

**Planning & Development Report to  
Calgary Planning Commission  
2018 October 18**

**ISC: UNRESTRICTED  
CPC2018-1130  
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**Development Permit in Bridgeland-Riverside (Ward 9) at 1018 McDougall Road NE,  
DP2018-3108**

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## **EXECUTIVE SUMMARY**

This development permit application, referred to as 'Dominion', was submitted by Casola Koppe on 2018 June 27, on behalf of the developer Bucci Development Ltd, and with authorization from the owner The City of Calgary. The application proposes a new mixed-use development consisting of:

- one building, with two residential towers at 14 storeys and 15 storeys high and a ground floor podium containing commercial and live-work uses;
- a total of 316 Dwelling Units and 18 Live Work Units;
- approximately 850 square metres (9,153 square feet) of commercial space;
- active frontages and active uses at-grade; and
- a total of 266 underground parking stalls.

Land use and policy amendments to the *Bridgeland-Riverside Area Redevelopment Plan* are required to accommodate the proposed development. An application to redesignate the site from DC Direct Control District to the Mixed Use – General (MU-1f5.3h50) District and policy amendments (LOC2018-0059 / CPC2018-0968) was reviewed concurrently with this development permit and will be heard on the same Calgary Planning Commission agenda.

The proposed development permit is in keeping with the applicable policies of the *Municipal Development Plan*, the *Transit Oriented Development Policy Guidelines*, and the *Bridgeland-Riverside Area Redevelopment Plan*, as amended.

### **ADMINISTRATION'S RECOMMENDATION:**

That Calgary Planning Commission:

1. **RECEIVE AND ACCEPT** this report and attachments for information; and
2. Recommend the Development Authority, without having to return to Calgary Planning Commission, **APPROVE** development permit DP2018-3108 of a New: Retail and Consumer Service, Restaurant: Food Service Only – Small, Restaurant: Licensed – Medium, Outdoor Café, Dwelling Unit, Live Work Unit (1 building, 2 phases) at 1018 McDougall Road NE (Plan 0815793; Block 10; Lot 2) with conditions (Attachment 2), subject to the approval of the bylaw amendments associated with LOC2018-0059 by Council.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

None.

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**BACKGROUND**

This development permit application was submitted on 2018 June 27, by Casola Koppe representing the developer Bucci Development Ltd, and with authorization from the owner, The City of Calgary. This development permit is directly related to the concurrent policy and land use amendment application (LOC2018-0059 / CPC2018-0968), submitted on 2018 March 13 by the same applicant in order to redesignate the site from the existing DC Direct Control District (Bylaw 171D2015) to Mixed Use – General (MU-1f5.3h50) District to allow for:

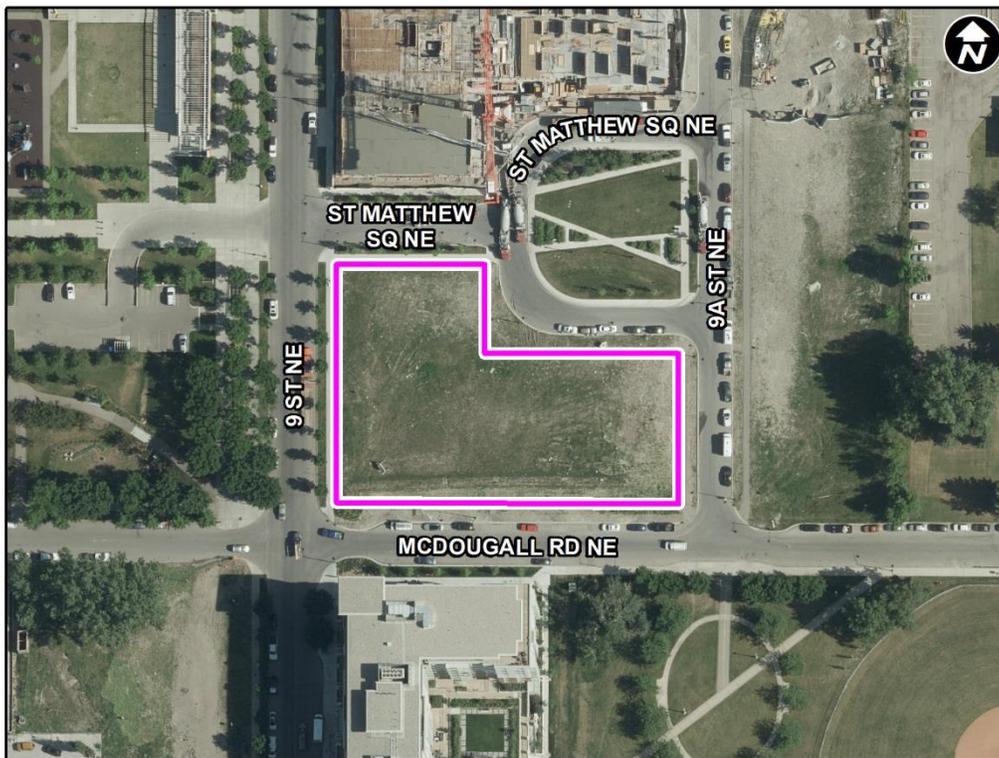
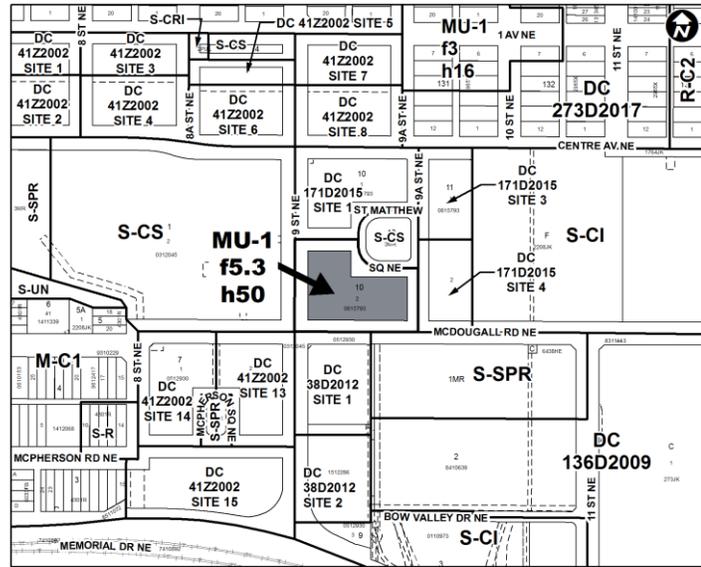
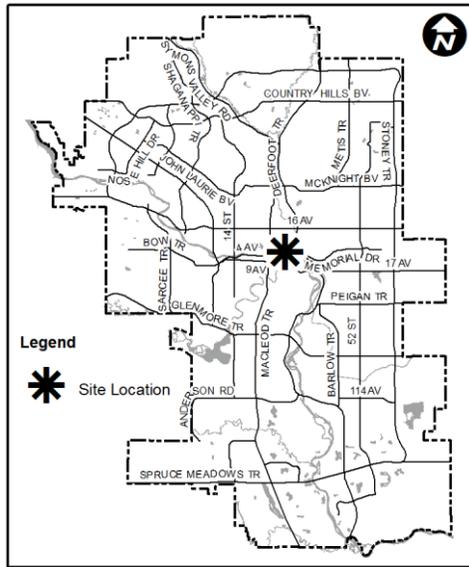
- transit supportive mixed-use development;
- street-oriented building design for residential developments and active uses for commercial developments along 9 Street NE;
- a maximum building height of 50.0 metres / approximately 15 storeys (an increase from the 23.0 metres / approximately 7 storeys);
- a maximum floor area ratio (FAR) of 5.3 (no changes from the existing DC);
- more appropriate parking requirements considering the site's proximity to the Bridgeland-Memorial LRT station; and
- greater flexibility of massing options, to break up massing into separate forms instead of one large block mass.

During the review of the policy and land use amendment application, Administration recommended a joint review of the land use amendment and a development permit application through a concurrent process. As outlined to the applicant, the concurrent process provides benefits to all stakeholders through enabling a clear understanding of the intent and outcome of the land use amendment and development permit. Concurrent applications are ideal in instances where the built form outcomes are critical and central to the merits of the policy and land use amendments.

Administration also recommended that the development permit review reach a point where the review is completed prior to the land use amendment application going to Calgary Planning Commission for recommendation. A separate report for the policy and land use amendment (LOC2018-0059 / CPC2018-0968) will be heard on the same Calgary Planning Commission agenda.

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Location Maps



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**Site Context**

The subject site is located in the northeast community of Bridgeland-Riverside. Following the demolition of the Calgary General Hospital in 1998, the subject site and adjacent City owned lands were part of a City initiated policy plan known as 'The Bridges'. The overall area of The Bridges is 14.9 hectares and is comprised of 16 sites, envisioned to be developed in three phases. Since the approval of The Bridges plan in 2002, a significant amount of redevelopment has occurred, both in terms of private residential and commercial development as well as development of public parks and community facilities. The Bridges plan is near completion with the exception of four undeveloped sites, including the subject site in Phase 3.

Presently vacant, the parcel comprises an area of approximately 0.42 hectares  $\pm$  (1.03 acres  $\pm$ ). The subject site is located within 250 metres of the Bridgeland-Memorial LRT Station, walking distance to local commercial services, significant park spaces, and has easy access to the downtown core. The subject lands are moderately sloping and slope downward south towards the Bow River.

To the north, a new Multi-Residential Development, known as Radius, is nearing construction completion. St. Matthew Square, a small public park, is located to the northeast of the subject site. The vacant lands to the east are also subject to the same existing DC Direct Control District as the subject site. A mixed-use development, consisting of a seven-storey and an 11-storey building, exists directly south of the site. Lands to the west include Murdoch Park, which houses the Bridgeland-Riverside Community Association building, community gardens, a playground, playfields, multi-use pathways, and a surface parking lot.

As identified in *Figure 1*, Bridgeland-Riverside's peak population was in 2017, reaching 6,332 residents.

*Figure 1: Community Peak Population*

<b>Bridgeland-Riverside</b>	
Peak Population Year	2017
Peak Population	6,332
2017 Current Population	6,332
Difference in Population (Number)	0
Difference in Population (Percentage)	0

Source: *The City of Calgary 2017 Civic Census*

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

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**INVESTIGATION: ALTERNATIVES AND ANALYSIS**

**Application Review**

***Site and Building Design***

The proposed development features a landmark design and is intended to signal an arrival to The Bridges and the larger community of Bridgeland-Riverside through unique architecture and design features. The proposed development consists of two residential towers, 14-storey and 15-storey respectively, situated on a two-storey mixed-use and live-work podium to be built-out over two phases. The proposed development is intended to align with the existing floor area ratio (FAR) of 5.3, have a maximum height of 50.0 metres, and contain 316 Dwelling Units and 18 Live Work Units at full-build out. The proposed development is street oriented as the podium provides active commercial frontages, including proposed café, retail, and restaurant units of various sizes, along 9 Street NE and along the southwest edge of the podium along McDougall Road NE. The commercial façade of these key frontages consists of a two-storey high, glazed, transparent edge to maximize the visual connections and sightlines between units and the street. The architecture of this commercial façade extends upwards to form a wind screen for the roof top amenity and garden. Given the significance of the southwest corner of the podium for solar exposure and street activation, a restaurant with patio seating is proposed at the western end of McDougall Road NE.

Transitioning eastward along McDougall Road NE, the parkade entrance, loading and waste and recycling, as well as a transformer are consolidated into a small frontage that minimize impact on the street. Screens and landscaping are proposed to minimize the visual impact of this servicing area from the street. The remainder of the frontage along McDougall Road NE, as well as the frontages along 9A Street and St. Matthew Square are comprised of a series of grade-oriented Live Work Units. Each unit has a separate entry and direct connection to sidewalks around the proposed development as well as private outdoor gardens with low fencing to assist in visually defining the transition between public and private spaces. The at-grade residential architecture is one or two storey (depending on the sloping grade) dark stone façade, visually separating it from the commercial glass façade. One or two storey feature columns provide separation and privacy between each live-work unit. The combination of colour and materials, including dark stone, enhances the contrast with towers above that utilize light metal materials. Residential lobby entrances will have large extending canopies to define and indicate their location from the street in addition to signage hanging from the canopies.

The two residential towers above the podium implement a unique patterned screen that consists of natural brushed aluminum metal composite panels in order to create a gradient pattern effect from top to bottom. The metal composite screen is wrapped around two metre wide balconies surrounding the towers. The envelopes of the towers will consist of floor-to-ceiling vision glass and spandrel window panels that will have a dark grey finish in order to contrast the lighter patterned screen.

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***Public Realm and Outdoor Amenities Spaces***

The proposed landscaping is designed to complement the unique design of the proposed building and assist to address the sloped site. At the street-level along 9 Street NE, podium commercial frontages are defined and enhanced by three distinct areas within an eight metre wide high-street corridor. These areas include an area for outdoor seating and public gathering that has appropriate grading and sightlines, an extra wide 3.0 metre sidewalk, and a defined edge of boulevard trees between the sidewalk and street curb. Contrasting paving patterns and boulevard trees in trenches are utilized, in contrast to conventional grass medians between the sidewalk and curb, to act as an extension of The City sidewalk and provide visual cues of the commercial active frontage and high-street nature of this segment of 9 Street NE. A 2.3 metre wide public sidewalk continues around the north, east, and south edges of the building. Along the southeast edge of the podium, at-grade live-work units and their associated patios are framed by trees, hedges and pedestrian-scaled privacy screening to assist in providing visual separation between public and private spaces. Live Work Units along the north and east edge of the podium utilize planters with trees, hedges, shrubs and privacy screening as a transition to elevated patio spaces. Public seating is provided along the edge of the sidewalk overlooking St. Matthew Square to provide additional public gathering spaces and seating opportunities as the adjacent park does not contain seating.

Above the podium, a roof top garden is proposed as an outdoor amenity space between the two towers. In contrast to the use of planters, mounded soil berms without any walls are proposed in tandem with a range of diverse trees, grasses and shrubs to create a unique green space on top of the podium. Meandering within the proposed garden amenity space are a series of gathering spaces that utilize movable outdoor seating, fire places, communal barbeques, bistro tables, community garden plots and raised composite wood decking.

***Citywide Urban Design***

The proposed development was reviewed by the City Wide Urban Design team through the CPAG review process. Citywide Urban Design had no comments on the proposed development permit application and stated that the application has responded well to the comments provided by the Urban Design Review Panel at the pre-application stage.

***Urban Design Review Panel***

Urban Design Review Panel (UDRP) reviewed the plans for the pre-application submission (PE2018-00310) on 2018 March 28. The pre-application plans provided the schematic design and intent of the land use redesignation. The panel reviewed the proposed development permit application on 2018 July 11 and endorsed the project with comments. UDRP comments from both meetings are contained in their entirety in Attachment 3 and Attachment 4, together with the applicant's response. Administration believes that the proposal has effectively addressed the panel's comments.

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***Transportation Networks***

A Transportation Impact Assessment (TIA) and parking study were required as part of the concurrent application. The TIA identified the existing road network can accommodate the proposed development. The subject site is within a 300 metre walking distance to the Bridgeland-Memorial LRT station platform. The site is also within a 50 metre walking distance to the Route 90 bus stop on 9 Street NE. The site has good pedestrian connections to the LRT station and adjacent bus stop. The proposed development will have direct vehicular access from McDougall Road NE. This proposed access location from McDougall Road NE protects the integrity of the St. Matthew Square and allows servicing of this development without driveway interruptions. The proposed development provides for sidewalks surrounding the perimeter of the site to facilitate movement of pedestrians and direct transit access.

Parking provided meets the bylaw requirements based on the proposed MU-1f5.3h50 district with the exception of visitor parking provided. The proposed residential and live work units will require a total of 187 parking stalls for residents. Total number of residential and live work unit stalls provided for residents is 222 stalls (a surplus of 35 stalls). Commercial parking requires a total of 44 stalls and 44 stalls are provided. Additional required visitor parking for the residential units and live work units is 31 stalls. Stalls within the underground parkade indicate shared visitor and commercial stalls, therefore, none of the proposed shared visitor and commercial parking has been counted as visitor parking (resulting in a deficiency of 31 visitor stalls). See *Figure 2* below for a summary of the proposed parking.

*Figure 2: Proposed Parking Summary*

	Required	Provided	Deficiency / Surplus
Resident parking (316 Dwelling Units and 18 Live Work Unit - combined)	187	222	+35
Visitor parking (316 Dwelling Units and 18 Live Work Unit - combined)	31	0 (proposed to be shared with commercial parking)	-31
Commercial	44	44	0

Bicycle parking requirements on site meets the bylaw requirements. The bicycle parking area has been designed for easier user access with electronic doors and ramps.

***Utilities and Servicing***

Sanitary sewers are presently available to service the development. A Sanitary Servicing Study was submitted, which determined no upgrades are required to the existing public infrastructure. Water mains are presently available. A fire flow calculation letter was also submitted, which determine that no upgrades are required to the existing public infrastructure. Storm sewers are available to service the development without the need for off-site improvements.

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***Environmental***

The applicant must address the removal of soil contaminant recommendations as outlined in the 2016, Revised Final Phase II ESA report by Golder and Associates. A prior to release condition has been included to address this outstanding item.

**Strategic Alignment**

***South Saskatchewan Regional Plan (Statutory – 2014)***

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan (SSRP)* which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

***Municipal Development Plan (Statutory – 2009)***

In accordance with the Urban Structure Map (Map 1) of the *Municipal Development Plan (MDP)*, the subject site is identified as being located within the Developed Residential Area – Inner City Area. The land use policies in section 3.5.2 states that Inner City areas should maintain and expand, where warranted by increased population, local commercial development that provides retail and service uses in close proximity to residents, especially in the highest density locations. Buildings should maximize front door access to the street and principle areas to encourage pedestrian activity.

The MDP's City-wide policies, Section 2 and specifically Section 2.2 Shaping a More Compact Urban Form provides directions to encourage transit use, make optimal use of transit infrastructure, and improve the quality of the environment in communities. The intent of these policies is to direct future growth of the city in a way that fosters a more compact and efficient use of land, creates complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods.

The relevant policies within Section 2.2.2 are:

- a. Locate transit-supportive land uses, including higher density residential and employment developments, within Activity Centres and Corridors supported by Primary Transit Network.
- b. Increase development densities in proximity of the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stops, in areas deemed appropriate through the Local Area Planning process and in accordance with the Typology thresholds identified in Part 3.
- c. Locate land uses that will generate counter-flow transit ridership during peak-hour commuting times and support non-peak hour ridership.

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The subject site is located within a 250 metre radius of the Bridgeland-Memorial LRT Station. The proposed development achieves the maximum density of 5.3 FAR and proposes additional commercial uses in the community that is transit-oriented and is in keeping with the above MDP policies.

The MDP also contains city wide policies on urban design. The policies speak to the design of tall buildings, which are defined as buildings whose height is greater than the width of the right-of-way of the street that they front. In accordance with this definition, the proposed development, is considered to be a tall building. The MDP states that tall buildings are appropriate in the Centre City and Major Activity Centres, or in Community Activity Centres and Urban Main Streets where deemed appropriate through a Local Area Plan. While the subject site is not identified as one of the above typologies, Administration considers the subject location to be appropriate for a tall building. As such, policy amendments to the *Bridgeland-Riverside ARP* are required and are included with the concurrent policy and land use amendment application.

In accordance with the MDP, the proposed development is encouraged to make a positive contribution to the city by creating an interesting skyline, acting as a landmark and contributing to orientation and way-finding within the community of Bridgeland-Riverside. The MDP also includes design principles for tall buildings, and states that the ground floor of the development should demonstrate a strong relationship to the human scale and contribute positively to the public realm and street. The proposed development includes building setbacks, step-backs, articulations and recesses to help mitigate the perception of mass and height and addresses the tall building policies in the MDP.

***Bridgeland-Riverside Area Redevelopment Plan (Statutory, 1980)***

The *Bridgeland-Riverside Area Redevelopment Plan (ARP)* was adopted by Council in 1980. In 2002, a major amendment (25P2000) to the ARP was approved to include the Bow Valley Centre lands (former Calgary General Hospital). The amendments included policies and goals for The Bridges planning area. The policies were integrated in the *Bow Valley Centre Concept Plan*, which forms section 9 of the *Bridgeland-Riverside ARP*. See the sub-section below for further information.

It should be noted that The City of Calgary has started the process of drafting a new Area Redevelopment Plan (ARP) for Bridgeland-Riverside. Since 2002, major infrastructure improvements have taken place in the area (i.e. LRT, community centre site) and the new MDP policies have been adopted in 2009. Draft policies and land uses are being developed and reviewed. This proposal has been assessed under the current ARP and Administration is recommending amendments to the existing ARP to support the proposed development. The proposed policy amendments are consistent with the MDP, existing and planned context of the area, and is expected to comply with the new ARP policies. The draft ARP direction is also intending to consolidate the Bow Valley Concept Plan within the new Bridgeland-Riverside ARP. The new ARP is anticipated to be presented to Council by mid-2019.

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***Bow Valley Centre Concept Plan (BVC), Section 9 of the Bridgeland-Riverside Area  
 Redevelopment Plan (Statutory, 2000)***

This section of the ARP is for The Bridges planning area. Section 9.1 of the BVC states the objectives of the plan including:

- Sensitive housing intensification;
- Wider range of housing choices for different age and income levels;
- Transit supportive development, including mixed-use development;
- Pedestrian and cycling supportive public systems that connect well with adjacent lands;  
 and
- An improved physical environment.

The subject site is located within Multi-Family Residential typology as identified on Figure 19 – Conceptual Land Use map of the BVC. Residential area is represented by a variety of multi-residential development is encouraged throughout the site, including street townhouses, stacked townhouses, apartments, and ‘live/work’ units. Development will be characterized by an orientation to the street (i.e. ground floor units will have direct access to the street) and by building heights that are in the mid-range (3-8 storeys). A summary table of land use policy areas (Table 1) is included in the BVC and indicates the subject site being appropriate for development with a height of up to 23.0 metres and up to 5.3 FAR. Section 9.4.1 Residential, Parking policies requires parking of 1.25 parking stalls per unit. Policy amendments, including height and parking, are required to accommodate the proposed development. These amendments are contained in the concurrent policy and land use amendment application (LOC2018-00059 / CPC2018-0968).

***Transit Oriented Development Policy Guidelines (updated 2005)***

The subject site is located within a 250 metre walking distance from the Bridgeland-Memorial LRT station and is considered a Transit Oriented Development (TOD). The TOD Policy Guidelines contain six key policy objectives that apply to sites in close proximity to transit:

1. Ensure transit supportive land uses.
2. Increase density around Transit Stations.
3. Create pedestrian-oriented design.
4. Make each station area a ‘place’.
5. Manage parking, bus, and vehicle traffic.
6. Plan in context with the local communities

The TOD Guideline objectives that address site and building design, parking, edge conditions, access and circulation have been met for the proposed development.

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***Land Use Bylaw 1P2007***

The proposed development generally complies with the Land Use Bylaw 1P2007 with the exception of a few minor discrepancies. These Bylaw discrepancies are identified in the table below and are supported by Administration as the development still meets the intent of the rules, and relaxations of the rules has no adverse impact on adjacent developments.

<b>Bylaw Relaxations</b>		
<b>Regulation</b>	<b>Standard</b>	<b>Provided</b>
247 Outdoor Café	(f) has a maximum area of 25.0m <sup>2</sup> in the C-N1,C-N2,C-C1,C-C2,C-COR1, C-COR2,C-O,C-R1,I-B,CC-MHX, CC-X,CC-COR,CC-ER,CC-ERR, CC-EMU,CC-EIR,CC-EPR,CC-ET,MU-1,MU-2,M-H1,M-H2,M-H3, M-X1 and M-X2 districts.	Plans indicate the proposed Outdoor Café (CRU #1) with an area of 82.65m <sup>2</sup> (+57.65m <sup>2</sup> ).  <i>The proposed Outdoor Café is located along the corner of 9 Street and McDougall Road NE. This active use in a location near transit and along the main connection from transit into the community is highly encouraged. Relaxation is supported.</i>
282 Restaurant: Licensed – Medium	(d.1) must not be within 45.0m of a residential district when the use is located within the C-C1, C-C2, C-COR1, C-COR2, CC-COR, CC-X, MU-1, MU-2 and S-R Districts, which must be measure from the building containing the use to the nearest property line of a parcel designated as a residential district.	Plans indicate a separation distance of 23.95m (-21.05m) between the building containing the use and the property line of a parcel designated as a residential district.  <i>The policy indicates the planned area is to include a mix of uses including restaurant uses, in proximity to residential uses. Relaxation is supported.</i>
1374 Setback Area	(3) For the storey closest to grade, the maximum building setback from a property line shared with a street is 4.5m for 60% of the length of the building façade that faces the street.	South setback: 27.35% of the façade is within 4.5m of the South property line  Northeast setback: 0% of the façade is within 4.5m of the property line (the setback provided is 4.77m)  East setback: 0% of the façade is within 4.5m of the property line (the setback provided is 5.77m)  <i>The proposed development does not meet this maximum building setback rule on the south, east, and northeast side but does meet the intent of the rule. Patio spaces and active frontages are provided along these street edges. Relaxation is supported.</i>

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1338 Street Wall Stepback	Where the height of a building is greater than 23.0m measured from grade, the façade of the building within 6.0m of a property line shared with a street must have a horizontal separation from the portion of the façade closest to grade where: (b) the horizontal separation occurs between a minimum of 7.5m and a maximum of 23.0m measured from grade.	Plans indicate a horizontal separation of 2.0m from the portion of the façade closest to grade that occurs below 7.5m from grade.  <i>The concept is based on a 2 storey podium and the 2.0m step-back occurs above the top of the podium at a height of approximately 6.1m. The intent of the rule is met. Relaxation is supported.</i>
1342 Rules for Commercial Uses Facing a Street	(1) Unless otherwise referenced in subsection (2), the façade of a building located on the floor closest to grade and facing a street must provide windows with unobscured glass that: (a) occupy a minimum of 65.0% of the façade between a height of 0.6m and 2.4m; and	Plans indicate the unobscured glass area on the South façade facing the street occupies 40.54% (-24.46%) of the façade between 0.6m and 2.4m.  <i>Portion of the façade not in compliance is the loading area and garage access to the parkade. Where commercial uses are located, the requirement is met. The proposal complies with the intent of the rule and relaxation is supported.</i>
1343 Internal Access to Uses	The uses listed in the Residential Group of Schedule A to this Bylaw, with the exception of a Hotel, may only share an internal hallway with any other use in the Residential Group of Schedule A to this Bylaw, with the exception of a hotel.	Plans indicate an internal hallway shared between residential and commercial uses.  <i>The corridor to the north access door is proposed to be shared between Live Work Units and commercial uses. The hallway will be for emergency fire exit only. All Live Work Units have independent access from the street. Relaxation is supported.</i>
Motor Vehicle Parking Stalls	31 visitor parking stalls required.	Plans indicate 0 (-31) visitor parking stalls.  <i>The development is proposing shared visitor and commercial parking on site. The required commercial parking is met and the site currently has a surplus with 35 residential stalls. The proposed visitor parking was supported by the TIA. Relaxation is supported.</i>
Loading Stalls	2 loading stalls required.	Plans indicate 1 (-1) loading stalls.  <i>Loading location has been reviewed by Transportation and it's deemed the one still relaxation is appropriate. Relaxation is supported.</i>

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**Stakeholder Engagement, Research and Communication**

***Communications***

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. The application was also included in the Planning and Development Map (PDMaP), which is an online tool that includes relevant information on planning applications.

In addition, a City [project page](#) was launched on 2018 April 09. The project webpage was used to outline the application process, timelines, and engagement opportunities available. It also served as a resource for project information, links, and contact information.

The decision made by the Development Authority, following approval of policy and land use amendment, will be advertised in accordance with the *Municipal Government Act*.

***Applicant-led engagement***

The applicant led their own engagement program, which included two meetings with the Bridgeland-Riverside Community Association, two open houses, and one information session. The applicant mailed out post cards through Canada Post to adjacent residents in advance of each applicant-led engagement event in 2018 February, 2018 May, and 2018 September. Administration attended one open house and the information session to share information on the planning review process and answer questions. Comments heard during the two engagements paralleled key themes received directly by Administration as a result of notice posting and circulation that are summarized below. The applicant has provided a summary of their engagement, which can be found in Attachment 5.

***City-led engagement***

Administration assessed the application and it was deemed that additional City-led engagement was not required.

In keeping with Administration's standard practices, stakeholders were given the opportunity to comment online through the Planning and Development Map or by contacting the planner directly by mail, phone, or email. Administration received 37 letters regarding the application and three letters from the Bridgeland-Riverside Community Association.

The Bridgeland-Riverside Community Association (BRCA) submitted separate letters for the proposed land use amendment and for the development permit application. The original BRCA letter for this development permit was received on 2018 August 20. Subsequently, an updated letter was received on 2018 October 05, prior to CPC. The letters from the BRCA can be found in Attachment 6.

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***What we heard / what we did***

In response to the notice posting and the applicant-led engagement, 37 letters were received regarding the proposed development. Comments received included two letters of support and 35 letters of objection, including one letter from the Pontefino II Condo Board. Given that the concurrent development permit was circulated during the land use amendment application review period, the comments received were based on the shared information of the concurrent applications.

The two letters of support received by Administration identified support for this type of development and density near the community centre, community parks, and LRT station as opposed to the areas elsewhere in the neighbourhood that have a higher concentration of single-detached homes. The letters also indicated that supporting these concurrent applications will allow for land that has been bare for far too long to be a home for more new neighbours and new customers to support local businesses.

The main reasons for opposition that were received by Administration in the 35 letters of objection are summarized in the table below, including a response in how this feedback was addressed by Administration and/or the applicant to inform the final proposal.

Theme	What we heard (issue or opportunity identified)	What changes were made and/or response to the issue identified
Building Height	<ul style="list-style-type: none"> <li>• Height of 50 metres is too high;</li> <li>• Does not fit the scale of the community and surrounding buildings;</li> <li>• Bridgeland is not a community of high rises;</li> <li>• The community assumed the existing height (7 storeys) would stay in place, and that expectation should be maintained;</li> <li>• Tall buildings or high-rise buildings would destroy the residential feel of Bridgeland and should be located closer to downtown where they are expected;</li> <li>• Allowing the height would be precedent setting;</li> <li>• The majority of this area has already been built and questions about why the proposed height changing now;</li> <li>• 8 storey is more than enough; and</li> <li>• Bridgeland Crossing near the station is the only 10 storey building in The Bridges area.</li> </ul>	<p>Concerns about height was raised by several residents. Although the proposed height is increasing, the allowable density is the same (5.3 FAR). The intent of the proposal is to allow for greater flexibility of massing options (break up massing into separate forms and instead of one large block) than is currently allowed to achieve the maximum density.</p> <p>Additional shadow and massing studies have been reviewed and accepted.</p> <p>The concurrent DP also demonstrates the massing of the taller building is mitigated through a thoughtful building design. The ground floor of the development demonstrates a strong relationship to the human scale and contribute positively to the public realm and street. The proposed development includes building setbacks, step-backs, articulations/ recesses to help mitigate the perception of mass and height.</p>

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Views	<ul style="list-style-type: none"> <li>• Diminishing views for nearby residents;</li> <li>• Radius I purchasers paid a premium for the property with the view;</li> <li>• Decrease quality of life;</li> <li>• Decrease the desirability of the area as the new building will not be cohesive with the existing developments; and</li> <li>• The location of the north tower will not have any setback from street level, the proposed tower is adjacent to the Murdoch Park and the building will take away the openness of the park by impeding the view of the sky from the park.</li> </ul>	<p>Access to view is not regulated in the Bylaw and generally not a planning matter that can be considered.</p> <p>The north tower includes a two metre step-back from the commercial podium.</p>
Shadowing	<ul style="list-style-type: none"> <li>• Potential shadowing impacts to Murdoch Park; and</li> <li>• Potential shadowing on the Radius building roof top garden.</li> </ul>	<p>Sun shadow studies have been provided by the applicant and the potential locations of shadows are acceptable. The studies indicate part of the park will be partially and temporally shadowed during early morning hours (i.e. 8 am) in June, March, September, and December.</p>
Property Values	<ul style="list-style-type: none"> <li>• Concerns related to potential loss in property values due to proposed development.</li> </ul>	<p>Property values are not a planning matter that can be considered.</p>
Parking / traffic	<ul style="list-style-type: none"> <li>• Reduced parking of 0.53 units or 187 stalls for 347 units will put pressure on an already very limited parking area;</li> <li>• Implications of density on existing limited parking in the area;</li> <li>• It is untrue that people who live in TODs rely on public transportation and do not own a vehicle;</li> <li>• Summer time sees parking as more difficult with outdoor markets, proximity to LRT, and parking for the East Village;</li> <li>• More units will create more traffic to the surrounding area;</li> <li>• Traffic study must be required; and</li> <li>• With reduced parking on-site, more street parking will be required and will take up the available street parking for the community hall. Regular events are held at the community hall and renters of the hall uses the street parking.</li> </ul>	<p>Generally, parking demand in areas well served by transit, that are density populated, that are designed to support pedestrians and cyclists and where daily needs can be met in local shops and services have lower parking needs.</p> <p>A Transportation Impact Assessment and parking study was submitted, reviewed, and accepted for the proposed land use amendment.</p> <p>As per the concurrent DP review, there is no parking relaxation proposed for the residential and commercial uses. The parcel provides for 222 parcel stalls for 316 Dwelling Units and 18 Live Work Unit. Visitor parking is deficient by 31 stalls; however, the development is proposing shared visitor and commercial parking as per the TIA.</p>

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ARP comments	<ul style="list-style-type: none"> <li>The existing community assumed the zoning that allows for 7 storeys would stay in place, and that expectation should be maintained;</li> <li>The current ARP allows a maximum height of 8 stories; and</li> <li>Concern that the new ARP process is still underway and not finalized. Proposed new developments that substantially deviate from the existing ARP should wait.</li> </ul>	<p>Administration has responded to the residents' concern on the land use amendment and explained that a landowner or authorized agent can apply and seek land use amendment the property. Administration must review the proposal and make a recommendation to CPC and Council.</p> <p>Although the ARP is still in progress, Administration must review and make a recommendation on the proposed application.</p>
Communication	<ul style="list-style-type: none"> <li>The Radius purchasers were not well informed of the proposed land use amendment;</li> </ul>	<p>The City's notification process included notice posting on site, and notification letters were sent to adjacent land owners (for the land use amendment). Since the owners of the Radius building had not moved in the building yet, they would not have received the notification. The City also does not have the contact information for these purchasers. A lack of notification was indicated by Radius purchasers and Administration has brought this issue to the applicant's attention. Bucci Development provided Radius purchasers the details of the project via email and encouraged comments to be submitted. Notification of the information session was sent directly to Radius purchasers.</p>
Commercial development	<ul style="list-style-type: none"> <li>Supports the proposed commercial development;</li> <li>Community needs more local grocery stores;</li> <li>Cannabis store and grocery store is inappropriate in this location, this location is very transient with lots of crime; and</li> <li>Grocery store should be located on 1 Avenue.</li> </ul>	<p>Administration supports development of a mix of residential and commercial/retail uses at this location. According to the concurrent development permit, no grocery store or cannabis store is proposed.</p> <p>The proposed policy amendments also encourage active commercial uses along 9 Street NE, which would prohibit uses such as offices, medical office.</p>
Other Comments	<ul style="list-style-type: none"> <li>A rental building would change the character of the area;</li> <li>No cell phone towers on top of the buildings; and</li> <li>Concerned if this development is not approved, a future design may not be as attractive for the City and the neighbourhood.</li> </ul>	<p>In terms of rental vs condo units, Planning is not concerned with the user of the site but the proposed use – which are all considered Dwelling Unit.</p> <p>There are no cell phone towers proposed on top of the proposed development.</p>

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**Social, Environmental, Economic (External)**

The proposal supports the MDP sustainability policies by developing in the Developed Residential Area – Inner City Area in a more compact urban form. The site is located near community amenities, employment opportunities, parks, and transit. The proposal will help promote high quality walking environments along 9 Street NE, which is the key transit connection from the LRT station to the community.

As per the applicant, this project targets Leadership in Energy and Environmental Design (LEEDv4) Homes Multifamily Midrise Certification. Sustainability strategy being considered in the development and construction of this project will include reduction of potable water, rain water management, heat island reduction, use of regional materials, managing indoor environmental quality, and energy efficiency.

**Financial Capacity**

***Current and Future Operating Budget:***

There are no known impacts to the current and future operating budgets at this time.

***Current and Future Capital Budget:***

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

**Risk Assessment**

There are no significant risks associated with this proposal.

**REASONS FOR RECOMMENDATIONS:**

The proposed development aligns with and advances the goals and policies of the *Municipal Development Plan* of encouraging compact urban form, supporting intensification near primary transit network, and ensuring high quality urban design. The proposed development along 9 Street NE enhances the adjacent public realm through providing a human-scaled podium design, and an appropriate mix of uses, including active commercial uses, that contribute to the vitality of this inner city and transit oriented location and key corridor within the larger community. The proposed development is also in keeping with the *Transit Oriented Development Policy Guidelines* and the *Bridgeland-Riverside Area Redevelopment Plan*, as amended.

The proposed development permit application cannot be determined prior to the approval of bylaw amendments associated with LOC2018-0059 / CPC2018-0968 by Council.

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**ATTACHMENT(S)**

1. Proposed Development Permit Plans
2. Conditions of Approval
3. Urban Design Review Panel Comments (PE2018-00310)
4. Urban Design Review Panel Comments (LOC2018-0059 / DP2018-3108)
5. Applicant Led Engagement Summary
6. Community Association Letters