

**LAND USE AMENDMENT  
BRIDGELAND/RIVERSIDE (WARD 9)  
SOUTH OF CENTRE AVENUE NE AND EAST OF 9 STREET NE  
BYLAW 171D2015**

**MAP 14C**

**EXECUTIVE SUMMARY**

The subject lands are in the community of Bridgeland/Riverside and are part of the former Calgary General Hospital site and the “Bridges” redevelopment area. The purpose of the proposed land use is to replace the current DC Direct Control District (Bylaw 37D2012) with a new DC consisting of 4 similar sites to accommodate multi-residential development. This Land Use application was submitted due to specific site constraints encountered during the review of a Development Permit proposal for DC Site 1. The proposed land use redesignation for the new Direct Control district will retain all the provisions of the existing DC with the exception of the following revisions:

- Vehicular access to the site.
- Projection limits into setback areas.
- Dwelling unit orientation and direct access to grade.

Aside from minor editing changes to provide consistency to the language within the DC, the specific rules for DC Site 3 and 4 remain exactly the same as the current DC. The primary intent of this Land Use application is to address the existing restrictive vehicular access requirement to Site 1 and 2 in order to provide flexibility for future applications.

The concurrent Development Permit application proposal on DC Site 1 for a Multi-Residential Development (1 building, 200 units) is pending the decision of this land use application.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION RECOMMENDATION(S)**

2015 August 27

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

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaw 171D2015; and

1. **ADOPT** the proposed redesignation of 1.37 hectares ± (3.39 acres ±) located at 88 – 9 Street NE, 70 and 90 - 9A Street NE and 1018 McDougall Road NE (Plan 0815793, Block 10, Lots 1 and 2; Plan 0815793, Block 11, Lots 1 and 2) from DC Direct Control District **to** DC Direct Control District to accommodate a multi-residential development, in accordance with Administration’s recommendation; and
2. Give three readings to the proposed Bylaw 171D2015.



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**REASON(S) FOR RECOMMENDATION:**

The proposed land use redesignation fits the diverse character of the Bridgeland/Riverside community, provides density, and follows Council and policy goals for multi-family residential infill development.

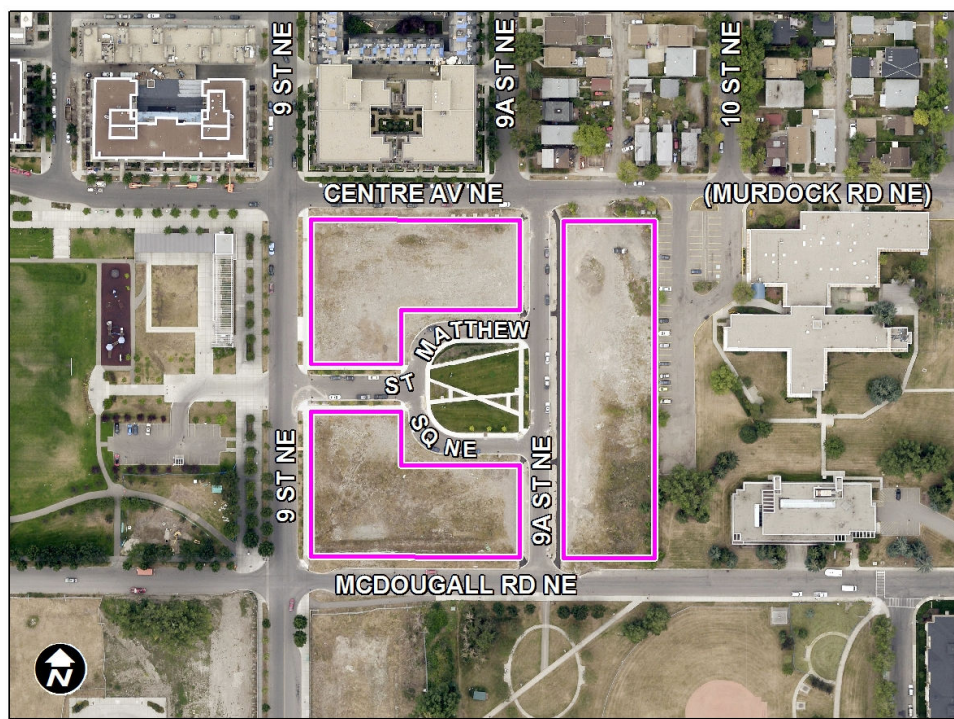
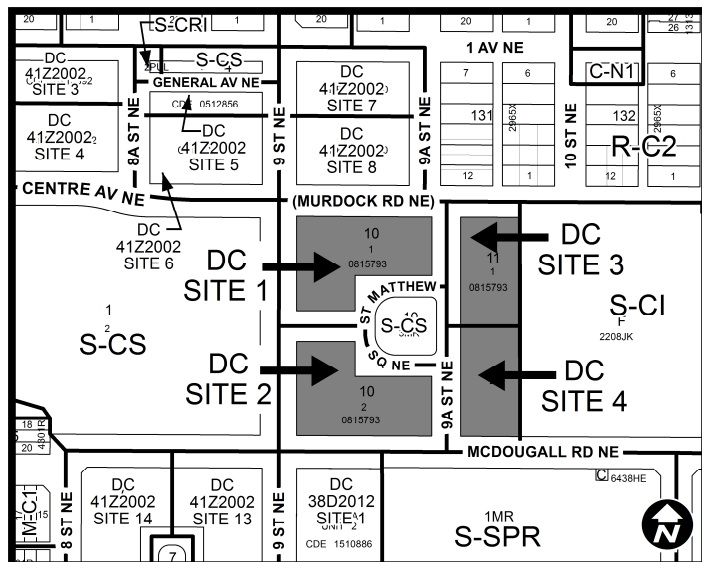
More specifically, the proposal conforms to the relevant policies of the Municipal Development Plan, Bridgeland/Riverside Area Redevelopment Plan, and is supported by the Bridges Architectural Design and Control Guidelines and Committee.

**ATTACHMENT**

1. Proposed Bylaw 171D2015



### MAP 14C





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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 1.37 hectares  $\pm$  (3.39 acres  $\pm$ ) located at 88 – 9 Street NE, 70 and 90 - 9A Street NE and 1018 McDougall Road NE (Plan 0815793, Block 10, Lots 1 and 2; Plan 0815793, Block 11, Lots 1 and 2) from DC Direct Control District **to** DC Direct Control District to accommodate a multi-residential development with guidelines (APPENDIX II).

**Moved by: J. Gondek**  
Absent: G.-C. Carra

**Carried: 6 – 0**



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**Applicant:**

Bucci Developments Limited

**Landowner:**

Bucci Bridgeland Project Ltd  
The City of Calgary

Planning Evaluation Content	Issue	Page
<b>Density</b> <i>Is a <b>density increase</b> being proposed.</i>	No	6
<b>Land Use Districts</b> <i>Are the changes being proposed <b>housekeeping</b> or <b>simple bylaw amendment</b>.</i>	Yes	6
<b>Legislation and Policy</b> <i>Does the application comply with policy direction and legislation.</i>	Yes	7
<b>Transportation Networks</b> <i>Do different or specific <b>mobility considerations</b> impact this site</i>	Yes	7
<b>Utilities &amp; Servicing</b> <i>Is the site in an area under <b>current servicing</b> review and/or has <b>major infrastructure</b> (water, sewer, storm and emergency response) concerns.</i>	No	8
<b>Environmental Issues</b> <i>Other considerations eg. sour gas or contaminated sites</i>	No	8
<b>Growth Management</b> <i>Is there growth management direction for this site. Does the recommendation create capital budget impacts or concerns.</i>	No	8
<b>Public Engagement</b> <i>Were <b>major comments</b> received from the circulation</i>	No	8



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**PLANNING EVALUATION**

**SITE CONTEXT**

Following the demolition of the hospital in 1998, the subject lands and adjacent City-owned lands were part of a City initiated policy plan development and land use redesignation, which culminated in the approval of the Bow Valley Centre Concept Plan and Area Redevelopment Plan components and a comprehensive land use amendment in May of 2002 (Bylaw 25P2000 and Bylaw 41Z2002). A significant amount of redevelopment has occurred since that time, both in terms of private residential and commercial development as well as development of public parkland and community facilities. The majority of the private development has been completed north of Centre Avenue NE, and on the lands south of McDougall Road NE.

The subject lands are currently vacant however the infrastructure, including roads and sidewalks are complete. A small public (S-CS) park is central to the subject area. The subject lands are in close proximity to the Bridgeland LRT Station (approximately 250 metres south), walking distance to local commercial services, significant park spaces, as well as having easy access to the Downtown core. The subject lands are moderately sloping and slope downward south towards the Bow River.

The proposed development is part Phase 3 of the Bridges comprehensive multi-residential and mixed use redevelopment project. The City (Department of *Office of Land Servicing and Housing – OLSH*) is the land developer of the Bridges and manages the sites for sale to private sector builders. The applicant has provided a letter of approval as part of the Development Permit and Land Use application submission. The concurrent Development Permit is the first application within this phase.

**LAND USE DISTRICTS**

The existing land use is a DC Direct Control District based on the Multi-Residential general rules of the Land Use Bylaw 1P2007. The purpose of this amendment is to retain the current provisions of the existing DC (Bylaw 37D2012) while amending particular items encountered during the Development Permit review of a proposal on DC Site 1. The rules relating to vehicular access apply specifically to Site 1 and 2 only while the rules relating to projection limits and dwelling unit orientation apply to the general rules for all Sites.

**Vehicular access to Site 1 and 2:**

The current DC guidelines for Site 1 specifically states that vehicular access must be from Centre Avenue NE, while also stating that vehicular access must not be from 9 Street NE and St. Matthews Square NE. The current DC guidelines for Site 2 specifically states that vehicular access must be McDougall Road NE, while also stating that vehicular access must not be from 9 Street NE and St. Matthews Square NE. Considering that 9 Street is the primary pedestrian



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connection north to 1 Avenue and south to the LRT station, the requirement will remain. Removing the provision restricting access from St. Matthews Square provides additional flexibility for future proposals subject to Development Permit review.

Projection limits into setback areas for all Sites:

An increase to the projection limit by 0.1 metre to allow for larger, more functional amenity spaces, articulates the overall building architecture while minimizing a substantial impact to the surrounding parcels.

Dwelling unit orientation and direct access to grade for all Sites:

Due to the slope of the subject lands, the main floor level of potential dwelling units may not allow direct suite access to the street be technically viable. A provision to allow discretion when the site context does not permit direct access at grade is required.

## **LEGISLATION & POLICY**

Bridgeland-Riverside Area Redevelopment Plan

The Bow Valley Concept Plan was an amendment to the statutory Bridgeland-Riverside Area Redevelopment Plan (ARP) and was approved by Council in 2002. The Plan indicates the subject site as being appropriate for multi-residential development with a height up to 7 stories.

Municipal Development Plan (MDP)

The subject lands fall within the Developed Residential Area - Inner City Area as identified on Map 1 of the MDP as well as being just outside the Neighbourhood Corridor designation of 1 Avenue with the Primary Transit Network of both the North East C-Train line and Edmonton Trail NE being nearby. The existing DC approved by Council in 2012 aligned with the Housing and Diversity Choice policies of the MDP encouraging the provision of a range of housing choices in terms of the mix of housing sizes, types, tenures and densities. Similarly, the proposed land use is consistent with the existing DC while the amendments allow for a more functional, higher quality built form.

## **TRANSPORTATION NETWORKS**

No Traffic Impact Assessment was required. Specific access provisions are part of the current Direct Control land use which has been revised in the proposed land use.

No parking study was required. Parking provisions are as per the provisions contained in the current land use and are replicated in the proposed land use.



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**UTILITIES & SERVICING**

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

**ENVIRONMENTAL ISSUES**

An Environmental Site Assessment was not required.

**ENVIRONMENTAL SUSTAINABILITY**

The applicant has acknowledged that they will consider additional certification (LEED).

**GROWTH MANAGEMENT**

This Land Use Amendment proposal does not require additional capital infrastructure investment at this time and therefore, no growth management concerns have been identified.

**PUBLIC ENGAGEMENT**

**Community Association Comments**

Vehicular access from St. Matthews Square

- The applicant relocated the parkade ramp as a result of consultation with both the community association and open house discussion with residents.
- The ramp should be designed to acknowledge its prominent position on a community green space, complete with pedestrian precautions and scale considered.

Projection maximum increase

- Supports our request for larger, more functional amenity spaces for the units.

Direct Suite access to grade requirement

- No issues with this amendment.

**Citizen Comments**

Administration received numerous letters of support in relation to this Land Use application.

Vehicular access from St. Matthews Square

- All the letters of support outlined the importance of relocating the parkade ramp from Centre Avenue NE to St. Matthews Square. The general position from the community residents cited traffic, safety, noise and light pollution as issues with the original proposal.



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- Administration received numerous letters of opposition to the proposed vehicle access to the site off Centre Avenue NE as per the initial Development Permit application.

**Public Meetings**

The applicant has held numerous public open houses over the past year utilizing feedback forms to better understand the community context and integrate suggestions into their development proposal.



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APPENDIX I

APPLICANT'S SUBMISSION

We are submitting a land use amendment application for the above referenced property to run concurrent with DP2014-5369. The purpose of this LOC is to amend the existing Direct Control District 41Z2002-Site 9, and other applicable bylaws, to allow for the following items:

1. Vehicular access from St. Matthew Square. (south side of site)  
Applicable DC41Z2002 article:  
**25. Vehicle Access**  
(1) Vehicle access must be from Centre Avenue.  
(2) Vehicular access must not be allowed from 9 Street NE or St Matthew Square NE.
2. Reduction in soft landscaping requirements to allow for larger and more functional street oriented patios.  
Applicable DC41Z2002 article:  
**14. Landscaping**  
(2) A minimum of 60 per cent of the minimum **landscaped area** at **grade** must be permeable.
3. 0.1m increase in the allowable projections into front setback to a max. Of 1.0m (currently zoning allows 0.9m projection). This will allow for larger, more functional balconies and vary the overall building architecture.  
Applicable DC41Z2002 article:  
**11. Projections Into Setback Areas**  
(2) **Landings, porches** or canopies may project a maximum of 0.9 metres into a **front setback area**.
4. Exemption from direct suite access to grade requirement on three of the ground floor suites. Given the slope of the site, the floor levels of these particular suites are too far above grade to make direct access technically viable.  
Applicable DC 41Z2002 article:  
**12. Building Location and Orientation**  
(2) A **unit**, facing a **street** or **Park**, with any portion of its **floor area** located on the floor closest to **grade**, must have an individual, separate, direct access to **grade**.

DP2014-5369 proposes vehicular (parkade) access off of St. Matthew Square instead of the bylaw required Centre Ave. Location (which has been an area of concern for Bucci Developments and the neighbours as it relates to pedestrian comfort and safety.) Given the extent of the parkade it serves, (over 268 stalls) the safety and functionality of this access is critically important. A slope adaptive site such as this typically demands an access to the parkade from the lower elevation of site to minimize ramp length and steepness and thus improve driver / pedestrian visibility to and from the top of ramp. Furthermore, directing parkade



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vehicles onto St. Matthew Square will reduce the traffic impact on Center Ave. And therefore benefit the overall balance of vehicular traffic distribution in the area.

DP2014-5369 also requires minor relaxations to the allowable setback projections and soft landscaping areas that will enable greater flexibility to provide more useable outdoor amenity area and a more engaging pedestrian friendly streetscape.

DP2014-5369 proposes that nearly all ground floor suites have well-defined entrances with direct access to grade and exposure to the street edge which improves security for residents and pedestrians. Unfortunately, due to the sloping nature of this property, three homes are unable to support direct access to grade. Notwithstanding that, these homes will still feature individual outdoor amenity space that overlooks the street edge.

We have been seeking public input for some time and hosted a well-attended public information meeting in October 2014. Generally the public, with some reservations about the ramp location and private terraces, were very supportive of the project. A second meeting with the Bridgeland Riverside Community Association is scheduled for May 4, 2015. The requested relaxations are generally supported by the public and community association.

We are confident that the proposed changes to the site design and circulation will ensure safety for pedestrians, residents, bicyclists and driver alike. Furthermore, we are convinced that the relaxations will further improve the urban design and have a positive impact on the pedestrian realm. We trust that you will find this submission in order and look forward to working closely with the City of Calgary to enact the vision for the Bridgeland community.



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APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

**Purpose**

- 1 This Direct Control District is intended:
- (a) for medium rise **Multi-Residential Development** in a variety of forms that is sensitive to adjacent districts that allow residential **uses**.
  - (b) to achieve a minimum **density**;
  - (c) provides for a range of intensity of **development** where intensity is measured by **floor area ratio** to provide flexibility in **Dwelling Unit** size and number;
  - (d) to provide for a **building** form that is **street** oriented at **grade**; and
  - (e) to provide **building height** in a manner that reflects the immediate context.

**Compliance with Bylaw 1P2007**

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

**Reference to Bylaw 1P2007**

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

**Permitted Uses**

- 4 The following **uses** are **permitted uses** in this Direct Control District:
- (a) **Accessory Residential Building**;
  - (b) **Home Occupation – Class 1**;
  - (c) **Park**; and
  - (d) **Sign – Class A**.

**Discretionary Uses**

- 5 The following **uses** are **discretionary uses** in this Direct Control District:
- (a) **Assisted Living**;
  - (b) **Child Care Service**;
  - (c) **Home Occupation - Class 2**;
  - (d) **Live Work Unit**;
  - (e) **Multi-Residential Development**;
  - (f) **Power Generation Facility – Small**;
  - (g) **Residential Care**;
  - (h) **Sign – Class B**;



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- (i) Sign – Class C;
- (j) Sign – Class D;
- (k) Sign – Class E;
- (l) Temporary Residential Sales Centre; and
- (m) Utility Building.

**Bylaw 1P2007 District Rules**

- 6 Unless otherwise specified the general rules of Part 6, Division 1: General Rules for Multi-Residential Land Use Districts of Bylaw 1P2007 apply in this Direct Control District.

**Setback Area**

- 7 The depth of all **setback areas** must be equal to the minimum **building setback** required in section 8.

**Building Setbacks**

- 8 (1) The minimum **building setback** from a **property line** shared with a **street** is 3.0 metres.
- (2) The maximum **building setback** from a **property line** facing St. Matthew Square or a **parcel** designated Special Purpose – Community Service (S-CS) District is 12.0 metres.
- (3) For **parcels** within Sites 1 and 2, the maximum **building setback** from a **property line** facing 9A Street NE is 6.0 metres.
- (4) For **parcels** within Sites 3 and 4, the minimum **building setback** from the east **property line** is 6.0 metres.
- (5) Where a **parcel** shares a **property line** with another **parcel**, the minimum **building setback** is zero metres when the adjoining **parcel** is within this Direct Control District.

**Building Separation**

- 9 The minimum separation distance between **buildings** is zero (0.0 metres).

**Projections Into Setback Areas**

- 10 (1) **Bay windows** may project a maximum of 0.3 metres into a **front setback area**.
- (2) **Landings, porches, balconies** or canopies may project a maximum of 1.0 metres into a **front setback area**.
- (3) Eaves may project a maximum of 0.6 metres into a **front setback area**.
- (4) No area restrictions apply to **landings**.



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**Building Location and Orientation**

- 11 (1) The main **public entrance** to a **building** must face the **property line** shared with a **street**.
- (2) A **unit**, facing a **street** or **Park**, with any portion of its **floor area** located on the floor closest to **grade** must have an individual, separate, direct access to **grade**, unless it cannot be accommodated due to the slope of a site.

**Building Façade**

- 12 (1) The **building** façade of the floor closest to **grade** facing a **street** must have a minimum length of 10.0 metres.
- (2) **Units** on the floor closest to **grade** facing a public **street** must have the appearance of individual **Dwelling Units**.
- (3) Facades facing a **street**, when located below the third **storey**, must be constructed to the minimum required **setback** from a **street**, except recesses may be allowed within the **building** façade for entrances and **private amenity space** only.

**Landscaping**

- 13 (1) A minimum of 25.0 per cent of the area of a **parcel** at **grade**, or within 1.0 metres from **grade**, must be a **landscaped area**.
- (2) A minimum of 60 per cent of the minimum **landscaped area** at **grade** must be permeable.

**Planting Requirements**

- 14 (1) A minimum of one 1.0 tree per 30 square metres of **landscaped area** is required.
- (2) There is no minimum number of shrubs in **landscaped areas**.
- (3) On Sites 3 and 4:
- (a) A minimum of 10.0 per cent of all trees provided must be coniferous; and
- (b) A minimum of 50.0 per cent of the coniferous trees provided must be planted within the **rear setback area**.
- (4) Trees used in landscaping a **frontage** between a **building** and a **property line** shared with a **street** must be deciduous.



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**Amenity Space**

15 *Private amenity space* for ground floor *units* may be located in a *front setback area*.

**Motor Vehicle Parking Stall Requirements**

16 The minimum number of *motor vehicle parking stalls* required is:

- (a) 1.25 stalls per **Dwelling Unit**, which includes *visitor parking stalls*; and
- (b) 2.0 stalls for each **Live Work Unit**.

**Parking Location**

- 17 (1) *Motor vehicle parking stalls* must not be located between a *building* and a *street* or within 6.0 metres of a *street*.
- (2) Unless otherwise referenced in subsection (3), all *motor vehicle parking stalls* must be located below *grade*.
- (3) *Visitor parking stalls* may be provided at *grade*.

**Surface Parking Screening**

18 Surface parking areas must be *screened* from a *street*.

**Storage**

19 All storage must be contained within a *building*.

**Retaining Walls**

- 20 (1) *Patio* walls not exceeding 1.0 metres in height, which enclose a *private outdoor amenity space* may, when structurally integrated with the principal *building*, may project to the *property line*.
- (2) The height of an exposed *retaining wall* or other *building* wall located within a *front setback area* must not exceed 1.0 metres.

**Fences**

- 21 (1) The height of a *fence* that does not extend beyond the foremost portion of all *buildings* on the *parcel* must not exceed 1.8 metres, including the height of any *retaining wall* which represents a logical vertical extension of the *fence*.
- (2) The height of a *fence* that extends beyond the foremost portion of all *buildings* on the *parcel* must not exceed 1.2 metres

**Site 1**

(0.41 hectares ±, 1.01 acres ±)

22 The provisions of sections 23 through 25 apply only to Site 1.



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**Floor Area Ratio and Density**

- 23 (1) The maximum *floor area ratio* is 5.3.
- (2) The minimum *density* is 200 *units* per hectare.

**Building Height**

- 24 (1) The minimum *building height* is 14.0 metres.
- (2) The maximum *building height* is 23.0 metres.

**Vehicle Access**

- 25 Vehicular access must not be allowed from 9 Street NE

**Site 2**

(0.42 hectares ±, 1.03 acres ±)

- 26 The provisions of sections 27 through 29 apply only to Site 2.

**Floor Area Ratio and Density**

- 27 (1) The maximum *floor area ratio* is 5.3.
- (2) The minimum *density* is 200 *units* per hectare.

**Building Height**

- 28 (1) The minimum *building height* is 14.0 metres.
- (2) The maximum *building height* is 23.0 metres.

**Vehicle Access**

- 29 Vehicular access must not be allowed from 9 Street NE

**Site 3**

(0.27 hectares±, 0.66 acres±)

- 30 The provisions of sections 31 through 33 apply only to Site 3.

**Floor Area Ratio and Density**

- 31 (1) The maximum *floor area ratio* is 4.5.
- (2) The minimum *density* is 200 *units* per hectare.

**Building Height**

- 32 (1) The minimum *building height* is 14.0 metres.



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- (2) Unless otherwise referenced in subsection (3) the maximum **building height** is 23.0 metres.
- (3) The maximum **building height** within 20.0 metres of the **property line** facing Centre Avenue NE is 14.0 metres.

**Site 4**

**(0.27 hectares±, 0.67 acres ±)**

**33** The provisions of sections 34 through 35 apply only to Site 4.

**Floor Area Ratio and Density**

- 34** (1) The maximum **floor area ratio** is 5.0.
- (2) The minimum **density** is 200 **units** per hectare.

**Building Height**

- 35** (1) The minimum **building height** is 14.0 metres.
- (2) The maximum **building height** is 23.0 metres.



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APPENDIX III

LETTERS SUBMITTED



Planning Committee  
Bridgeland Riverside Community Association  
917 Centre Avenue NE  
Calgary AB T2E0C6  
broacalgary.org

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

17 December 2014

ATTN: CPAG.Ciro@calgary.ca  
RE: LOC2015-0066, 88 – 9 Street NE  
Cc: Joseph Silot, joseph.silot@calgary.ca

To Whom It May Concern:

Please find here a summation of our responses with respect to the applicant's submission regarding amendments to the land use application running concurrent with DP2014-6369; the purpose of which is to amend the existing Direct Control District 41Z2002-Site 9, and other applicable bylaws to allow for the following items:

1) Vehicular access from St. Matthew Square (south side of site):

- We acknowledge that the applicant has located the ramp for their parkade as a result of consultation with both the BRCA planning committee and open house discussions with community residents. As such we feel that they have been very diligent in recognizing community concerns and have placed the ramp in accordance with received feedback.
- In "green lighting" this location we trust that the resulting ramp will be rigorously designed to acknowledge its rather prominent position on a community green space, complete with pedestrian precautions and scale considered.

2) Reduction in soft landscaping requirements to allow for larger and more functional street oriented patios:

- Larger and more functional patios were a direct request of the BRCA representatives and the applicant has included them in their design. As such we do not have issue with the fact that in order to make the patios larger, the landscape factor could shrink.
- We do ask that the wording of the amendment be such so as to quantify the reduction from 60% to the new percentage; i.e. what is that new percentage of the minimum landscaped area? We assume that it would be close to 60%, hence our OK for this amendment. If it is to be drastically reduced, we would not be so agreeable to the amendment.
- We are also of the understanding that the permeability of the patio surface will be considered so as not to exacerbate water run-off and to promote water retention on site.

J. Silot



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3) 0.1m increase in the allowable projections into front setback to a maximum of 1.0m (current zoning allows for 0.9m projection). This will allow for larger more functional balconies and vary the overall building architecture:

- We have no issues with this amendment and see it as a function of our request for larger, more functional amenity spaces for the units.

4) Exemption from direct suite access to grade requirement on three of the ground floor suites. Given the slope of the site, the floor levels of these particular suites are too far above grade to make direct access technically viable.

- We have no issues with this amendment.

Thank you for the opportunity to review and comment on the above mentioned Land Use Amendment.

Sincerely,



Kirsten Dow-Pearce  
Planning Committee Representative  
Bridgeland Riverside Community Association

Per: Ali McMillan, Planning Director, Bridgeland Riverside Community Association  
Joe Belland, Chair, Development Permit Sub Committee, Planning Committee, BRCA