

# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northeast community of Bridgeland/Riverside, at the southwest corner of McDougall Road NE and 11A Street NE. The site is well served by public transit, situated within 400 metres (a six-minute walk) of the Bridgeland-Memorial LRT Station. This site is located in an area known as East Riverside and consists of a variety of subsidized housing units, including affordable seniors' housing.

The subject site, approximately 0.57 hectares (1.4 acres) in size, spans approximately 58 metres along its northern edge (McDougall Road NE) and 98 metres along its eastern edge (11A Street NE). Currently undeveloped, the site was subdivided following a comprehensive policy amendment, outline plan, and land use application approved on 2021 July 26 for the surrounding 2.51-hectare (6.20-acre) block. These approvals in 2021 were intended to enable transit-oriented development, integrating higher density commercial and residential uses, along with the dedication of a new municipal reserve park space.

Surrounding development consists of apartment-style seniors' housing and assisted living facilities, along with health care services and planned park space. To the east, across 11A Street NE, are two seniors' housing buildings ranging from four to nine storeys. Directly west is a four-storey apartment building with assisted living facilities. To the north, across McDougall Road NE, is a senior health clinic and long-term health care facility. Directly south is a municipal reserve parcel designated for a future City park. To the southeast is the home of the Canadian National Institute for the Blind (CNIB), recently redesignated to allow for mixed-use and multi-residential development ranging from 40 to 86 metres (approximately 12 to 27 storeys) in height.

A variety of parks, services, and amenities are conveniently located within easy walking distance. The 9 Street NE shopping area is located approximately 550 metres (a nine-minute walk) to the east, while the 1 Avenue NE Neighbourhood Main Street is approximately 700 metres to the northeast (a 11-minute walk). Directly adjacent to the site is a future City park to the south, while McDougall Park is located approximately 100 metres (a one-minute walk) to the west. Tom Campbell's Hill, a naturalized open space, is located approximately 700 metres (a 11-minute walk) to the east.

## Community Peak Population Table

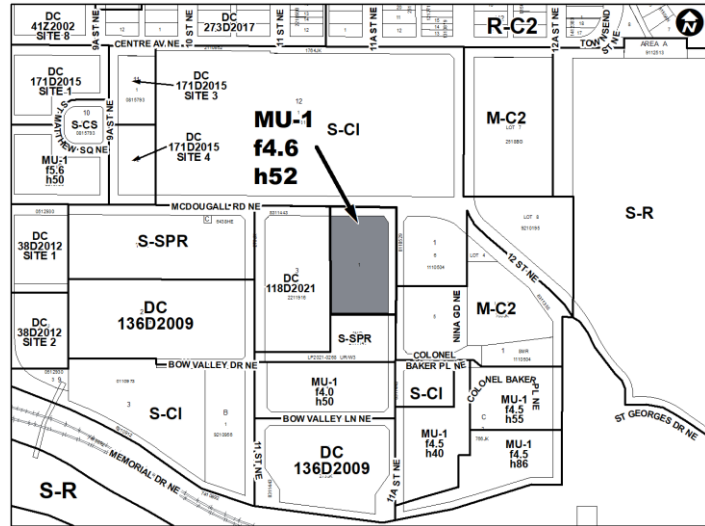
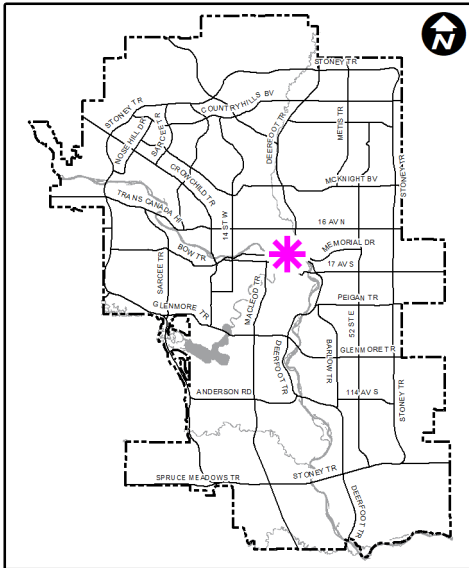
As identified below, the community of Bridgeland/Riverside reached its peak population in 2019.

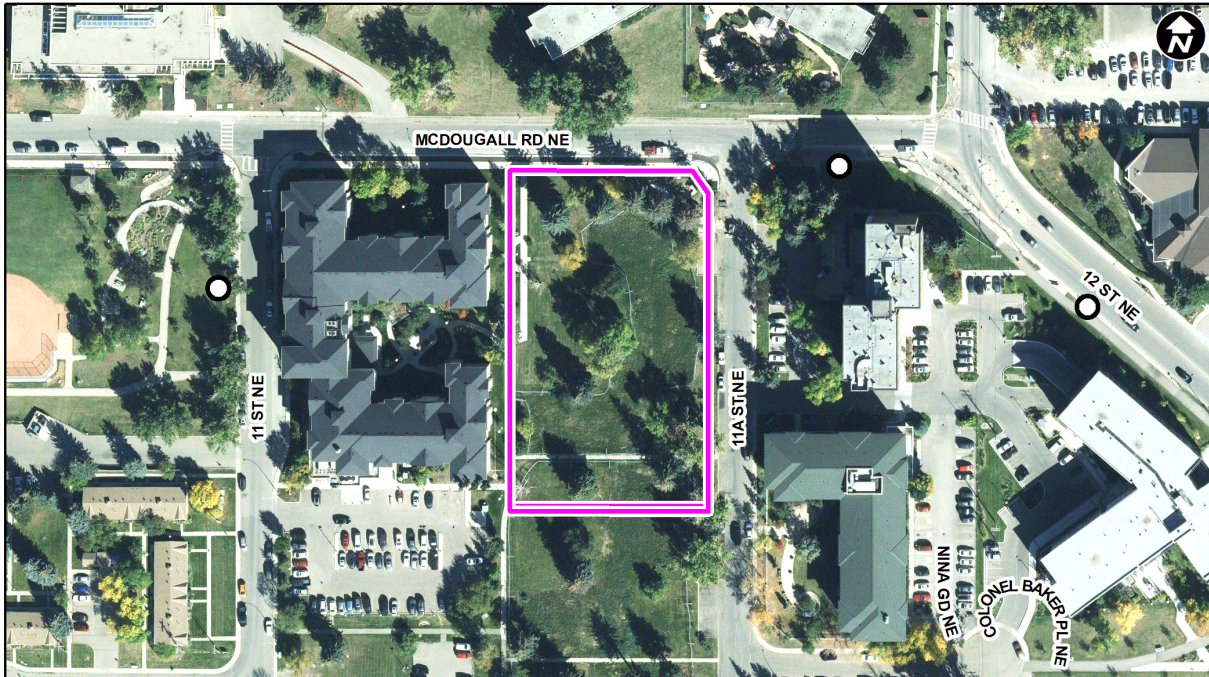
<b>Bridgeland/Riverside</b>	
Peak Population Year	2019
Peak Population	6,835
2019 Current Population	6,835
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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 Mixed Use – General (MU-1f4.0h50) District is intended to allow for commercial and residential uses in street-oriented buildings with either commercial or residential uses at street level. The District allows for a maximum floor area ratio (FAR) of 4.0 and a maximum building height of 50 metres (up to 16 storeys).

The proposed MU-1f4.6h52 District involves raising the maximum FAR from 4.0 to 4.6 and increasing the maximum building height from 50 to 52 metres (up to 16 storeys) to facilitate a mixed-use development permit application. These adjustments necessitate a land use amendment due to Section 40 of Land Use Bylaw 1P2007, which prohibits relaxations to maximum floor area ratio and building height as outlined on the Land Use District Map. Administration supports these changes, considering them minimal in scale and essential to accommodate the development proposal.

### Development and Site Design

If approved by Council, the applicable land use policies and the rules of the proposed MU-1 District along with the Urban Neighbourhood policies of the *Bridgeland-Riverside Area Redevelopment Plan* (ARP) will provide guidance for the future redevelopment of this site including appropriate uses, height and building massing, landscaping, pedestrian connections, and parking.

Given the specific context of the site, additional items that are being considered through the development permit process include, but are not limited to:

- mitigating shadowing, overlook, and privacy concerns on adjacent development and open spaces;
- ensuring a compatible shared residential interface with the Silvera For Seniors' apartment building located directly west of the subject site;
- ensuring at-grade amenity space is designed to integrate with the Municipal Reserve located directly south of the subject site;
- establishing pedestrian connections through the site that complements the existing network of open spaces in the area;
- minimizing vehicle access interruptions to public sidewalks and cycling infrastructure; and
- pursuing green building and climate resiliency mitigation and adaptation considerations.

### **Urban Design Review Panel**

As part of the land use amendment review process, a schematic development concept was presented to the Urban Design Review Panel (UDRP) on 2024 May 1. The panel endorsed the land use amendment, noting it was a well-designed project from an urban design perspective. The panel also recognized that increasing the building height would enhance the viability of the proposed ground floor commercial uses. Further consideration of the UDRP comments, including amenity space design within the site and mitigating loading and access impacts to the raised wheeling lane is occurring through the development permit process.

### **Transportation**

#### ***Site Access and Traffic***

Pedestrian access to the site is facilitated by sidewalks along McDougall Road NE and an on-site north-south pathway, creating a direct link between McDougall Road NE and Bow Valley NE.

The site is well connected to the existing greater Always Available for All Ages and Abilities (5A) Network. McDougall Road NE features a raised wheeling lane on its south side and a protected on-street wheeling lane on its north side between 6 Street NE and 12 Street NE. The inclusion of missing sidewalk links on the west side of 11A Street NE and additional intra-block pathway connections are being assessed as part of the development permit review, further enhancing pedestrian connectivity in the area.

There is no vehicular access currently provided to the site. Future parkade access is being determined through the development permit process.

#### ***Transit***

The site is well served by Calgary Transit bus and LRT service. The site is located within approximately 400 metres (a six-minute walk) of the Bridgeland-Memorial LRT Station, and is also served by Calgary Transit Route 90 (Bridgeland/University of Calgary), with bus stops located within 100 metres (a two-minute walk) on McDougall Road NE and 11A Street NE.

### **Curbside Management**

The site is located within the Residential Parking Permit Zone G. On-street parking adjacent to the site is currently restricted to 2 hour parking on 11A Street NE and McDougall Road NE.

### **Transportation Impact Assessment**

An update to the Transportation Impact Assessment (TIA) for the 2021 land use amendment has been submitted in support of this proposal. It aims to assess the changes in transportation patterns resulting from this and other recent developments in the area. The TIA report, based on initial findings and City Mobility Engineering review, is being finalized through the development permit process. This process will determine any necessary transportation improvements and assign responsibilities as appropriate.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

There are no utility or servicing concerns associated with the proposed land use amendment. Water, sanitary, and storm servicing are being reviewed in detail at the subdivision/development 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 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 in the Residential – Developed – Inner City area, as identified on Map 1: Urban Structure of the [Municipal Development Plan \(MDP\)](#). The site is also within 400 metres of the Bridgeland/Memorial LRT Station. The MDP encourages locating a portion of new housing and jobs within higher intensity, mixed use areas that are well connected to the Primary Transit Network. The MDP also supports increased development densities near the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stations and stops. The proposal is in keeping with the relevant MDP policies as the land use amendment provides for increased housing and jobs with higher densities in close proximity to the primary transit network.

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

Increasing density by having more people live near the primary transit network helps achieve the goal of zero carbon neighbourhoods contained in the [Calgary Climate Strategy – Pathways to 2050](#). Opportunities to enhance the development on this site with applicable climate strategies, including electric vehicle charging and LEED (Leadership in Energy and Environmental Design) certification, have been identified and shared with the applicant and are being pursued through the development permit process.

### **Transit Oriented Development Policy (Non-Statutory – 2004)**

The [Transit Oriented Development Policy](#) provides direction for the development of areas typically within 600 metres of a Transit Station. The Guidelines encourage higher density, walkable, mixed-use developments within station areas to support high frequency, rapid transit service and provide for a variety of housing, employment, services, and amenities that benefit local communities and transit users alike. The proposed development meets key policy objectives of the Guidelines, specifically that of increasing density around transit stations with mixed-use, pedestrian-oriented design.

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

The subject site is located within the Urban Neighbourhood area of the [Bridgeland-Riverside Area Redevelopment Plan](#) (ARP), which was added as an amendment by Council in 2021. This area is intended to support higher density development that is primarily residential and complemented by at-grade commercial uses. Policy for this area contemplates building heights no greater than 50 metres, and includes additional guidance on building massing, at-grade building interfaces, and mobility connections. The proposal aligns with the applicable ARP policies and is in keeping with the maximum building height intent. The minor variance of two metres is deemed negligible and serves to accommodate the development proposal, which is designed to meet the plan's goals of increasing housing and employment opportunities in a TOD area.

### **East Riverside Master Plan (Non-Statutory – 2017)**

The [East Riverside Master Plan](#) is a document prepared by The City in collaboration with area landowners and the community that provides a vision, core ideas, and urban design principles to guide developments in the East Riverside portion of the larger Bridgeland-Riverside Neighbourhood. The proposal aligns with the Master Plan vision, as the 2021 amendments to the *Bridgeland-Riverside ARP* were adopted to incorporate its core ideas and urban design principles.