

**POLICY AMENDMENT  
CRESCENT HEIGHTS (WARD 7)  
4 STREET AND 1 AVENUE NE  
BYLAW 36P2016**

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**EXECUTIVE SUMMARY**

This policy amendment seeks to amend the Bridgeland-Riverside Area Redevelopment Plan (ARP) to allow the Development Authority the power to exempt the subject parcels, located at 103 and 107 4 Street NE and 450 Marsh Road NE, from the parking requirement identified in the ARP.

**PREVIOUS COUNCIL DIRECTION**

None.

<b>ADMINISTRATION RECOMMENDATION(S)</b>	2016 July 28
That Calgary Planning Commission recommends <b>APPROVAL</b> of the proposed Policy Amendment.	
<b>RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION</b>	
That Council hold a Public Hearing on Bylaw 36P2016; and	
1. <b>ADOPT</b> 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 36P2016	

**REASON(S) FOR RECOMMENDATION:**

Given the subject parcels are within walking distance of the Downtown, East Village, LRT stations, pathways and neighbourhood amenities and are well connected to transit and cycling infrastructure it is reasonable to allow for a lower parking rate than that required by the ARP. The proposed amendment will also allow for a more intensive redevelopment of the subject site to occur, meeting the broader city policies of intensification and housing choice.

**ATTACHMENT**

1. Proposed Bylaw 36P2016



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Bridgeland-Riverside Area Redevelopment Plan as follows:

In Part 2, under Section 3 entitled "Residential", subheading "Implementation", Policy 11, at the end of the sentence add "with the exception of lands located at 103 and 107 4 Street NE and 450 Marsh Road NE".

**Moved by: G.-C. Carra**

**Carried: 6 – 0**

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**Applicant:**

O2 Planning + Design, Brian Horton

**Landowner:**

Minto (4<sup>th</sup> and Marsh) Inc.

**PLANNING EVALUATION**

**SITE CONTEXT**

The subject site is located on the west side of the 4 Street NE corridor, the terminus where 1 Avenue NE meets 4 Street NE. The site is relatively flat and is bordered by Marsh Road NE to the south and 1 Avenue NE to the north. This area between Edmonton Trail NE and 4 Street NE is commonly referred to as the “Edmonton Trail Couplet”. The area is within very close proximity to the central business district, developing East Village, high quality public open space along the Bow River Pathway, and served by two LRT transit lines within less than a kilometer and a new proposed LRT transit line along Centre Street to the west.

A land use and minor ARP amendment (LOC2014-0020) to allow for increased height and intensity using a Direct Control District was approved by Council January 14, 2015. The land use amendment redesignated the subject site from Commercial – Corridor 2 (C-COR2f2.0h16) District and Multi-Residential – Contextual Medium Profile (M-C2) District to Direct Control District based on Commercial – Corridor 1 (f5.0h40) District. Unfortunately, the parking provision was not addressed within the policy amendment at that time even though the intent to correlate with the C-COR1 parking requirements was intended.

The requirement for this amendment was discovered during the review of a concurrent Development permit application (DP2016-0264), which is currently under review and will be presented to Calgary Planning Commission at a later date.

**LEGISLATION & POLICY**

**Municipal Development Plan (MDP)**

The subject site is located along an Urban Corridor/Boulevard in the MDP (4 Street NE) as well as the terminus for a Neighbourhood Corridor (1 Avenue NE) also identified in the MDP. These policies indicate that sites along Urban Corridors should have a broad mix of residential, employment and retail uses with the highest densities and tallest buildings concentrated at nodes that occur at the intersections of the Corridor with another major transit street. Commercial development should also be oriented to the transit street and public sidewalk and encourage retail and services at grade with residential and office uses on the upper floors. The reduction in parking promotes the usage of alternate modes of transportation.

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Bridgeland-Riverside Area Redevelopment Plan

The Bridgeland-Riverside ARP was approved by Council in 1980 (Bylaw 11P80). The ARP contains policies for a higher parking standard than contained in the Land Use Bylaw 1P2007. The higher parking standard of the ARP was to manage parking issues associated with the former General Hospital. As a result of the closure of the hospital in 1997, an amendment to the Bridgeland-Riverside ARP to include the Bow Valley Centre Concept Plan, also known as “the Bridges” development, was approved by City Council in 2002 (Bylaw 25P2000). This amendment acknowledged the higher parking standard of the Bridgeland-Riverside ARP but did not remove the requirement other than from the Bow Valley Centre plan area. As written, the ARP does not allow the Development Authority to relax the higher parking standard, as the ARP uses the word the “shall” in reference to the parking requirement of 1.25 spaces per unit. It should be noted that previous amendments to the ARP of a similar nature were adopted by Council in 2013.

The proposed amendment to the Bridgeland-Riverside ARP would allow for an exemption to the number of parking spaces per unit for the sites located at 103 and 107 4 Street NE, 450 Marsh Road NE. The number of required parking spaces per unit would then default to the discretion of the Development Authority and the requirements of Commercial Corridor – 1 District (C-COR1). This proposed amendment will ensure consistency to align with the existing Direct Control District.

**South Saskatchewan Regional Plan (SSRP)**

No comments.

**TRANSPORTATION NETWORKS**

In conjunction with DP2016-0264, a Transportation Impact Assessment has been received and is currently under review by City staff. Currently the proposed development is showing a surplus of residential parking stalls above the C-COR1 parking requirement of 0.75 per unit.

**UTILITIES & SERVICING**

Water, sanity and sewer services are available and can accommodate the proposed policy amendment without the need for off-site improvement at this time.

**ENVIRONMENTAL ISSUES**

An Environmental Site Assessment was not required.

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**ENVIRONMENTAL SUSTAINABILITY**

No comments.

**GROWTH MANAGEMENT**

This policy amendment does not require additional capital infrastructure investment, no growth management concerns have been identified.

**PUBLIC ENGAGEMENT**

**Community Association Comments**

Administration received correspondence from the Bridgeland-Riverside Community Association (BRCA) in relation to this application. The BRCA did not necessarily have an objection to the ARP amendment, however they are concerned with the number of requested reductions of parking in the area and the need for an overall parking plan.

No comment was received from Crescent Heights by CPC Report submission date.

**Citizen Comments**

No comments received by CPC Report submission date.

**Public Meetings**

There were no public meetings held relating to the policy amendment.

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APPENDIX I

Community Association Comments



Planning Committee  
Bridgeland Riverside Community Association  
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  
03 March 2016

July 19, 2016

ATTN: DP.Circ@calgary.ca  
RE: DP2016-0264 (Minto Carwash site—4 Street NE)  
Cc: Joe Belland, Development Chair, joe@stonepointrealty.com Steve Jones,  
steve.jones2@calgary.ca

To Whom It May Concern:

Thank you for the opportunity to comment further with respect to the proposed ARP amendment for the above noted project.

As administration has mentioned due to the location on an urban corridor, proximity to downtown, proximity to pathways, and our desire to orient our neighbourhood as a walkable community - we can support administrations' recommendations for the residential units at .75 for the dedicated residential unit parking.

However, as stated previously in our DP letter we are still concerned about the sufficiency of stalls proposed for visitors and commercial uses by the proposed development due to the tentative and early developmental condition of the region.

The previous presentation of plans shared visitor and commercial parking -

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combining (and effectively reducing) the overall available parking for both uses. There is not yet enough population density in this area to support a developing retail environment while simultaneously introducing reduced commercial and visitor parking.

To quote our previous DP letter, "The quantity and designation of parking is of concern given the relatively low density in the area (as it relates to the ability to support the retail component of the project). The most important aspect of the development (to the community) is the public realm—the plaza, the retail—and our desire that this retail and public area thrives. In order for it to thrive it needs popular support. In the long range, this support might eventually come from the immediate neighborhood, but the current absence of a large, local populace means that successful retail will need to rely on largely "imported" customers. Given that the entirety of the Edmonton Trail/4 Street couplet is not dense enough to warrant visits of extended duration, we feel that any retail along the corridor will require ample and convenient parking in order to make any targeted trips to the area sustainable."

This is further amplified by the visitor-parking element of the proposed building where guest-parking times are often in conflict with the needs of the retail businesses. Whereas residents purchasing units in a major development on a commercial corridor are fully cognizant of the parking they will or will not have with their home, guests and retail consumers do not have that level of forethought. This is seen already to some degree in the turnover of businesses in the Bridges area.

In this vein, we would support the ARP being amended to allow for the C-COR1 bylaw recommendations for residential parking stalls, in conjunction with some level of assurance that the parking minimums will be provided for both visitor and retail uses. We would suggest including these minimum parking numbers in the amendment would help ensure the viable future of this area as a sustainable growth corridor, where not ensuring adequate customer and guest access will otherwise continue to stall a fledgling commercial and retail district.

Sincerely



Ali McMillan  
Planning Director