

**POLICY AMENDMENT AND LAND USE AMENDMENT  
BRIDGELAND/RIVERSIDE (WARD 9)  
NORTH OF MEMORIAL DRIVE NE AND EAST OF EDMONTON  
TRAIL NE  
BYLAWS 48P2017 AND 281D2017**

**MAP 22C**

**EXECUTIVE SUMMARY**

This application proposes to redesignate the subject parcels from Multi-Residential – Contextual Grade Oriented (M-CG) District to Commercial – Corridor 1 (C-COR1 f4.5h29) District to allow for a mixed-use development with a floor area ratio (FAR) of 4.5 and building height of 29 metres.

An amendment to the Bridgeland-Riverside Area Redevelopment Plan is required to allow for the proposed redesignation.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION RECOMMENDATION(S)**

2017 June 29

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaws 48P2017 and 281D2017; and

1. **ADOPT** the proposed amendments to the Bridgeland/Riverside Area Redevelopment Plan, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 48P2017; and
3. **ADOPT** the proposed redesignation of 0.28 hectares ± (0.69 acres ±) located at 625 and 629 – 2 Avenue NE (Plan D, Block 4, Lots 6 and 7) from Multi-Residential – Contextual Grade-Oriented (M-CGd111) District **to** Commercial –Corridor 1 f4.5h29 (C-COR1f4.5h29) District, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 281D2017.
5. CPC recommends that Council, if it chooses to approve this land use, also considers directing Administration to register a Right-of-Way access for the existing alley across the City owned parcel against Edmonton Trail NE and to the south of the subject site in order to secure vehicle access appropriate for a C-COR1 condition along this Main Street.

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**REASON(S) FOR RECOMMENDATION:**

The proposed C-COR1 land use district allows for intensification of a site located along an Urban Corridor and is compatible with the surrounding multi-residential and commercial land uses. The proposal is consistent with relevant policies identified in the Municipal Development Plan and Bridgeland-Riverside Area Redevelopment Plan. The proposal is supported by Administration as:

- It allows appropriate intensification along an Urban Corridor;
- It provides a broad mix of residential, employment and retail uses as well as housing to accommodate a diverse range of the population;
- It allows for a mix of commercial and residential uses in proximity to schools, primary transit and employment areas; and
- It fosters a more compact and efficient use of the subject land and contributes to a complete community.

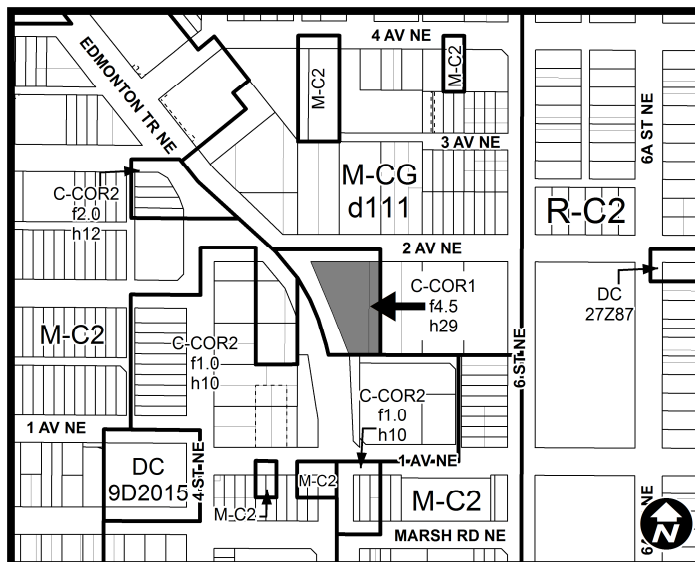
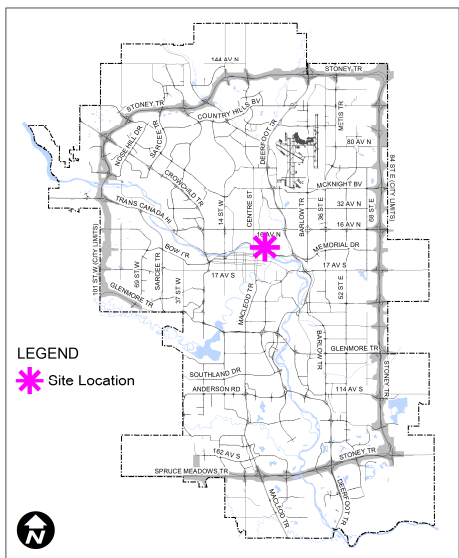
**ATTACHMENTS**

1. Proposed Bylaw 48P2017
2. Proposed Bylaw 281D2017
3. Public Submissions

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LOCATION MAPS



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Bridgeland-Riverside Area Redevelopment Plan.  
  
**Moved by: R. Wright** **Carried: 8 – 0**
2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.28 hectares ± (0.69 acres ±) located at 625 and 629 – 2 Avenue NE (Plan D, Block 4, Lots 6 and 7) from Multi-Residential – Contextual Grade-Oriented (M-CGd111) District **to** Commercial –Corridor 1 f4.5h29 (C-COR1f4.5h29) District.  
  
**Moved by: R. Wright** **Carried: 8 – 0**

**2017 June 29**

**MOTION:** CPC recommends that Council, if it chooses to approve this land use, also considers directing Administration to register a Right-of-Way access for the existing alley across the City owned parcel against Edmonton Trail NE and to the south of the subject site in order to secure vehicle access appropriate for a C-COR1 condition along this Main Street.

**Moved by: G.-C. Carra** **Carried: 8 – 0**

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**Applicant:**

Don Lothian

**Landowner:**

Calvet Enterprises Ltd

**PLANNING EVALUATION**

**SITE CONTEXT**

The subject site is located at terminus of 2 Avenue NE in the community of Bridgeland / Riverside. The site is comprised of two parcels, developed with a multi-residential dwelling and a single detached dwelling, respectively.

Lands to the south and west of the site are developed with commercial buildings, but will likely accommodate multi-residential redevelopment in the future and are designated Multi-Residential – Contextual Medium Profile (M-C2) District. The lands immediately north and east are designated Multi-Residential – Contextual Grade-Oriented (M-CG) District. The lands to the north are generally developed with smaller multi-residential buildings, while the lands to the east are occupied by a Calgary Catholic School District school.

Bridgeland / Riverside	
Peak Population Year	2016
Peak Population	6,052
2016 Current Population	6,052
Difference in Population (Number)	0
Difference in Population (Percent)	0%

**LAND USE DISTRICTS**

The existing Multi-Residential – Contextual Grade-Oriented (M-CG) District provides for multi-residential development in a variety of forms that provide units with direct access at grade where possible. The district is intended to be adjacent to low density residential development, and allows for a maximum building height of 12.0 metres and 111 units per hectare, or up to 27 dwelling units on this site. Floor Area Ratio (FAR) is not employed under this district.

The Commercial – Corridor 1 (C-COR1) District is primarily for commercial or mixed use development that must include commercial storefronts. Buildings can vary in height and residential units are allowed on upper floors. The district also provides rules ensuring continuous, at-grade retail frontages, and characteristics of pedestrian oriented streets. The proposed C-COR1f4.5h29 district allows for a maximum FAR of 4.5 (11,226.41 metres square of building floor area) and maximum building height of 29.0 metres. The proposed building envelope, is deemed compatible with adjacent development.

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**LEGISLATION & POLICY**

South Saskatchewan Regional Plan (SSRP)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP).

Municipal Development Plan (MDP) (2007 – Statutory)

The subject site is located within the Residential Development – Inner City Area and Urban Corridor as identified on Map 1 of the MDP. Edmonton Trail NE is also part of the Primary Transit Network (Map 2: Primary Transit Network).

The MDP directs a greater share of new growth to Activity Centres and Corridors in a manner that provides compact, mixed-use, high-quality urban development, and concentrates jobs and people in areas well served by primary transit service (Section 2.2.1.a & b). Parcels of land on Urban Corridors should contain a broad range of employment, commercial, retail uses and housing uses, including apartments and mixed-use developments, to accommodate a diverse range of the population (Section 3.4.2.e).

The MDP states that a range of intensification strategies should be employed to modestly intensify the Inner City Area, including both parcel-by-parcel intensification and more comprehensive approaches (Section 3.5.2.b). By providing housing choices at transit-supportive densities, local services and employment, and a range of mobility options the MDP support the development of complete communities, ensuring a compact and well-designed urban form (Section 2.2.4.a).

The proposed redesignation allows for a built form and uses that aligns with these policies.

Bridgeland-Riverside Area Redevelopment Plan (ARP) (1989 – Statutory)

The subject property is located in a Family Oriented Development area as identified on Figure 3, Generalized Land Use of the Bridgeland-Riverside Area Redevelopment Plan (ARP). Although the ARP doesn't specifically reference the subject site, Commercial policy 4.2 states:

“New development or redevelopment along the Edmonton Trail couplet area should be of a commercial or mixed use nature and accommodate uses of both local and regional importance.”

The proposed C-COR1 district has the ability to meet the intent of this policy, and facilitate the development of a mixed-use building.

To accommodate the proposed redesignation a minor amendment to Figure 3 of the Bridgeland-Riverside ARP is required. The proposed ARP amendment will identify the subject property as “General Commercial” (See APPENDIX II).

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**TRANSPORTATION NETWORKS**

Currently, vehicular access to the site is available 2 Avenue NE as access off Edmonton Trail NE does not exist. Edmonton Trail NE forms part of the Primary Transit Network. The area is well served by public transit with stops located within 100 metres of the subject site. At the time of development permit and depending on the scale of development proposed, Transportation Impact Assessment and Parking Study may be required.

**UTILITIES & SERVICING**

Water is available to the site. At the development permit stage, a sanitary servicing study will be required to ensure sufficient capacity is in place to accommodate new development on this site.

**ENVIRONMENTAL ISSUES**

An Environmental Site Assessment (ESA) was not required as part of this application.

**GROWTH MANAGEMENT**

The proposed land use amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns.

**PUBLIC ENGAGEMENT**

**Community Association Comments**

The Bridgeland-Riverside Community Association (BRCA) was circulated and provided comments during the application review, which are attached in APPENDIX III. While the BRCA indicated general support for the proposed redesignation in principle, the following, development permit related comments and concerns were identified:

- Building façade articulation: Appropriate building façade treatment, staggering of floors above the main building podium and/or building step-backs that would contribute toward and recognize the importance of human scale should be considered at the time of redesignation or redevelopment.

*Administration is committed to working with the community, Applicant at the development permit stage, to deliver an appropriately scaled development and building form that responds to items highlighted above.*

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- East building setback: Under the proposed C-COR1 district, the minimum required setback between the subject site and the adjacent school is only 3 metres. Such building setback may have the potential to result in significant impacts on the school site.

*While the minimum side setback under the proposed C-COR1 is only 3 metres, Administration is committed to working with the Applicant and adjacent landowner at the development permit stage, to consider available site and building design measures to limit potential impacts of future development on this site on the adjacent school site.*

- Increased traffic and vehicular parking demands: The proposed density increase will introduce additional traffic congestion in the area. On-street parking along Edmonton Trail NE as a traffic calming measure and additional amenity to future commercial uses should be explored.

*Administration recognizes the concerns regarding vehicular access (off 2 Avenue NE), motor vehicle parking and access solutions will be further evaluated at the development permit stage.*

**Citizen Comments**

Administration received four letters of opposition related to the application. Concerns cited include:

- Access, traffic and parking on 2 Avenue NE;
- Potential issues with height; and
- Potential loss of green space.

**Public Meetings**

The Applicant held two meetings with the BRCA in August of 2015 and July of 2016. In addition, the Applicant held an open house session for the community on November 7 of 2016. Approximately 30 community members attended that session.



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**APPENDIX I**

**APPLICANT'S SUBMISSION**

The redevelopment of the 625/629 2 Avenue NE site will contribute to the ongoing evolution of Bridgeland as a complete inner-city mixed use community. A key component of successful communities is having a critical mass of population to support the amenities of the neighbourhood, such as shops and services, community centres, recreation facilities and events as well as activate the streets and public spaces. The proposed redevelopment will result in the sensitive addition of new residents to Bridgeland while working with existing site lines and elevations in the surrounding community. The proposed C-COR1 land use district is consistent with what is expected within the City of Calgary's Main Street Initiative. It will permit the comprehensive redevelopment of the site that will ensure that the vision for redevelopment is delivered and that it contributes to the evolution of Bridgeland in the following ways:

1. Primarily consisting of 1 to 3 bedroom condo apartment units, the development will offer ownership rather than tenant occupied family orientated housing. Very much needed in inner-city communities in general.
2. The ground level retail/commercial units facing Edmonton Trail provides excellent exposure to the businesses in place and adds significantly to the potential out of community support of local business.
3. The inclusion of live-work units will attract on the ground professionals to the community and further diversify the services available within the Bridgeland community.
4. Redevelopment of the site will replace older, worn buildings currently representing a negative community impact, with vibrant new mixed use building with patios, benches, trees and plantings. This type of positive exposure to a major thoroughfare passing through Bridgeland is significant as the community continues to expand its vision.

Easy walking and cycling access from the site to the East Village, downtown Calgary, the Calgary Zoo, the C-train and major Bow River parks and pathways increases the desirability of the project as well as adding to recognisable advantages of Bridgeland as a desirable family oriented community.

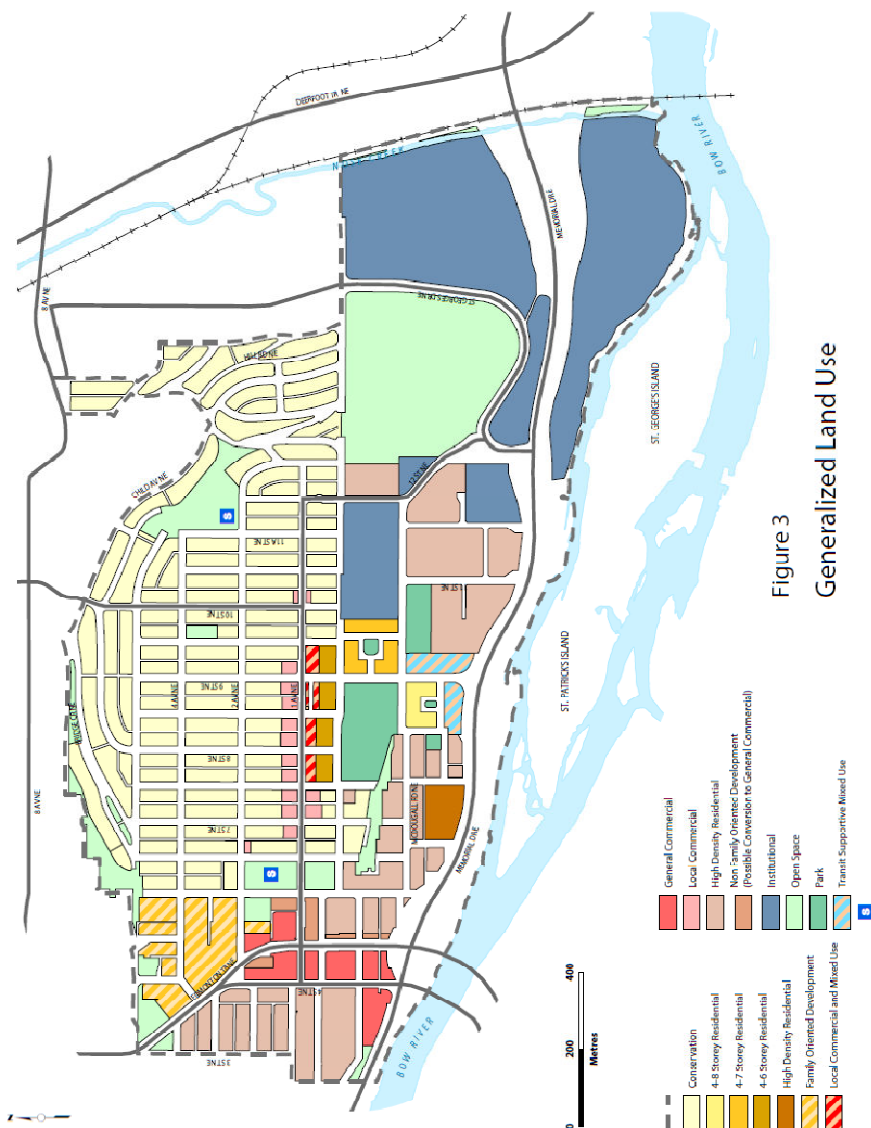
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**APPENDIX II**

**PROPOSED AMENDMENT TO THE BRIDGELAND / RIVERSIDE  
AREA REDEVELOPMENT PLAN**

- (a) Delete the existing Figure 3 entitled “Generalized Land Use” and replace with the revised Figure 3 entitled “Generalized Land Use”, as follows:



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**APPENDIX III**

**LETTERS SUBMITTED**

25 January 2017

To Whom It May Concern:

Thank you for the opportunity to comment with respect to the Land Use Amendment for land at 625 – 2 Avenue NE (LOC2016-0340).

The review of this Land Use Application, which proposes an amendment to the existing M-CGd111, (to accommodate multi-use residential/commercial development with increased density), by our community Planning Committee involved notification to neighbors adjacent to the subject parcel (albeit with difficulty as many are inaccessible apartment buildings). Notices, posted on doors, invited neighbors to the Planning Committee meeting on 19 January 2017; none of whom attended. The applicant was also invited, and did attend. The comments below regarding the LOC application are those of the Planning Committee members present at the 19 January 2017 meeting.

1. The application is seeking a new land use designation of C-COR 1 (f4.5h29) from the existing M-CGd111. Given the site location on Edmonton Trail and the City's recent plans with respect to increasing density within Calgary's inner city communities, we feel that the increase in density and programming that would be allowed in the new designation is appropriate for this area of our community. As a general comment about planning in the vicinity, we welcome the re-development of the general area that this rezoning could help achieve. This site is appropriate for increased density at a scale that is both complimentary to newer land uses and built forms along this busy corridor while continuing to be sensitive to older, existing conditions. The addition of increased commercial opportunity on Edmonton Trail could provide needed amenity for residents in the area and as a gateway attracting visitors northward on Edmonton Trail, activating and enhancing pedestrian uses on the busy road and minimizing its current status as vehicular thoroughfare.
2. Recognition of the importance of the pedestrian (human) scale with projects of increased density, program, and massing size is essential to the reception, and ultimate success of any project, of this scale within our community. We would like to see some sort of stipulation as to the articulation of the pedestrian scale in setbacks and the possible staggering of upper floors as they recede from the elevation of the commercial "plinth" or "podium" in an overt attempt to reconcile the human scale with the potential size/height of any subsequent building. Most on our committee are not opposed to the f4.5/h29 (in principle) but are concerned that both property setbacks and building setbacks (recession) above the pedestrian plinth level are not explicitly tied to the application. While we appreciate the applicant's hesitation at prescribing a certain build envelope, it is our objective to ensure the comfort and experience of the public/pedestrian realm. Setbacks and recession of upper built form needs to be considered given the lower scaled developments to the east of this site and potential shadowing/massing impacts to the adjacent schoolyard. With respect for the applicant's commercial position, from the neighborhood perspective we are reluctant to see

D. Mulholland/M. Beck

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land use designation that simply seek the potential for maximum built envelope without site-specific controls or amendments. Ideally we would prefer to see the resulting land use terms designate restrictions (in absence of a concurrent Development Permit). In the present case, the applicant's approach must inevitably mean that neighbors that have concerns will "assume the worst".

3. In original discussions between the applicant and the Planning Committee, the proposed side setback adjacent to the school property was 5 m (which would have allowed for screened waste and recycling as well as landscaping). The new proposed setback with the C-COR 1 zoning would reduce that setback to 3 m. This has the potential for significant impact on the adjacent school and the interface between the school and any future building.
4. Vehicular access and parking on the site should continue to be investigated as any built form is designed. The density increase proposed will create more congestion in this crook of Edmonton Trail and access to and from the site needs to be considered. The dead-end street of 2 Avenue may prove a challenge to commercial viability and we would encourage increased pedestrian level amenity and scale on this elevation. Extension along this avenue to the existing cycle track network might also have implications to subsequent building designs. On-street parking solutions should be entertained as traffic calming on Edmonton Trail while adding to the commercial parking amenity.
5. The applicant met with the Planning Committee during pre-application stages (August 2015 and July 2016) which was much appreciated. Comments were provided during this stage that correlate with much of the commentary mentioned above (traffic concerns, setbacks and recession). The applicant also convened a public open house but its date was not made known to the Planning Committee prior to its scheduling. As such, the BRCA was unable to facilitate added attendance to this, minimally attended, event. We appreciated the applicant's desire to engage with us early on, however we are disappointed that none of the suggestions we have made over the course of this "engagement" have been included in the resulting LOC under review.
6. As noted above, the BRCA Planning Committee and many residents see this general area as appropriate and preferred for increased density and welcome the flexibility the change of use allows with respect to greater commercial possibilities—services our growing community will definitely require and increased residential density at main throughfares.

Sincerely,

Kirsten Dow-Pearce  
Planning Committee Representative, Bridgeland Riverside Community Association