mid-Rise. Community – Mid-Rise consists of mid-rise building types that accommodate a range of retail, services, office, institutional and residential uses and is appropriate for most areas where a horizontal and vertical mix of uses is desired. Streets typically define medium-sized blocks embedded within an established low to medium-scale urban fabric such as low density residential neighbourhoods. Buildings should be up to six storeys, providing room for taller commercial uses in buildings where vertical mixed-use is desired.

The proposed district requires active commercial uses at grade to help activate the street. The proposed building height of 22 metres aligns with the medium scale of six storeys and the proposed floor area ratio of 4.2 is required to enable the development and to meet planning direction in the ARP for higher intensity near the Urban Main Street.