

Planning & Development Report to
Calgary Planning Commission
2018 December 13

ISC: UNRESTRICTED
CPC2018-1380

Land Use Amendment in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE, LOC2016-0193

EXECUTIVE SUMMARY

This land use amendment application was originally submitted on 2016 July 20, by Real Estate & Development Services (RE&DS) of The City of Calgary. An updated land use amendment application was resubmitted on 2018 July 23, by O2 Planning and Design, on behalf of the developer, JEMM Properties, with authorization from the landowner, The City of Calgary. The application proposes to redesignate the subject parcel from DC Direct Control District based on *Land Use Bylaw 2P80* to DC Direct Control District based on the Mixed Use – General (MU-1) District of *Land Use Bylaw 1P2007* to allow for:

- transit supportive mixed-use development;
- a maximum building height of 50.0 metres / approximately 15 storeys (an increase from 23.0 metres / approximately seven storeys);
- a maximum floor area ratio (FAR) of 5.5 by providing a publicly accessible private open space (the existing district has no maximum FAR);
- parking requirement of 0.3 stalls per Dwelling Unit and 0.0 stalls for all other uses; and
- the uses listed in the MU-1 District.

This report concludes that while Administration is supportive of a district that would allow for increased density, greater building height to allow flexibility in built form, and a mix of uses in close proximity to an LRT station, Administration is not in support of this application based on the use of a DC and the proposed parking rates, as presented. The proposed DC District is being used for the purposes of solidifying a proposed parking relaxation. The use of a DC District in this situation, conflicts with Section 20(2) of the *Land Use Bylaw 1P2007*, where it states that a DC should not be used in substitute of a stock district that can achieve the same outcome with or without relaxations. The proposal can be adequately accommodated through the M-U1f5.5h50 District.

Further, Administration is not in support of the proposed parking rate prescribed in the DC District that is lower than the base MU-1 District. There is insufficient understanding of the future development and implementation, based on preliminary information provided. Despite requests for additional information, no development permit application or plans were submitted at the time of report writing.

ADMINISTRATION'S RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

That Council **REFUSE the adoption of the proposed redesignation** of 0.37 hectares ± (0.92 acres ±) located at 950 McPherson Square NE (Plan 0512930, Block 7, Lot 2) from DC Direct Control District **to** DC Direct Control District to accommodate transit supportive mixed-use development and **abandon** the proposed Bylaw.

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PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This land use amendment application was initially submitted on 2016 July 20, by Real Estate & Development Services (RE&DS) of The City of Calgary. The initial submission by RE&DS was seeking a more flexible land use district for future development to complete The Bridges redevelopment. RE&DS proposed DC District was based on the Multi-Residential High Density Medium Rise (M-H2) District that allowed for:

- transit supportive mixed-use development;
- a maximum height of 34.0 metres / approximately ten storeys;
- a maximum floor area ratio (FAR) of 5.5;
- parking requirement of 0.75 stalls per Dwelling Unit; and
- the uses listed in the M-H2 District.

RE&DS held an open house engagement on 2016 October 24, as well as provided online engagement opportunities to obtain feedback on the proposed land use amendment. Based on the feedback collected during the engagement and the comments provided by the Corporate Planning Applications Group (CPAG) during the application review, the proposed height was reduced from 34.0 metres to 26.0 metres. Subsequently, RE&DS marketed the subject site with an active land use amendment application to potential developers.

An updated land use amendment application was then resubmitted on 2018 July 23, by O2 Planning and Design, on behalf of the developer JEMM Properties. The amended application proposed a DC District based on the MU-1 District, with a maximum building height of 60.0 metres and FAR of 5.5. JEMM's application also proposed a parking rate of 0.25 stalls per Dwelling Unit and 0.1 visitor stalls per unit.

During the review of the 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. The applicant confirmed that they have no intention of submitting a development permit until the land use amendment goes to Council for decision.

After the first detailed team review and further discussions between CPAG and the applicant, the application was amended to reduce the building height to 50.0 metres and amended the parking requirement for residential units to 0.3 stalls per unit. A summary of the proposed application and changes in scope during the review is provided in *Figure 1* below.

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Figure 1: Summary of the Proposed Application Scope and Changes

	RE&DS (July 2016)	JEMM (July 2018)	JEMM (November 2018)
Proposed Land Use District	DC based on M-H2	DC based on MU-1	DC based on MU-1
FAR	5.5	5.5	5.5
Height (metres)	34 / 26	60	50
Parking for Residential	0.75 stalls / unit	0.25 stalls / unit	0.3 stalls / unit

Prior to reaching a decision on the recommendation of this application, Administration discussed with the applicant the unresolved issues with the proposed DC District. Administration also advised that the application could proceed with support from Administration for the MU-1f5.5h50 District along with the standard parking rate included in the MU-1 District. With this recommendation, the parking reduction required by the applicant could then be explored and additional parking relaxations potentially granted as part of a future development permit.

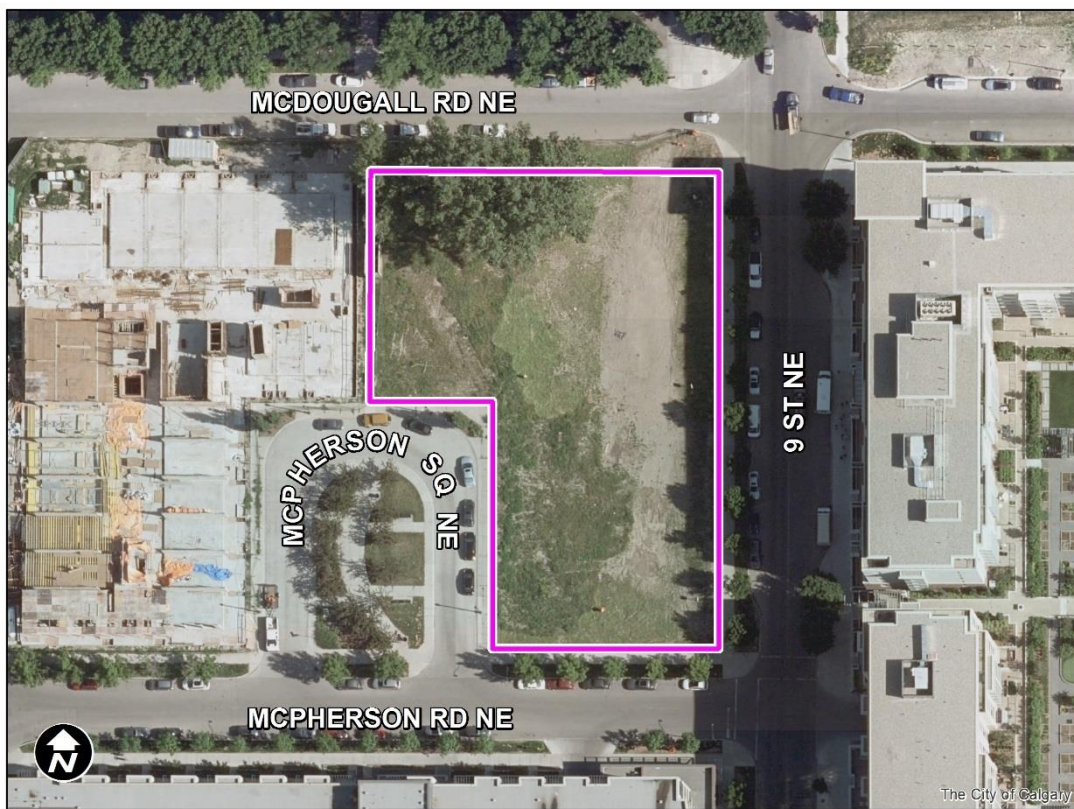
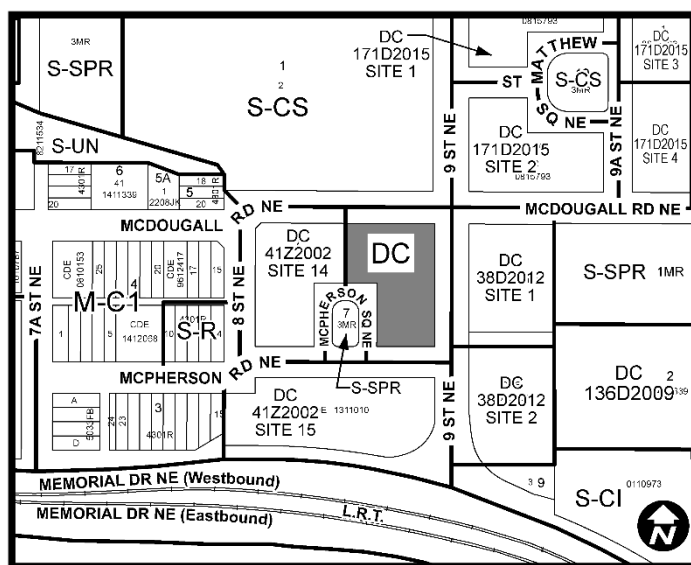
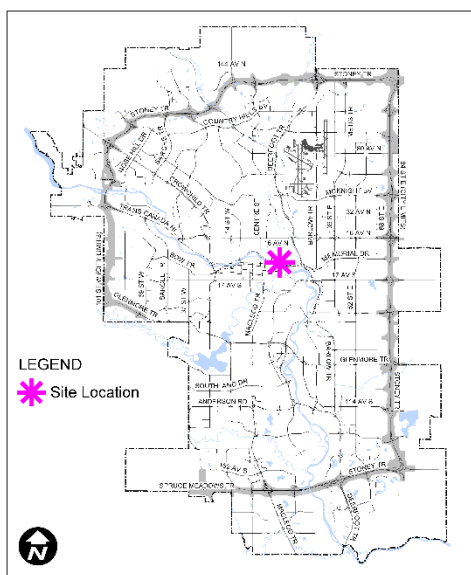
Notwithstanding, the applicant has elected to have a decision brought forward to Calgary Planning Commission on the proposed DC District. Administration does not support the proposed application based on the use of a DC District and the proposed parking rates, as presented. The use of a DC District is inappropriate for the purposes of solidifying a proposed parking relaxation and avoiding potential appeals. Further, while the proposed DC District provides certainty and benefit to the applicant, it circumvents the planning process and may impact the larger community by removing opportunities for residents potentially affected by the development from appealing the proposed parking rates to the Subdivision and Development Appeal Board (SDAB).

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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 over 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 in Phase 3, including the subject site.

Presently vacant, the parcel encompasses an area of 0.37 hectares \pm (0.92 acres \pm). The subject site is located within a 200 metre radius of the Bridgeland-Memorial LRT Station, walking distance to local commercial services, significant park spaces, and with easy access to the downtown core.

Lands to the north comprise of Murdoch Park, which houses the Bridgeland-Riverside Community Association building, community gardens, a playground, playfields, multi-use pathways, and a surface parking lot. To the east, a mixed-use development consisting of one seven-storey and one 11-storey building exists. To the south, a six-storey mixed-use development exists. Lands to the west are partially developed and were intended for a six-storey multi-residential development. Directly northeast, a land use amendment application (LOC2018-0059) for the vacant parcel was reviewed for proposed MU-1f5.3h50 District and is going forward to Council in 2018 December.

As identified in *Figure 2*, Bridgeland-Riverside's peak population was in 2017, reaching 6,332 residents.

Figure 2: Community Peak Population

Bridgeland-Riverside	
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

While the proposal generally aligns with the policies outlined in the Strategic Alignment section of this report, the proposed DC District and proposed parking rates cannot be supported by Administration for the reasons outlined in the following sections. Alternative land use options are also identified as part of this report's analysis.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

Existing Land Use

The subject site is identified as 'Site 13' of the existing DC District (Bylaw 41Z2002). The existing DC from 2002 was intended to implement The Bridges redevelopment in accordance with the *Bow Valley Centre Concept Plan*. In addition to allowing for Multi-Residential Development, Site 13 of the DC outlines:

- a range of minimum yard depths specific to adjacent street interfaces;
- a maximum building height of eight storeys, not exceeding an overall building height of 26.0 metres;
- a maximum density of 321 units per hectare (130 units per acre);
- specific guidelines for building orientation and design;
- a parking ratio of 0.9 stalls per Dwelling Unit, as per *Land Use Bylaw 2P80*;
- a parking ratio of 2.0 stalls per Live Work Unit; and
- no vehicular access from 9 Street NE or McPherson Square NE.

Proposed Land Use

This application proposes to redesignate the site from the existing DC District to a new DC District based on the Mixed Use – General (MU-1) District of *Land Use Bylaw 1P2007*. The proposed DC District is intended to allow:

- transit supportive mixed-use development;
- a parking ratio of 0.3 stalls per Dwelling Unit and 0.0 parking stalls for all other uses (i.e. live-work, visitor, and commercial uses);
- a maximum building height of 50.0 metres; and
- a maximum floor area ratio of 5.3, that can be increased to 5.5 by providing a publicly accessible private open space on-site, with a minimum area of 150.0 square metres.

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Section 8 of the proposed DC District (Attachment 2) states that a publicly accessible private open space can be provided to acquire additional FAR, up to 5.5. Administration supports the proposed height, FAR and increased range of uses, as it allows for a range of transit supportive mixed-use development outcomes and encourages high quality walking environments along 9 Street NE and within a 200 metres radius of the Bridgeland-Memorial LRT station. Notwithstanding, Administration is not in support of the proposed use of a DC District when a stock land use district can be used to achieve the same development outcome.

Section 20(2) of the Land Use Bylaw 1P2007

As outlined in section 20(2) of the *Land Use Bylaw 1P2007*:

20(2) Direct Control Districts must not be used:

- a) in substitution of any other land use district in this Bylaw that could be used to achieve the same result either with or without relaxations of this Bylaw; or
- b) to regulate matters that are regulated by subdivision or development permit approval conditions.

Given this direction in the *Land Use Bylaw 1P2007*, the application of a DC District for this application is not appropriate. The proposal can be adequately accommodated through use of the stock district of MU-1f5.5h50. The MU-1 District requires a minimum of 0.75 stalls per Dwelling Unit and also includes a 25 percent reduction of vehicular parking requirements for sites that are within 600 metres of an LRT station. As well, a reduction of one residential vehicle parking stall where four secured bicycle stalls are provided in excess of the minimum requirements can further reduced the residential vehicular parking stall requirements by an additional 25 percent. Further parking relaxations to the MU-1 District for future developments can also be explored at the development permit application stage. Using a stock MU-1f5.5h50 district, the Development Authority can still manage both relaxations to parking and the negotiation of a publicly accessible open space at the development permit stage.

Proposed Parking Requirements in the DC District

During the review of this application, the applicant confirmed they have no intentions of submitting a development permit until the land use amendment has been considered by Council and a decision rendered. Although the proposed uses, use intensity, building form, and the proposed parking supply have not been finalized, the developer, JEMM Properties, anticipates that the supply could be as low as 0.30 stalls per Dwelling Unit. The developer anticipates accommodating all parking within one level of underground parking due to existing site constraints. The proposed DC District reflects this with specific parking requirements of a minimum 0.3 parking stalls per Dwelling Unit and 0.0 parking stalls for all other uses, including visitor stalls.

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The proposed parking supply in the DC District will provide certainty at the land use stage by avoiding further parking discussions and appeals at later development stages. However, the use of a DC District to provide certainty for the applicant directly conflicts with section 20(2) of the *Land Use Bylaw 1P2007*. Further, Administration is concerned that by embedding the proposed parking requirements into a DC District when they can be more adequately dealt with through a stock district and at the development permit stage, it circumvents the opportunity for residents potentially affected by the development from appealing the proposed parking to the SDAB.

Prior to reaching a decision on the recommendation of this application, Administration discussed with the applicant the unresolved issues with the proposed DC District. Administration advised that the application could proceed with support from Administration utilizing the MU-1f5.5h50 District and the stock district parking requirements. The vehicular parking reduction required by the applicant could then be explored as part of the development permit. Administration has outlined to the applicant the Bylaw restrictions and flexibility the Development Authority may consider at the development permit stage as per section 15 (3)(d) of *Land Use Bylaw 1P2007*. As long as the conditions of section 36 of *Land Use Bylaw 1P2007* are met, there are no upper limits to the relaxation power of the Development Authority at the development permit stage.

A Comparison of the Proposed DC District and MU-1 Parking Requirement

To further illustrate the differences in parking requirements between the stock MU-1f5.5h50 District with the proposed DC District, Administration has provided an evaluation of a potential development scenario for a proposed mixed-use development with 250 Dwelling Units and 1000 square metres of proposed retail and consumer service space. The applicant indicated in their parking rationalization letter that the future development may contain 250 to 295 units and ground-floor Retail and Consumer Service uses. This scenario accounts for this preliminary information provided to illustrate how the parking rates in the proposed DC District and the M-U1 District could potentially be implemented.

A summary of the comparison findings are detailed in Attachment 3. The findings further illustrate that the use of a stock district of MU-1 can accommodate the desired development outcome with potential relaxations at the development permit stage.

Alternative Land Use Options and Opportunities

During the review of the application, Administration provided the option to amend the application and discussed alternative solutions to a refusal recommendation, including:

1. Stock district MU-1 without a development permit;
2. Stock district MU-1 with a development permit and concurrent review; and
3. An alternative DC District structure that enables discretion by the Development Authority to determine parking requirement at the development permit stage.

As stated previously in the report, the applicant confirmed they had, and continue to have no intention of submitting a development permit until Council renders a decision on this application. Administration then requested the details into the proposed configuration of the parkade plan,

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including the typical dimensions of an individual stall and number of stalls, but this was not made available for review by Administration. Administration is unable to rationalize the demand for a significantly lower parking rate to be written into the DC District at the land use stage.

Development and Site Design

Given the site's central location along a key north-south corridor in the community of Bridgeland, future mixed-use development will need to account for and address 9 Street NE with active commercial uses and/or active building design. The unique parcel shape will also require that design considerations ensure that all building edges enhance the public realm and address adjacent streets and park spaces. Any future development permit will require detailed shadow studies to understand and minimize their shadowing of the adjacent Murdoch Park's active use areas.

Environmental

No environmental issues have been identified at this time.

Transportation Networks

Pedestrian access to the site is available from 9 Street NE, McPherson Square NE, McPherson Road NE, and McDougall Road NE. Vehicular access to the site should not be taken from 9 Street NE. The subject site is located approximately 100 metres to the Calgary Transit bus route 90 on 9 Street NE. The walking distance to the Bridgeland-Memorial LRT station platform is approximately 200 metres from the southeast corner of the site.

A Traffic Impact Assessment (TIA) was not submitted as a previous TIA that included this site was submitted and reviewed recently for an adjacent site as part of LOC2018-0059. A parking rationalization letter was submitted to support this application through outlining general trends and concepts in parking requirements. However, development permit level details, including proposed alternative mode and Transportation Demand Management measures that will actually be implemented as part of a development, are required to complete an assessment of the proposed parking rates.

Calgary Parking Policies (2017)

The *Calgary Parking Policies* outline specific criteria for zero parking or significant parking reductions for multi-family residential buildings. Applicable policy in section 5.2 of the *Calgary Parking Policies* states:

1. Applications for new multi-family residential buildings that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when all of the following criteria are met. The determination of which proposed reductions are 'significant' is at the discretion of the Development Authority.

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- a) The building is located within the Centre City, a Major Activity Centre or directly on an Urban Corridor as defined in Map 1 of the Municipal Development Plan, and LRT or other Primary Transit Service (as defined in the Calgary Transportation Plan) is currently provided within 300 metres actual walking distance of the building.
- b) Publicly accessible surface or structured parking is located within 300 metres actual walking distance of the building. The parking must be accessible to the public, twenty-four hours a day, seven days a week.
- c) The building is located in or adjacent to areas where parking management practices are in place, including time restrictions, paid parking or permit-restricted parking. In areas where such parking management practices are not in place, a study should be conducted by the applicant to evaluate whether the potential offsite parking impacts would be unacceptable for the area in question.
- d) The developer must actively facilitate at least one alternative travel option for residents (including, but not limited to, monthly or annual transit passes, additional on-site bicycle parking, on-site car share spaces, car share memberships, live-work units, etc.) to the satisfaction of The City. Provision of multiple high-quality options is strongly encouraged.
- e) The applicant has completed a parking study to determine any potential short stay parking impacts, due to any proposed reductions in on-site visitor parking supply, when the building is located within or physically adjacent to a Business Revitalization Zone or other commercial area. The Development Authority may recommend against reductions to visitor parking if it is determined by the Authority that on-street impacts, or visitor accessibility, would be unacceptable.

This proposal does not meet all of the criteria as stated in this applicable policy. Specifically, the location is not within 300 metres walking distance of any publicly accessible parking. To assess the remaining criteria in the policy, a development permit is required to evaluate the quality of the alternative travel options and consider the effects of potential over spill of development parking onto nearby streets. For instance, subsection (d) identifies a requirement for a developer to facilitate at least one alternative travel option when considering reductions to parking rates. If the parking rate is prescribed in a DC District, the Development Authority may not be able to require alternative travel options outlined in subsection (d) or other enhanced parking and building design, to justify a reduced parking rate at the development permit stage. To further understand potential site layout constraints, the Applicant was requested to provide a parkade plan. The applicant elected to not provide a plan for consideration.

Mode Choice Split and Auto Ownership

Through investment in transit, active modes infrastructure and the cash-in-lieu program, The City has achieved great success in increasing the mode split for transit and active modes for Calgarians' commute to work. However, mode split for the commute to work does not generally equate to vehicle ownership in a linear fashion. Individuals may still own vehicles.

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The City of Calgary has on-going travel and household surveys (+15,000 surveys since 2010), with data suggesting that apartment dwellers in the “inner north” (where Bridgeland-Riverside is located) have an auto ownership rate of 0.94, with a variance of +/- 0.13. The City supports developments with significant reductions to *Land Use Bylaw 1P2007* parking requirements providing these developments have been through appropriate review and analysis. The City has demonstrated success in achieving reduced and/or zero parking by application of the *Calgary Parking Policies* at the development permit stage, including applications that were appealed to SDAB.

As such, significant parking reductions on new multi-family residential buildings that do not meet the *Calgary Parking Policies* and have not been through development permit stage parking review pose a risk for The City in the form of overflow residential parking from a development onto adjacent public streets.

Utilities and Servicing

Sanitary sewers are available to service the development. At the development permit stage, a sanitary servicing study must be submitted by the applicant to determine whether off-site upgrades are required.

Water mains are available to service the development. At the development permit stage, a fire flow calculation letter must be submitted by the applicant to determine whether off-site upgrades are required. Storm sewers are available to service the proposed development.

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. Notification letters were sent to adjacent land owners and the application was advertised online through Planning and Development Map (PDMAP).

Following Calgary Planning Commission, notifications for the Public hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission’s recommendation and the date of the Public Hearing will be advertised.

Applicant-led engagement

The applicant led their own engagement program, which included three meetings with the Bridgeland-Riverside Community Association (BRCA) in 2018 July, 2018 August and 2018 October respectively, and one information session in 2018 November. The applicant delivered postcards to adjacent residents in advance of the information session, provided posters for nearby businesses, installed a bold sign at the BRCA hall, and developed a project website. Administration attended one of the meetings, and the information session to share information of the planning review process and answer questions. Comments heard during these

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engagements paralleled key themes received directly by Administration as a result of notice posting and circulation that are summarized below.

The applicant has also provided a summary of their engagement efforts, which can be found in Attachment 4.

City-led engagement

Administration assessed the application and it was deemed that additional City-led engagement was not required. Administration received 15 letters regarding the application and three letters from the Bridgeland-Riverside Community Association. Comments from the BRCA regarding the updated application resubmission were received on 2018 August 20. An additional letter from the BRCA was received on 2018 November 20 regarding the amended application and an email received 2018 December 3 regarding the proposed DC. The comments from the BRCA can be found in Attachment 5.

What we heard / what we did

In response to the notice posting, and circulation of the updated land use amendment application, 15 letters of objection were received regarding the proposed application. It is important to note that additional letters of opposition were received as part of the initial land use amendment application in 2016 by RE&DS. They are not directly referenced in this report as the scope and scale of the application has been updated.

The main reasons for opposition that were received by Administration are summarized in the table below. As no development permit has been submitted at this time, certain comments were outside the scope of the proposed land use amendment application.

Key Themes	What we heard (issue or opportunity identified)
Building Height	<ul style="list-style-type: none"> • Bridgeland is not intended for high rises as other communities, such as the East Village; • The community assumed the existing height would stay in place, and that expectations should be kept; • Allowing increased height would affect the unique character of the community; • An increase to the height from the initial proposed height of 30 metres is unacceptable; • The original vision for The Bridges called for medium density; • Low profile buildings fit the context of the existing neighbourhood; • A maximum height of 6 to 8 storeys for this site is adequate; • Applicant's proposal for a car-free development can be achieved without increasing the proposed height; and • Building height will overcrowd the neighbourhood.
Shadowing	<ul style="list-style-type: none"> • Potential shadowing impacts on Murdoch Park; • Potential shadowing of buildings to the east; and • Proximity of other structures to the proposed future development with a height of 50 metres will create significant shadows across the community.

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Views	<ul style="list-style-type: none"> • Future development will block views of nearby residents; • Negative impact on property values of adjacent buildings associated with loss of views; and • Future development will impact sunlight for adjacent residents.
Parking Requirements	<ul style="list-style-type: none"> • Proximity to transit is very good in this location, however a reduced car dependency over the next decade or two is insufficient for the parking proposed; • The Developer's "commitment to transit demand management" needs more explanation and detail; • Unclear how car share parking will be implemented in a future development; • Unclear how developer's will regulate and ensure future tenants do not get additional street permit parking; • 'We aren't ready to be a car free city. The amenities don't make it easy to be car free'; • Visitor parking for future development will spillover onto adjacent streets; and • Adequate parking can be accommodated on-site if the number of units and height is decreased.
Parking / Traffic	<ul style="list-style-type: none"> • Implication of density on existing limited parking in the area; • Adequate parking is already difficult for existing area residents; • Existing traffic and parking problems exist already along 9 Street NE; and • Increased noise pollution and safety issues at nearby intersections as a result of increased density.
Property Values	<ul style="list-style-type: none"> • Concerns related to potential loss in property values due to proposed development, potential number of units and proposed height; and • Rental units will negatively impact the community and property values.
Commercial Uses	<ul style="list-style-type: none"> • The introduction of commercial uses in this would negatively impact adjacent residents through increased traffic and parking congestion; • Infrastructure in this area does not align with an increase in commercial activity; and • Commercial uses in this area make sense, but not in conjunction with 20 storey building.
Other Comments	<ul style="list-style-type: none"> • Any future development in this area should provide new additional amenities or community benefit to support the already high density in the area; • Concerns regarding demand for these types of units; • Concerns that proposed development follow fate of adjacent development site, and have similar water table issues with any future underground parkade; • Concerns regarding separation distance between development along 9 Street NE; and • This proposal does not align with and undermines The Bridges and impacts the integrity of the larger plan area.

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.

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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 state 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.

The subject site is located within a 200 metres radius of the Bridgeland-Memorial LRT station. The proposed increase to the maximum building height and FAR supports mixed-use development that is transit-oriented and is in keeping with the above MDP policies.

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*.

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**Land Use Amendment in Bridgeland-Riverside (Ward 9) at 950 McPherson Square NE,
LOC2016-0193**

It should be noted that The City of Calgary is in the process of drafting a new ARP for Bridgeland-Riverside. Since 2002, major infrastructure improvements have taken place in the area and new MDP policies were adopted in 2009. Draft policies and land uses are being developed and reviewed.

As part of LOC2018-0059, amendments to the existing ARP were brought forward to Council in 2018 December. The subject site is identified as within the Transit Supportive Mixed Use area in Map 3: Generalized Land Use of the ARP and aligns with applicable policies.

***Bow Valley Centre Concept Plan (BVC), Section 9 of the Bridgeland-Riverside Area
Redevelopment Plan (Statutory, 2002)***

The *BVC is Section 9 of the ARP* written for The Bridges planning area. The subject site is located within a Transit Supportive Mixed Use area as identified on Figure 19 – Conceptual Land Use map of the BVC. The subject site is also located adjacent to an Active Frontage corridor, which encourages active uses and/or active building design along 9 Street NE. As such, the proposed land use amendment aligns with the applicable policies of the BVC.

Social, Environmental, Economic (External)

The proposed land use amendment will implement policy goals of providing more compact, compete communities with a diversity of housing and a mix of uses that meet daily needs. Sustainability measures will be further evaluated at the development permit stage.

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

If Council approves the proposed DC District, the specifics of the parking requirements cannot be further refined during the development permit review stage. This approval would limit the discretionary abilities of the Development Authority to request additional Transportation Demand Management measures to justify the parking supply. If the context of the larger plan area changes significantly after the approval of the land use amendment, the proposed DC District does not allow the Development Authority to further reassess parking demand and requirements for the site for future development permits. Further, approval of the proposed DC District would remove the ability for affected stakeholders to appeal parking requirements at the development permit stage when the actual development outcomes are better understood by all individuals.

Planning & Development Report to
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2018 December 13

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REASONS FOR RECOMMENDATIONS:

While Administration supports the outcome of increased density, greater building height to allow flexibility in built form, and a mix of uses in close proximity to an existing LRT station, Administration is not in support of this application based on the use of a DC District and the proposed parking rates at the land use stage.

The intent of a DC District, as outlined in section 20(2) of the *Land Use Bylaw 1P2007*, is not to provide certainty for relaxations that can be considered by the Development Authority at the development permit stage nor is it to reduce the ability of any affected person to appeal future development permit(s). The use of a DC District is inappropriate for the purposes of solidifying a proposed parking relaxation and avoiding potential appeals.

The proposal generally aligns with applicable policies in the *Municipal Development Plan* and the *Bridgeland-Riverside Area Structure Plan*, and Administration is in support of an alternative stock district to the proposed Direct Control District to assist in achieving the proposed development outcome. The specific parking requirements for this site could then be more appropriately evaluated and assessed at the development permit stage.

ATTACHMENTS

1. Applicant's Submission
2. Proposed Direct Control Guidelines
3. A Comparison of the Proposed DC District and MU-1 Parking Requirements
4. Applicant Led Engagement Summary
5. Community Association Letters