

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northeast community of Bridgeland/Riverside on the west side of 6A Street NE. The site has an area of approximately 0.06 hectares (0.14 acres) and is approximately 15 metres wide and 36 metres deep. The site is currently occupied by a single detached dwelling with a detached garage. A development permit for a Multi-Residential Development (DP2023-04709) is currently under review.

The subject site is designated Multi-Residential – Contextual Low Profile (M-C1) District. The surrounding area is characterized by a mix of land use districts including Residential – Contextual One / Two Dwelling (R-C2) District to the north, Multi-Residential – Contextual Medium Profile (M-C2) District to the west, and Special Purpose – Urban Nature (S-UN) District immediately south of the site. Additionally, the block immediately east of the site across from 6A Street NE is designated Direct Control District and is primarily intended to facilitate the conservation of Character Homes and allow for a diversity of grade-oriented development.

The subject site is located approximately 280 metres (a five-minute walk) east of Edmonton Trail NE and approximately 120 metres (a two-minute walk) south of 1 Avenue NE. These streets are classified as Urban and Neighbourhood Main Streets, respectively, as per the *Municipal Development Plan* (MDP). Edmonton Trail NE is also part of the Primary Transit Network as per the MDP. These streets host a wide range of commercial and retail services and accommodate a series of Multi-Residential Developments. Furthermore, the subject site is located 600 metres (a 10-minute walk) north of the Bridgeland/Memorial LRT Station, located along Memorial Drive NE.

The site is 40 metres (under one-minute walk) south of the Riverside School (Calgary Board of Education K-9), and 220 metres (a four-minute walk) east of Murdoch Park, a large community greenspace that was formerly home to the Calgary General Hospital.

Community Peak Population Table

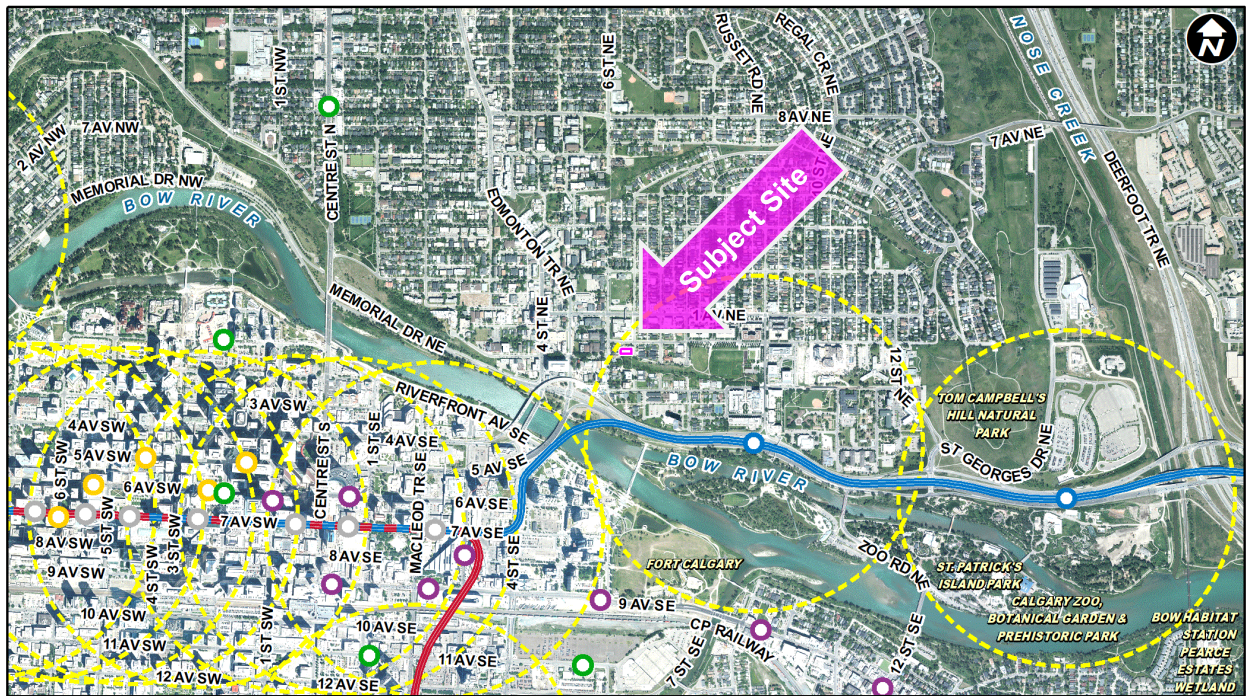
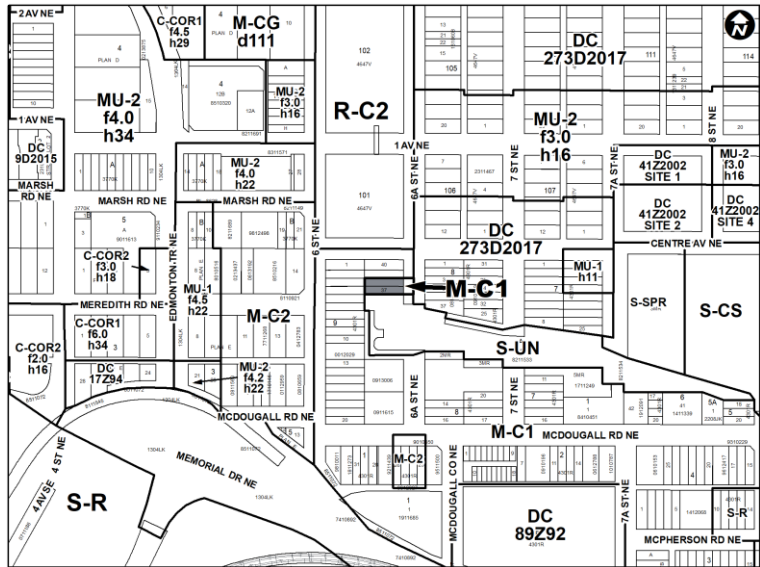
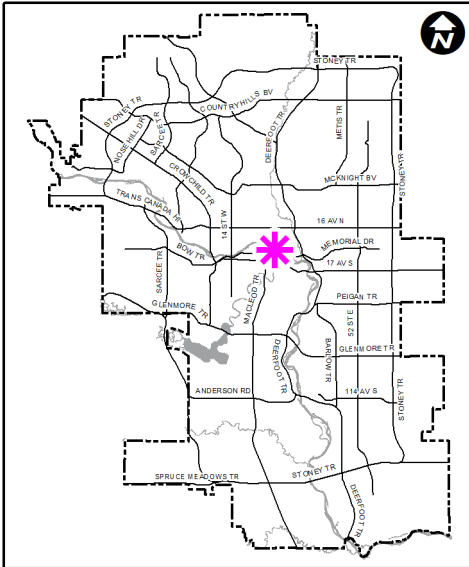
As identified below, the community of Bridgeland/Riverside reached its peak population in 2019.

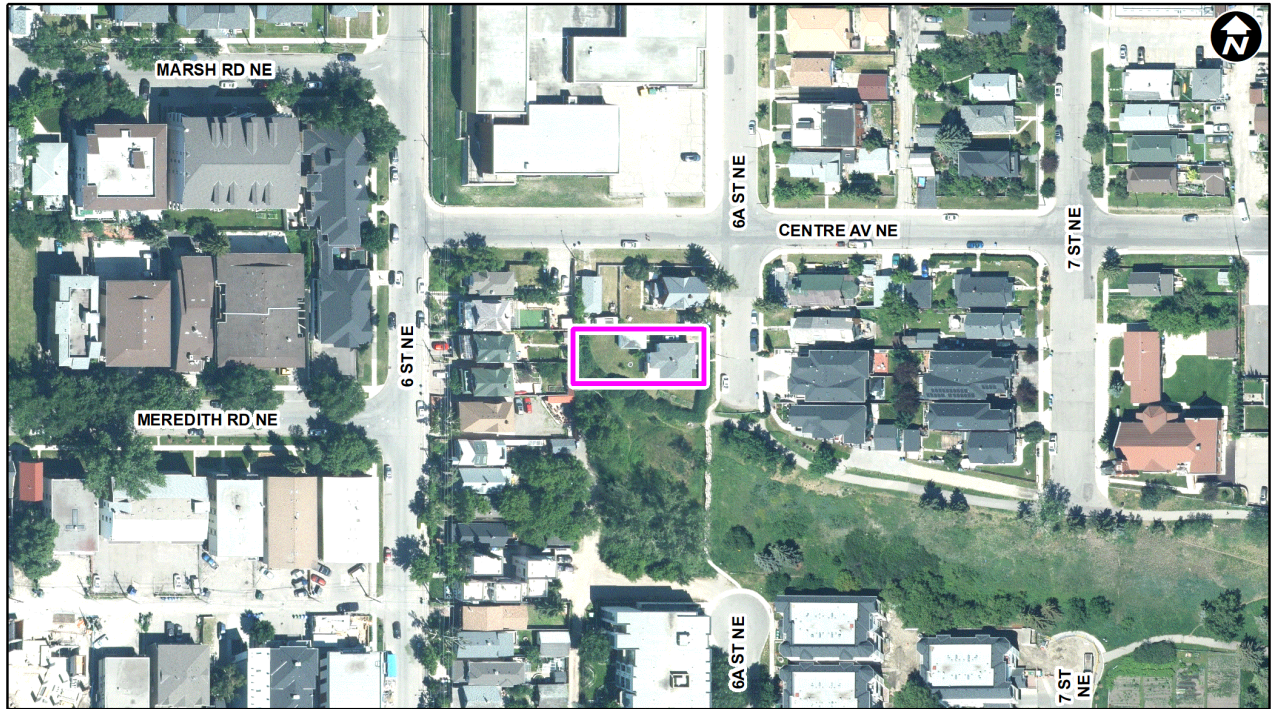
Bridgeland/Riverside	
Peak Population Year	2019
Peak Population	6,835
2019 Current Population	6,835
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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 M-C1 District is intended to allow for Multi-Residential Developments in a variety of forms that have higher numbers of dwelling units and traffic generation than low density residential districts. Secondary Suites are also permitted in the M-C1 District and do not count towards the maximum allowable density. The M-C1 District allows for a maximum building height of 14 metres and a maximum density of 148 units per hectare, which would result in a maximum of 8 dwelling units on the site.

The minimum number of parking stalls required for the proposed development in accordance with the current land use bylaw is four. The development proposal includes four parking stalls. The *Bridgeland-Riverside Area Redevelopment Plan* (ARP) requires 1.25 parking spaces per unit, meaning a total of five parking stalls are required. The proposed amendment, if approved, will exempt the subject site from the requirement of 1.25 parking spaces per unit, allowing the current land use bylaw to determine the parking for the proposed development.

Development and Site Design

If approved by Council, the rules of the current M-C1 District, applicable policies of the ARP and the MDP will provide guidance for future site redevelopment including appropriate uses, building massing, height, landscaping, parcel coverage and parking. Items that would be considered through the development permit review process include, but are not limited to:

- the layout and configuration of dwelling units and any proposed secondary suites;
- site access and provision of parking;
- façade and building articulation;
- mitigation of shadowing, privacy and visual overlook; and
- appropriate building setbacks and landscaping requirements.

Transportation

The subject site is located approximately 120 metres (a two-minute walk) south of 1 Avenue NE, which is identified as an On-street bike way as per the City of Calgary Pathways and Bikeways Map. This on-street bikeway connects to other bikeways and provides access to the downtown core and to the Bow River Pathway system which is approximately 550 metres (a nine-minute walk) from the site.

The subject site is also located near various transit stops providing regular service. Route 90 (University of Calgary) is located along 1 Avenue NE which is within 120 metres (a two-minute walk) of the subject site. Routes 4 (Huntington), 5 (North Haven) and 69 (Deerfoot Centre) are located along Edmonton Trail NE which is within 280 metres (a five-minute walk) from the subject site. Additionally, the Bridgeland/Memorial LRT Station, located along Memorial Drive, is within 600 metres (a 10-minute walk) of the subject site. This vast network of mobility options provides access to jobs, services, educational facilities, and many other destinations across Calgary. The site is also within 900 metres of East Village and the local shops and services in the area.

A Transportation Impact Assessment was not required as part of this application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water and sanitary sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management, will be considered and reviewed as part of a development permit review stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed 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 of the MDP encourages future growth of the city in a way that fosters a more compact efficient use of land, creating complete communities and allowing for greater mobility choices. Sections 2.5 and 2.3.2 of the MDP identify opportunities to create strong residential neighbourhoods while respecting and enhancing neighbourhood character. These sections of the MDP 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”.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at development approval stages.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Policy](#) Guidelines promote higher density within a 600 metre radius of Transit Stations, facilitating frequent and rapid transit services and establishing a foundation for diverse housing, employment opportunities, local services, and amenities to foster a thriving station area community. Townhouses are recognized as part of land uses that support transit in these guidelines. Additionally, Policy 8.1 of these guidelines encourages lowered parking requirements in proximity to Transit Stations (within a 600 metre radius).

Bridgeland-Riverside Area Redevelopment Plan (Statutory – 1980)

The [Bridgeland-Riverside Area Redevelopment Plan](#) (ARP), approved in 1980 (Bylaw 11P80), provides direction, policies, and guidelines for development in the Bridgeland/Riverside community. The subject site falls within the Non-Family Oriented Redevelopment Area, as depicted in Figure 3: Generalized Land Use. This Non-Family Oriented Redevelopment Area is intended to accommodate multi-residential housing similar to what was permitted in the RM-4 or RM-5 Districts of Land Use Bylaw 2P80, which included fourplexes, townhouses and duplexes.

The ARP contains policies for higher parking requirements than contained in Land Use Bylaw 1P2007. The higher parking requirements in the ARP were intended to help manage parking issues associated with the former Calgary General Hospital. There are still remnants of policies that were influenced by and created as a result of the parking issues created by the Calgary General Hospital. Section 3.10, states that within the Non-Family Oriented Redevelopment Area, if the development comprises of three or more units of non-senior citizen housing, parking shall be 1.25 spaces per unit. This amendment is required because the policy statement contains the word “shall”. The proposed amendment, if approved, will exempt the subject site from this requirement, allowing the current land use bylaw to determine the parking for the proposed development. This will allow for consistency with all other development proposals across the city. This policy was previously amended to accommodate a 13 storey mixed use development at 123 – 4 Street NE.

The proposed policy amendment is further supported because the current ARP policy does not align with current Council priorities regarding parking and mobility. Additionally, undue impacts should be minimal given the site’s proximity to on-street bikeways, the Bow River Pathway system and proximity to public transportation, including the Bridgeland/Memorial LRT Station and transit stops providing access to four bus routes.