

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the southeast community of Riverbend. The approximately 7.00 hectare (17.30 acre) site is situated at the junction of 24 Street SE and 96 Avenue SE. The site is partially developed with several six-storey building cores and an underground parkade and is currently accessed via 24 Street SE and 96 Avenue SE. The fully funded Quarry Park Green Line LRT station will be located 230 metres (a four-minute walk) south of the subject site and therefore the site is within a Transit Oriented Development (TOD) area.

There is undeveloped land designated Direct Control (DC) District ([Bylaw 42Z92](#)) to the north. The DC is based on the C-2(16) General Commercial District of Land Use Bylaw 2P80 and contains rules around landscaping, screening and building design. A non-operational dry landfill designated Special Purpose – Future Urban Development (S-FUD) District is located across 24 Street SE to the east. Office development designated Industrial – Business (I-Bf1.0h24) District is located to the south of the site. Single detached residential development designated Residential – Contextual Narrow Parcel One Dwelling (R-C1N) District is located to the west of the site. Most of the site falls within the non-operational Ogden dry landfill setback, and a small portion at the southeast of the site falls within the operating ECCO Waste Management Facility setback.

The subject site is currently in a partially developed state, providing surface parking as an interim use. The site was previously envisioned as a suburban office park and a continuation of the existing Quarry Crossing business park located to the south and southeast. Construction began, but has been stalled, awaiting a future tenant. Several changes have instigated a reimagining of the site including a decrease in the suburban office market, development of the Green Line LRT and increased demand for housing. The proposed policy amendment and land use amendment is intended to accommodate a re-envisioning of the site and its redevelopment into comprehensively planned, multi-residential development that utilizes the existing infrastructure on the site.

## Community Peak Population Table

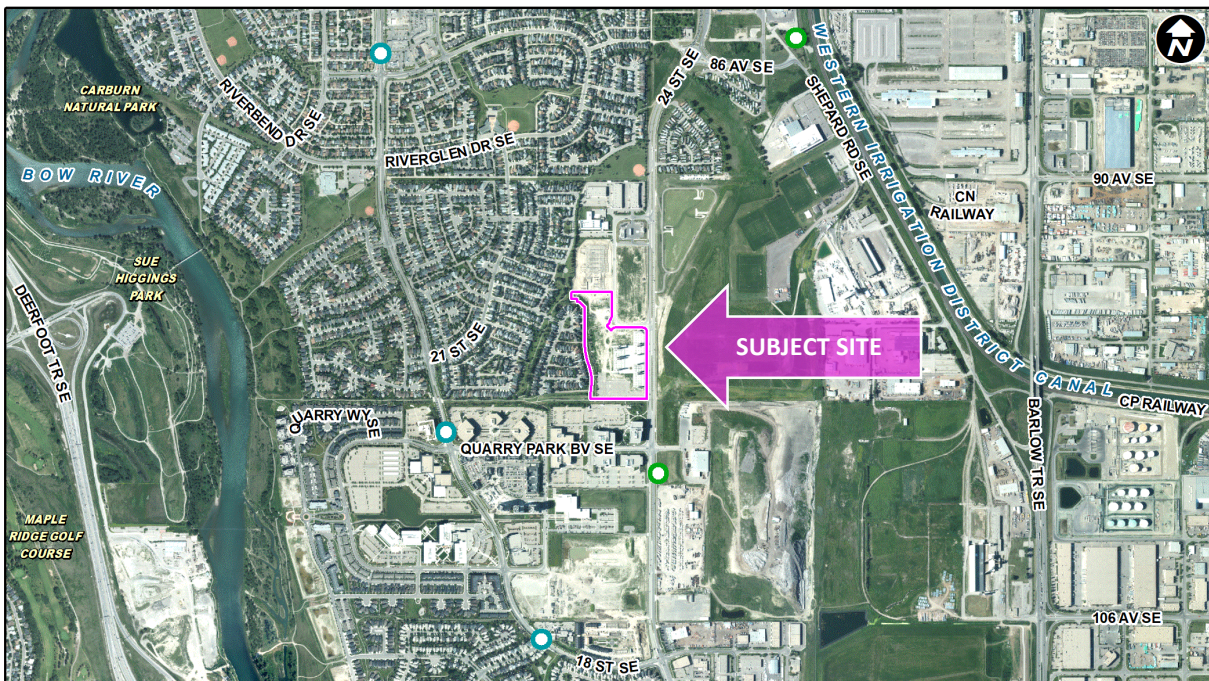
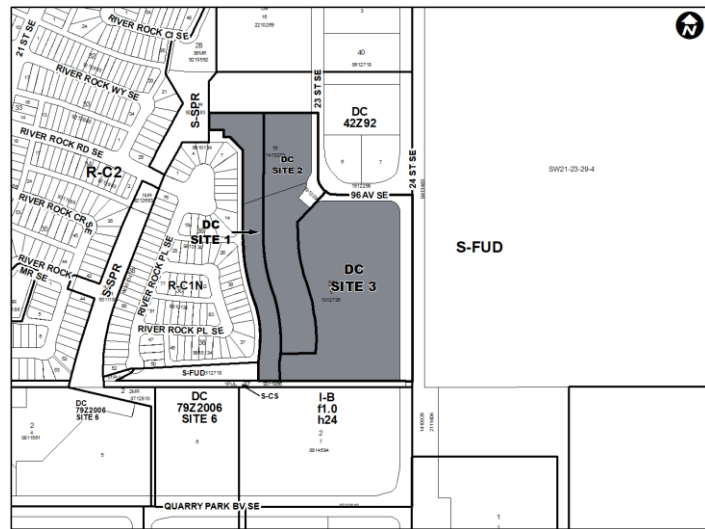
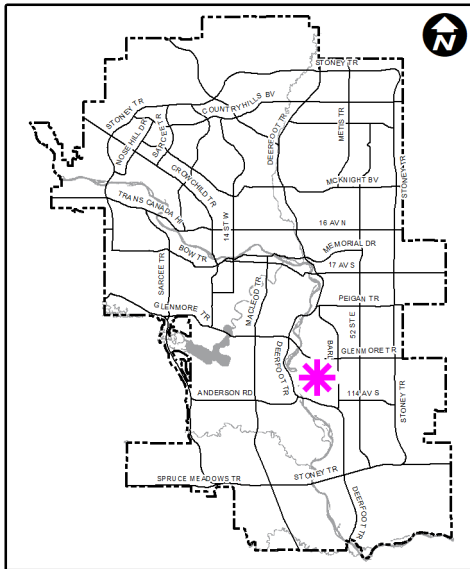
As identified below, the community of Riverbend reached its peak population in 2002.

<b>Riverbend</b>	
Peak Population Year	2002
Peak Population	10,773
2019 Current Population	9,244
Difference in Population (Number)	-1,529
Difference in Population (Percent)	-14.2%

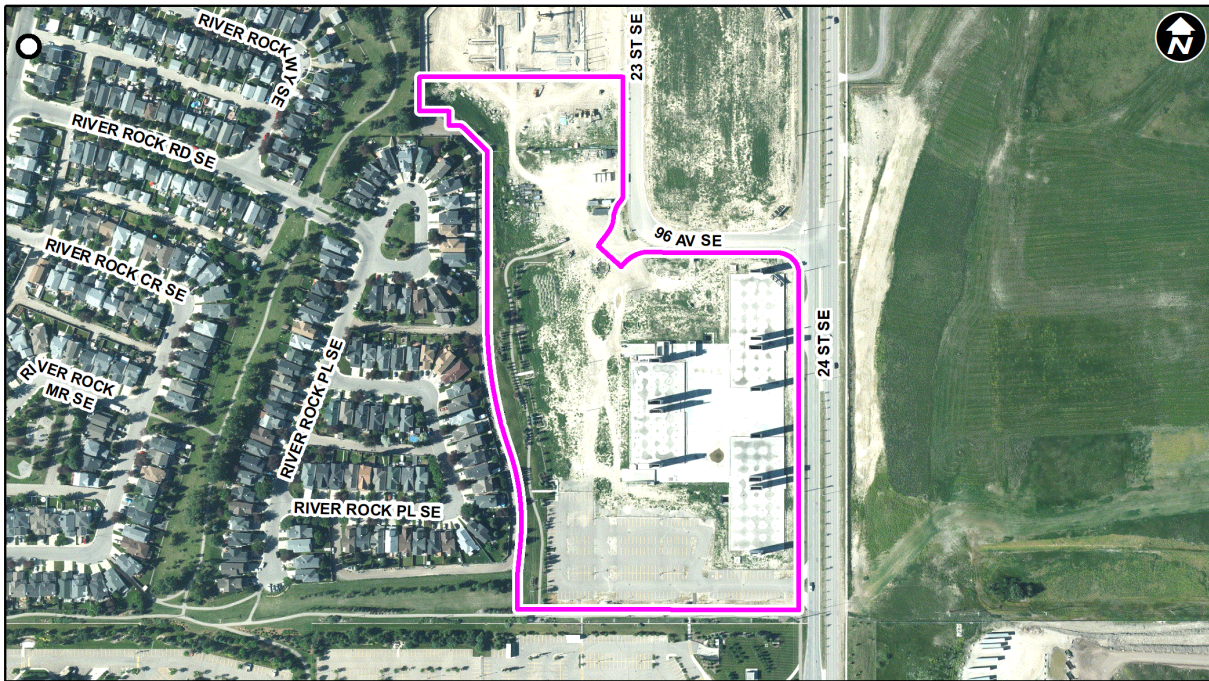
Source: *The City of Calgary 2019 Civic Census*

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

# Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The site is currently designated with two Direct Control Districts. DC District ([Bylaw 15D2012](#)) covers the majority of the site. This DC District is based on the Industrial – Business (I-B) District of Bylaw 1P2007 with the purpose of providing an appropriate transition in building height to the adjacent low density residential development to the west. DC District ([Bylaw 42Z92](#)) covers the north fifth of the site and is based on the C-2(16) General Commercial District of Land Use Bylaw 2P80 with the purpose of providing design guidelines around landscaping, screening and building design.

The proposed DC District is based on the Multi-Residential – High Density Medium Rise (M-H2) District. The M-H2 District provides for multi-residential development where intensity is measured by floor area ratio to provide flexibility in building form and number of dwelling units. The M-H2 District is intended to be located on strategic parcels, including landmark locations, transit and transportation corridors and nodes and employment concentrations. The M-H2 District includes a limited range of support commercial multi-residential uses, restricted in size and location within the building. The M-H2 District provides outdoor space for social interaction and provides landscaping to compliment the design of the development and help screen and buffer elements of the development that may have impacts on residents or nearby parcels.

The proposed DC District is specifically intended to accommodate comprehensive redevelopment of the site that is contextually sensitive and utilizes existing infrastructure, including the underground parking structure and existing building cores.

The DC District is divided into three sites that provide for varied building heights that step down from east to west (Attachment 5). DC Site 1 is located along the western portion of the site adjacent to the existing low-density residential housing to the west and allows a maximum building height up to 10 metres (up to three storeys). DC Site 2, located in the middle of the site, allows a maximum building height up to 18 metres (up to six storeys), and DC Site 3, located on the eastern portion of the site closest to the future Green Line LRT Station allows a maximum building height up to 42 metres (up to 14 storeys).

In addition to the M-H2 District rules, the proposed DC District has additional development provisions. These include a minimum 10 metre building setback from a property line shared with a lane to provide for a more sensitive interface with the existing low density residential development to the west. The DC District also has a maximum floor plate for DC Site 3, which is limited to 950.0 square metres, and a building separation rule requires façades above 30 metres to provide a maximum horizontal separation of 18 metres from facades of any other buildings.

Existing building infrastructure includes six-storey building cores and an underground parkade which is currently accessed via 24 Street SE and 96 Avenue SE. The DC District has a specific rule for parking requirements. The DC District exempts the subject site from Section 116 of the Land Use Bylaw 1P2007. Section 116 allows parking to be located on a separate parcel when the stalls are on parcels that form part of a comprehensive development and all parcels forming the comprehensive development are indicated on the same development permit. The DC allows for shared parking without a singular DP, provided there is a parking strategy provided for each DP on the site.

The proposal allows for contextually sensitive residential development while maintaining the M-H2 base district to incorporate rules around DC density, provide flexibility in how the land can be subdivided in the future, while enabling a shared parking strategy and the adaptive re-use of the underground parkade and existing building structures. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 7 and 10 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of the development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. Section 10 establishes that the minimum building setback from a property line shared with a lane is 10.0 metres.

### **Development and Site Design**

The rules of the proposed DC District would provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping, parcel coverage and parking. Other key factors that are being considered during the review of the development permit application include the following:

- interface with the existing public multi-use pathway along the eastern edge of the site which links the site north to the future South Hill LRT station area and south to Quarry Park;
- connections from the subject site to the broader private pathway system in the area (north south and east west);
- building placement, massing and relationship with the adjacent residential parcels to the west;
- mitigating shadowing, overlooking and privacy concerns;
- interface with the lane to the west;
- mix of uses within buildings;
- appropriate amenity space for the residents; and
- management and documentation of a shared parking strategy.

Given there is an existing underground parkade which will be utilized as part of a shared parking strategy, and because the applicant is seeking flexibility in how the land can be subdivided in the future, parking stalls may be located within the existing underground parkade where an overall shared parking strategy is provided with each development permit.

No development permit application has been submitted. At the subdivision and development permit stage, the applicant is required to apply for a variance to exempt the site from the Waste Management Facility restricted uses ([Waste Management Facility and Setback Variance Guide](#)).

### **Transportation**

There is an existing 1.5 metre sidewalk on the north side of 96 Avenue SE. Pedestrians within the plan area will be accommodated by a planned two metre sidewalk on 96 Avenue, an existing three metre regional pathway on 24 Street SE and the existing pathway network in Quarry Park. Cyclists will be accommodated via the existing regional pathways in the area, including the existing regional pathway connection along the south boundary of the plan area.

The location is well-served by Calgary Transit and is considered a TOD due to the fully funded Quarry Park Green Line LRT station being located approximately 230 metres south of this site on 24 Street SE at Quarry Park Boulevard SE. Transit Route 302 (BRT Southeast/City Centre) currently provides service along 24 Street SE. The site is also served by Transit Route 306 (MAX Teal Westbrook/Douglas Glen (North)), with a station 560 metres west of the site on 18 Street SE at Quarry Park Boulevard SE. Local Transit Routes 24 (Ogden), 117 (McKenzie Towne Express), 131 (East Bow Express) and 151 (New Brighton Express) also serve the area.

The surrounding road network consists of 24 Street SE along the eastern boundary of the plan area and 96 Avenue SE along the northern boundary. 24 Street is classified as an arterial roadway and has been constructed to its full width. 96 Avenue is a collector roadway and is currently constructed as a 2-lane roadway. As part of the review of the previous office buildings on this site, DP2013-2188, the permit was conditioned to widen 96 Avenue SE to a divided roadway and construct a roundabout at the intersection of 96 Avenue SE and 23 Street SE. The necessary road right-of-way was dedicated as part of this permit, however construction of the road upgrades have yet to take place.

A Transportation Impact Assessment (TIA) was submitted to evaluate the proposed impacts on the regional road network.

### **Environmental Site Considerations**

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

The subject site is located within the non-operating 300 metre setback of the Ogden Landfill. A portion of the subject site is also located within the non-operating 300 metre setback of the Ecco Landfill. As such, development restrictions affect the site, as detailed in Section 17 of the Matters Related to Subdivision and Development Regulation (AR 84/2022). At the Development Permit stage, the Applicant shall submit all required documentation in support of a setback variance. All reports must be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary

### **Utilities and Servicing**

Public water, sanitary and storm utilities exist adjacent to the site. Servicing requirements will be determined at the time of development.

## **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 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 subject site is located within the Developed Residential – Established area as identified on Map 1 (Urban Structure) of the [Municipal Development Plan](#) (MDP). The proposal complies with the MDP which encourages modest intensification of the Developed Residential - Established Area. More efficient use of existing infrastructure, public amenities and transit represent incremental benefits to climate resilience.

### **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 subsequent development approval stages.

### **Transit Oriented Development Policy Guidelines (2004)**

The [Transit Oriented Development Policy Guidelines](#) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit riders alike. The site is exceptionally well-served by transit, and the proposed land use meets the key policy objectives of the Guidelines including

ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density around transit stations.

**Barlow Area Structure Plan (Statutory – 1980)**

The subject site is currently identified as 'High Standard Light Industrial' in the [Barlow Area Structure Plan](#) (ASP). An amendment to this statutory plan is required to support the proposal. This includes an amendment to Map 2 – Land Use to change the applicable land use policy for the site from 'High Standard Light Industrial' to 'Residential'.