

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of Bridgeland/Riverside along the west side of 9 Street NE, between McPherson Road NE and McDougall Road NE. The site is approximately 0.38 hectares (0.93 acres) in size. Surrounding development is characterized by mixed use and high-density, multi-residential development. Murdoch Park is located directly to the north of the site across McDougall Road NE.

The property is currently developed with a 16-storey mixed use building containing 285 residential units, with 861 square metres of commercial space available on the ground floor. This development was enabled by existing Direct Control District 64D2019. The nearest liquor store to the existing development is located approximately 250 metres north of the site on General Avenue NE.

Community Peak Population Table

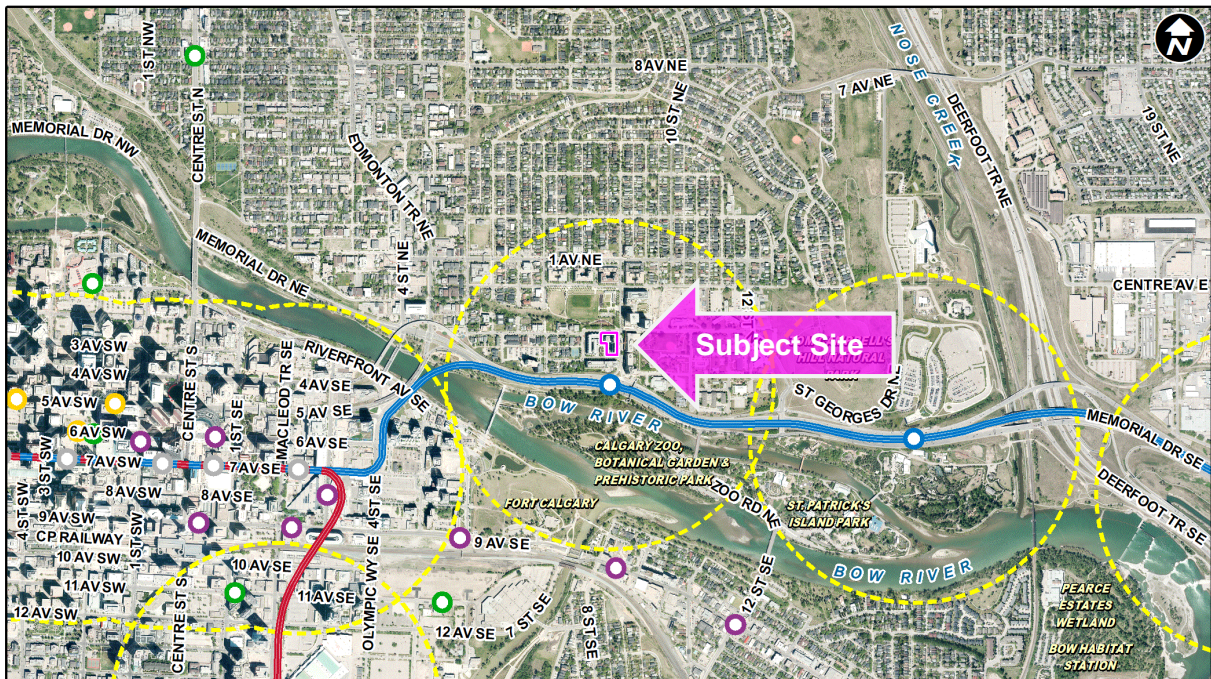
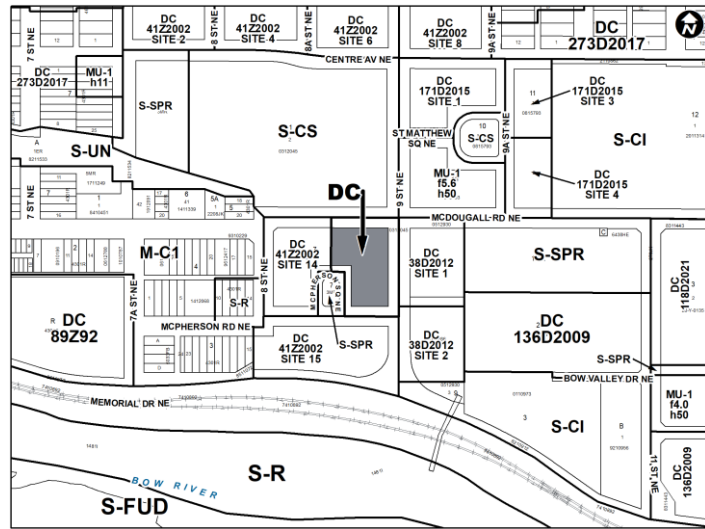
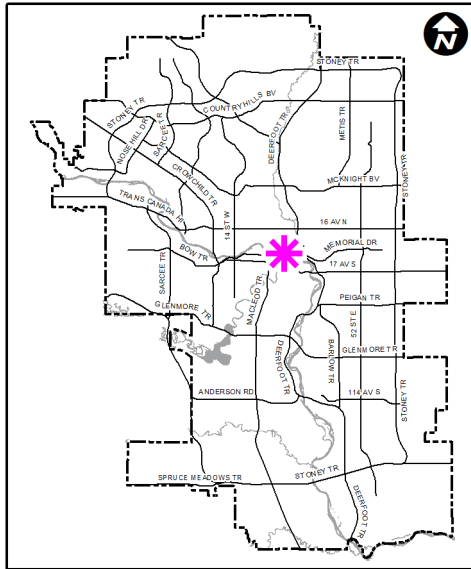
As identified below, the community of Bridgeland/Riverside reached its peak population in 2019.

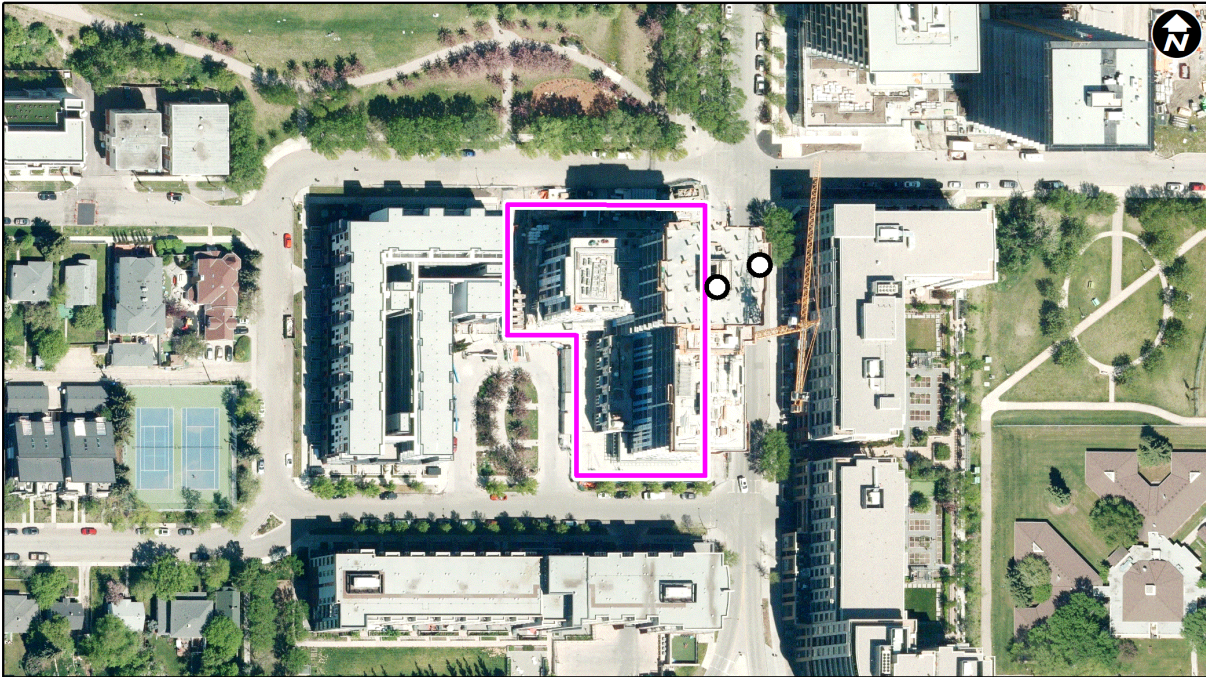
Community Name	
Peak Population Year	2019
Peak Population	6,835
2019 Current Population	6,835
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Direct Control (DC) District 64D2019 is based on the Mixed Use – General (MU-1) District of Land Use Bylaw 1P2007 and provides for commercial and multi-residential in a high-rise form.

The proposed DC District carries over the rules and uses of the existing district, with additional clauses that eliminate the 300 metre separation distance for liquor stores. The new DC District also contains minor language adjustments to align the bylaw with the current version of the Land Use Bylaw.

Section 20 of the Land Use Bylaw allows for Direct Control Districts to be created for developments with unique characteristics, innovative ideas or unusual site restraints. The original Direct Control District was created to implement innovation Transportation Demand Management measures and other innovative features such as the inclusion of public plazas in exchange for an increased Floor Area Ratio. The revised DC District responds to the unique characteristic of the site as a high density, urbanized context outside of the Greater Downtown, which can support the additional commercial opportunity of a liquor store within 300 meters of another liquor store.

The subject site and its surrounding context is characterized by high density residential development with density and urban forms similar to parts of the Greater Downtown, which does

not require a minimum separation for liquor stores for sites designated Commercial Residential (CR20-C20/R20) District. This similarly urbanized, intensified condition requires additional commercial amenities to support the growing population, meet commercial demands, and contribute to the overall vitality of the area.

Transportation

The site is well served by Calgary Transit. Local Transit service is available on 9A Street NE, adjacent to the site. Route 90 Bridgeland / University of Calgary is included at this stop. The Bridgeland / Memorial LRT Station is conveniently located 220 metres south of this site.

This site is well positioned to take advantage of the 5 A cycling network. 9 A Street NE, along the east boundary, is a recommended on-street bikeway (priority). McDougall Road NE, along the north boundary, is a recommended on-street bikeway (priority). The north boulevard of Memorial Drive NE includes a recommended pathway under the 5 A network. Once available, this pathway will be approximately 80 metres south of the site. The south boulevard of Memorial Drive NE (the north bank of the Bow River) includes the existing Bow River pathway, part of the 5 A network. This pathway is approximately 175 metres south of the site.

The existing Direct Control District does not require a minimum number of motor vehicle parking stalls for Liquor Stores, so this Land Use Amendment will not affect vehicle parking for the site.

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site or the proposal.

Utilities and Servicing

Water, sanitary and storm sewer servicing is available. The site is already developed, and the changes proposed in the Direct Control District are not expected to have a significant impact on services.

Legislation and Policy

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 [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developed – Residential – Inner City area as identified on Map 1: Urban Structure in the Municipal Development Plan (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities to make more efficient use of existing infrastructure, public amenities, and transit.

The Retail policies of the MDP aim to create and retain viable local retail and mixed-use areas that encourage business creation, residential development and community services; while maintaining compatibility with the neighbourhood oriented character of the retail.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address the objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

Bridgeland-Riverside Area Redevelopment Plan (Statutory – 1980)

This application was reviewed against the applicable policies of the [Bridgeland-Riverside ARP](#), being the applicable local area plan. The Land Use Policy map of the ARP identifies the parcel as being “Transit Supportive Mixed Use.” The proposed Direct Control District aligns with the policies of the ARP, particularly the stated goal to “provide for opportunities that would allow for the increased viability of local commercial development catering to residents of the community”.