

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Bridgeland-Riverside on the northeast corner of the 4 Avenue NE and 9A Street NE intersection.

The subject site is currently designated Residential – Contextual One / Two Dwelling (R-C2) District and developed with a single detached dwelling and garage accessed by a rear lane. Surrounding development is primarily low density residential designated R-C2, including the parcel north of the subject site which includes a single detached dwelling currently under construction. There are several sites designated Residential – Grade-Oriented Infill (R-CG) District on corner lots nearby (523 – 8 Street NE and 525 – 9 Street NE) and a site designated Direct Control District (246D2018) that enables multi-residential development (438 – 8 Street NE). A large greenspace (Felker Park) is located on the southeast corner of the 4 Avenue NE and 9A Street NE intersection, directly across the street from the subject site.

The subject site is located approximately 170 metres from the 1 Avenue NE Neighbourhood Main Street area, and approximately 320 metres from the 1 Avenue NE Neighbourhood Main Street proper. The site is also close to a range of community amenities, including Tyndale and McDougall Park, the Bridgeland-Riverside Community Centre, Riverside School and MAC Islamic School, all located within a 10-minute walk or less.

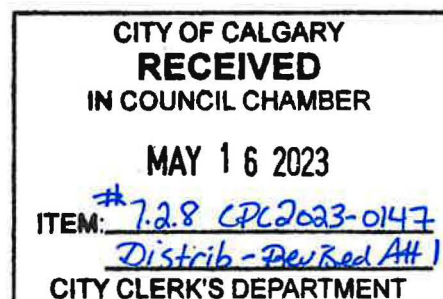
## Community Peak Population Table

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

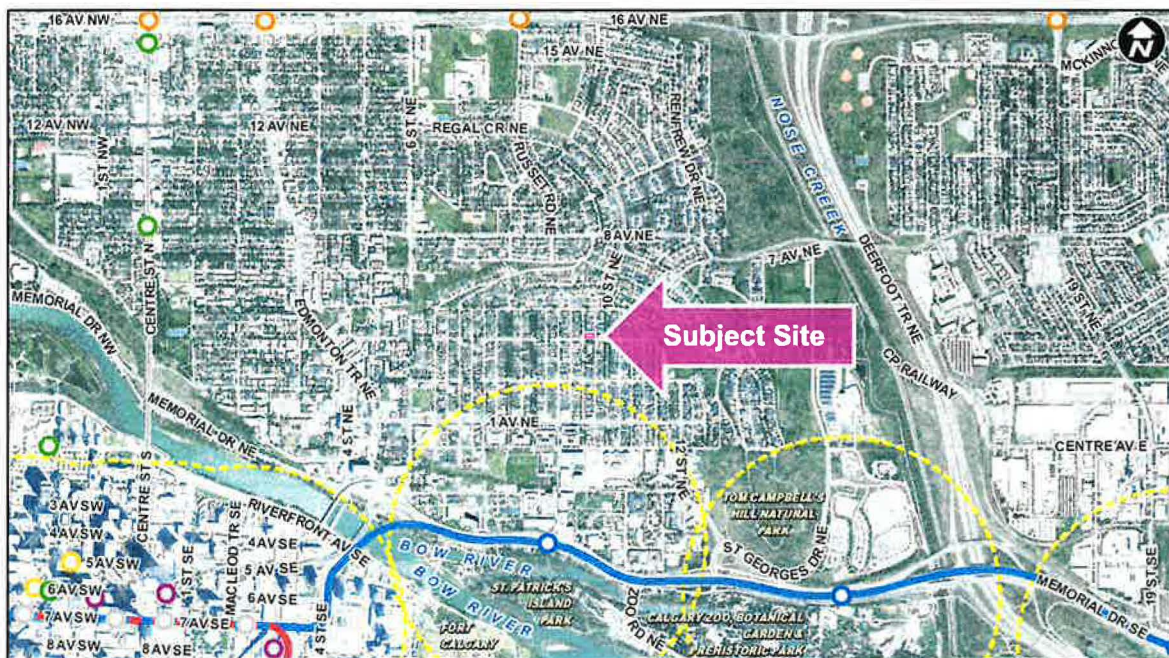
Bridgeland-Riverside	
Peak Population Year	2019
Peak Population	6,835
2019 Current Population	6,835
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: The City of Calgary 2019 Civic Census

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



## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing R-C2 District accommodates contextually sensitive redevelopment in the form of single detached, semi-detached, and duplex dwellings. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units. Secondary suites are permitted uses within the R-C2 District.

The proposed H-GO District is intended to provide an opportunity for dwelling units to be developed in a wide range of housing forms including rowhouse, townhouse, and stacked townhouse units. There is no maximum density required under the H-GO district; rather, development scale and intensity are managed through a combination of:

- a maximum Floor Area Ratio (FAR) of 1.5 that allows for a total developable area of 612 square metres (6,857 square feet);
- a maximum height of 12.0 metres; and
- a minimum of 0.5 motor vehicle parking stalls per unit and suite.

This site is appropriate for the proposed H-GO District as it meets the location criteria established in Land Use Bylaw 1P2007, which states H-GO "should only be designated on parcels located within (ii) the Centre City or Inner City areas identified on the Urban Structure Map of the *Municipal Development Plan* and also within one or more of the following:

- (A) 200 metres of a Main Street or Activity Centre identified on the Urban Structure Map of the *Municipal Development Plan*;

- (B) 600 metres of an existing or capital-funded LRT platform;
- (C) 400 metres of an existing or capital-funded BRT station; or
- (D) 200 metres of primary transit service.

Urban and Neighbourhood Main Streets are polygons, not lines, on the MDP Urban Structure Map. For an Urban Main Street, the polygon stretches 200m on either side of the centre line of the street and for a Neighbourhood Main Street it is 150m. This site is located within 200 metres of the 1 Street NE Main Street identified on the Urban Structure Map of the Calgary MDP.

### **Development and Site Design**

If approved by Council, the rules of the proposed H-GO District provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this site, additional items that will be considered at the development permit stage include, but are not limited to:

- ensuring an engaging built interface along public frontages;
- mitigating shadowing, overlook and privacy concerns with neighbouring parcels;
- ensuring appropriate provision and design of a range of mobility options including vehicle parking, bicycle parking and alternate mobility storage lockers; and
- accommodating appropriate waste management pick-up and storage; and
- ensuring appropriate amenity space for residents.

### **Transportation**

Located within the established residential area of the community of Bridgeland-Riverside, the subject site benefits from well maintained and accessible pedestrian infrastructure.

The subject site is located 325 metres (a five-minute walk) to a transit stop for the Route 90 bus ( Bridgeland-University of Calgary, via the downtown core), and approximately 900 metres (a fifteen-minute walk) to the Bridgeland LRT station. Additionally, the site is well positioned to take advantage of the 5A (Always Available for All Ages and Abilities) network. Existing on-street bike routes (signed, not barrier separated) include 10 Street NE, 1 Avenue NE, and Edmonton Trail NE, connecting to the river path system.

Direct vehicular access to the proposed development is required to be from the rear lane. The subject site is located just north of the boundary of Residential Parking Permit (RPP) Zone G, which includes the south side of 4 Avenue NE.

The H-GO district includes specific requirements to provide a range of mobility options for residents at the Development Permit stage, including either alternate mobility storage or secure bicycle parking for any units that do not include a dedicated parking stall.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary sewer and storm mains are available adjacent to the site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of the future development permit application.



## 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.

### **Growth Plan (2022)**

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use and policy 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 City of Calgary [Municipal Development Plan](#) (MDP) identifies this site as part of the Developed Residential – Inner City area as identified in Map 1: Urban Structure. Sections 2.2.5 and 2.3.2 of the MDP identify opportunities including allowing for innovative and creative designs, providing an appropriate transition of intensity, and complementing the established character of the area. These sections support growth and change in low-density neighbourhoods through redevelopment of a similar scale and built form and developing a range of housing types including “accessory suites, semi-detached, townhouses, cottage housing, rowhousing and other ground-oriented housing” with the goal of providing a greater range of housing, stabilizing population declines, and supporting the demographic needs of communities.

### **Calgary Climate Strategy (2022)**

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). However, the redesignation of the subject site to enable higher density development may allow for more people to choose a car-reduced or car-free lifestyle, thereby reducing vehicular emissions and contributing to the overall goal of achieving net zero emissions in Calgary by 2050 by accelerating the shift in mode share to zero or low emissions modes. Further strategies may be explored at the development permit stage.

### **Bridgeland-Riverside Area Redevelopment Plan (Statutory – 1980)**

The subject site is located within the boundaries of the [Bridgeland-Riverside Area Redevelopment Plan](#) (ARP) and as such is subject to its policies. The site is identified as part of the Conservation Area on the ARP's Generalized Land Use map (Figure 3) and states that “appropriate land uses are residential in nature and that the appropriate designation within the Land Use Bylaw would be R-2”. Additional policies applicable to the Conservation Area encourage the upgrading of existing housing, and support sensitive infill development of a residential nature where rehabilitation is not feasible.

**In Part 2 of the ARP, a text amendment to the Residential – Implementation section is required to support the proposed redesignation to the H-GO District. This amendment is proposed to recognize low density multi-residential development in the form of rowhouses, townhouses and stacked townhouses on this and other specific sites within the ARP Conservation Area.**