

**LAND USE AMENDMENT  
BRIDGELAND/RIVERSIDE (WARD 7)  
MEREDITH ROAD NE AND EDMONTON TRAIL NE  
BYLAW 267D2017**

**MAP 15C**

**EXECUTIVE SUMMARY**

The application is to change the land use of 618 Meredith Road NE from Multi Residential Medium Profile (M-C2) District to Commercial–Corridor2 f3.0h18 (C-COR2 f3.0h18) District. This is intended to allow for a viable mixed use building that is suited to the surrounding context. The mixed use nature of the proposal allows the introduction of additional shops and services into the community while increasing inner city residential densities. This application is concurrent with development permit DP2016-2674 which is an application for a new 11-unit multi-residential building, with office space and two retail units at grade.

**PREVIOUS COUNCIL DIRECTION**

No previous Council direction.

**ADMINISTRATION RECOMMENDATION(S)**

2017 June 15

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

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

That Council hold a Public Hearing on Bylaw 267D2017; and

1. **ADOPT** the proposed redesignation of 0.07 hectares ± (0.16 acres ±) located at 618 Meredith Road NE (Plan E, Block 2, Lot 5) from Multi-Residential – Contextual Medium Profile (M-C2) District **to** Commercial – Corridor 2 f3.0h18 (C-COR2 f3.0h18) District, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 267D2017.

**REASON(S) FOR RECOMMENDATION:**

The application is consistent with the Calgary's Municipal Development Plan and the Bridgeland Riverside Area Redevelopment Plan. The scope and scale of the development are consistent with surrounding development and the mix of residential and commercial uses will add to community vitality. A new six storey development within the C-COR1 f6.0h34 district is located to the south across Meredith Road NE which provides context for additional density. C-COR2 Districts are also located to the west and north. The site is located on the northwest corner of Meredith Road NE and Edmonton Trail NE (Urban Corridor) and has access to both public transit and recently built bike lanes.

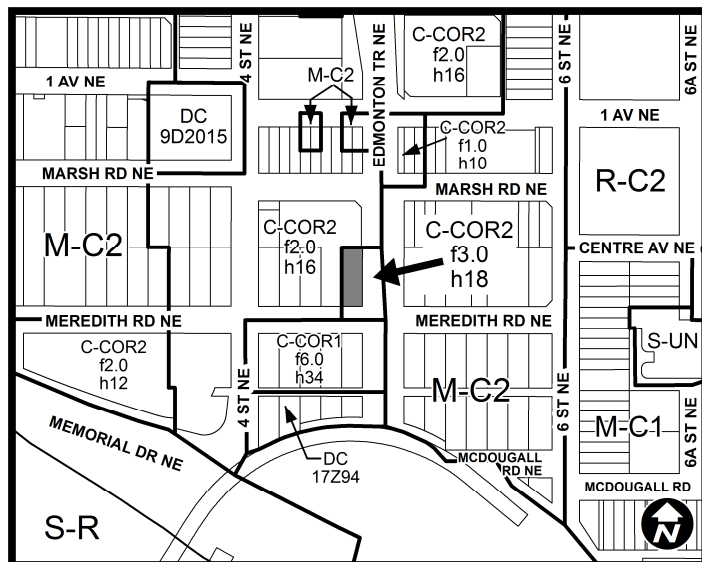
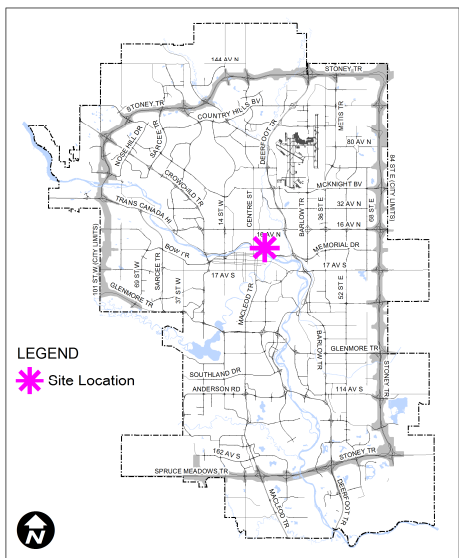
**ATTACHMENT**

1. Proposed Bylaw 267D2017
2. Public Submission

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LOCATION MAPS



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.07 hectares ± (0.16 acres ±) located at 618 Meredith Road NE (Plan E, Block 2, Lot 5) from Multi-Residential – Contextual Medium Profile (M-C2) District **to** Commercial – Corridor 2 f3.0h18 (C-COR2 f3.0h18) District.

**Moved by: G.-C. Carra**  
Absent: R. Wright

**Carried: 6 – 0**

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**Applicant:**

Gravity Architecture

**Landowner:**

Rajneesh Saini

**PLANNING EVALUATION**

**SITE CONTEXT**

The site is located in the Community of Bridgeland/Riverside at the intersection of Meredith Road NE and Edmonton Trail NE. A new cycle track runs along the east side of the site along Edmonton Trail NE. Transit is available on Edmonton Trail NE (Route 4) and light rail transit is available 690 metres away at the Bridgeland-Riverside LRT Station or alternatively, 768 metres away at the Municipal Building LRT station. According to 2015 City of Calgary data, the site is located within the area where basement inundation may be possible in a 100 year flood event.

To the north and west are a retail store and parking lot located within the C-COR2 f2.0h16 District. To the south is a new 6 storey mixed use office – retail development in the C-COR2 f6.0h34 District.

The site has been the subject of previous development permit applications and a number of development pre applications. Previous applications were unsuccessful due to the site's narrow depth (15.28 metres) that creates significant challenges to vehicular access and parking provision.

<b>Bridgeland/Riverside</b>	
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 requested C-COR2 f3.0h18 District provides a more viable building envelope and a wider range of commercial uses as compared to the existing M-C2 District. The additional range of commercial uses will assist in animating the street.

The existing M-C2 District is intended to allow for four to five-storey Multi-Residential Development on sites that are typically located near community nodes and transportation corridors. With the exception of non-residential uses allowable within Live-Work units, the existing M-C2 District does not allow for more typical commercial uses and activities. The M-C2 District setbacks, upper floor step backs, landscaping and parking requirements limit what may be developed on this small parcel.

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The proposed building height is two metres higher as compared to the current Multi-Residential – Contextual Medium Profile (M-C2) District. The floor area ratio increases 0.5 from the M-C2 District within the proposed C-COR2 f3.0h18 District and this translates to 325 m<sup>2</sup> of additional floor space.

The parking requirements of the proposed C-COR2 f3.0h18 District are comparatively less than the M-C2 District. The following table summarizes the major differences between the current M-C2 District and the requested C-COR 2 f3.0h18 District.

Criteria	C-COR2 f3.0h18	M-C2
Height	18 m	16 m with a step back at 11.0 m
Floor Area Ratio	3.0	2.5
Setbacks	Front: 3.0 m Rear: 5.0 m Side: 0 m where adjacent to a Commercial District	Front: Contextual to a maximum of 3.0 m Side/Rear: 1.2 m
Parking	.75 residential stalls per dwelling unit .1 visitor stalls per dwelling unit Retail: 4 stalls per 100 square metres of gross usable floor area Office Office: 2 stalls per 100 square metres of gross usable floor area	.9 stalls per dwelling unit .1 visitor parking stall
Uses	Greater choice of Commercial Uses	Comparatively more constrained list of Uses

**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).

The Calgary Municipal Development Plan

Both Calgary Municipal plan and the Calgary Transportation Plan support increasing residential densities in the inner city, particularly along transit corridors.

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The Bridgeland/Riverside Area Redevelopment Plan

The site is located within the General Commercial Area of this policy plan. This land use application fulfills the area redevelopment plan direction:

“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.”(p.22)

**TRANSPORTATION NETWORKS**

The site is flanked by Edmonton trail NE and Meredith Road NE with sidewalks on both roads. Vehicle access will be from Meredith Road NE. The site has regular bus service nearby on Edmonton Trail NE and is within 690 metres of the Bridgeland/Riverside LRT Station and 768 metres away from the Municipal Building LRT station. No transportation upgrades are required and the applicant has been told that vehicular access from the site to Edmonton Trail NE is not possible due to the cycle track.

**UTILITIES & SERVICING**

Water, sanitary sewer and storm sewer are available for connection from Meredith Road NE. No upgrades are required to serve this site.

**ENVIRONMENTAL ISSUES**

There are no known environmental challenges apart from the fact that the parkade may be subject to infiltration during flood events.

**ENVIRONMENTAL SUSTAINABILITY**

The site's location adjacent to Transit and the designated bike lanes support sustainable transportation. The provision of two new retail units provides goods and services to local residents within walking distance of the residents of Bridgeland/Riverside.

**GROWTH MANAGEMENT**

No growth management overlays pertain to this site.

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**PUBLIC ENGAGEMENT**

**Community Association Comments**

The Bridgeland/Riverside Community Association is generally supportive of the application. No open houses were conducted as part of this application process.

**Citizen Comments**

The commercial operator formerly located immediately to north expressed concerns relating to motor vehicle parking relaxations.

**Public Meetings**

No public meetings were held.

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**APPENDIX I**

**APPLICANT'S SUBMISSION**

A land use amendment is required to construct a commercial/residential mixed-use building that is both viable and well-scaled to its developing surroundings.

**Current Context**

The parcel is bounded to the west by a parking lot serving Eisenberg's furniture (C-COR2 f2.0h16). Across Edmonton Trail to the east, there is an empty lot (M-C2) and then a three storey multi-residential development (MC-2). The new Meredith Block building (C-COR1 f6.0h34) is located to the south.

The parcel's current land use designation is M-C2 (Multi-residential – Contextual Medium Profile), which is primarily intended for three to five storey apartment buildings.

**Challenges**

The M-C2 setbacks, landscaping, and parking requirements on this relatively small parcel severely limit the mass and density that could be developed. Further, The subject parcel is challenging for development both because it is narrow and because there is a significant grade change between Edmonton Trail and the site's existing grade (particularly at the north end of the parcel). There is an existing concrete retaining wall along the east property line to manage this grade change.

Given that all the neighbouring parcels on the block are designated as C-COR2 and the large Meredith Block building to the south is C-COR1, a small-scale residential building would be out of context for this site.

**Policy**

The Municipal Development Plan supports increasing inner city densities. The Calgary Transportation Plan supports increasing residential densities along major transit corridors but also indicates that mixed use development is desirable.

The Bridgeland Riverside Area Redevelopment Plan designates the subject parcel as General Commercial and supports mixed use redevelopment along Edmonton Trail. This redesignation is consistent with this ARP policy:

4.2 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.



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**APPENDIX II**

**LETTERS SUBMITTED**



Planning Committee  
917 Centre Avenue NE Calgary AB T2E0C6  
brccalgary.org

Development Circulation Controller  
Planning, Development Assessment #8201  
The City of Calgary  
PO Box 2100 Station M  
Calgary AB T2P2M5

26 July 2016

ATTN: DP.Circ@calgary.ca  
RE: DP2016-2674 (618 Meredith Road NE)  
Cc: Ali McMillan, Planning Director, BRCAplanning@gmail.com  
Joe Belland, Development Chair, joe@stonepointrealty.com  
Neil MacDonald, neil.macdonald@calgary.ca

To Whom It May Concern:

Thank you for the opportunity to comment with respect to the development permit application on the above noted project. Here is a summation of our responses to the City posed questions with respect to developments in our community and in specific, to DP2016-2674

- 1) What are the strengths and challenges of the proposed development?
  - Strength—ideal area for site redevelopment and program proposed
  - Strength—solid architectural design and articulation
  - Strength—strong presence of retail base
  - Strength—variety of residential unit types
  - Strength—nicely defined and articulated “public realm” (planter and trees) given challenging aspects of curb cuts
  - Strength—molek disposal system a more aesthetic and less invasive system given tight sight conditions.
  - Challenge—two parkade entrances takes away from the uninterrupted sidewalk aspect of the public realm
  
- 2) Are there changes that could be made to the proposed development to make it more compatible or beneficial to the area?
  - The site is conducive to an increased number of units and increased building height.

N. MacDonald

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- BRCA would be supportive of an increased residential unit count (beyond the eleven proposed units) in order to maximize density in this area of our community.
- We would be amenable to a residential parking relaxation (NO relaxation for commercial without the significant addition of street parking) for the site if a proposal for increased residential unit numbers were to be sought and a balance found.

**3) Provide comments on:**

- a. The use (if identified—not applicable for single detached houses, semi-detached dwellings or duplexes).**
  - Good use and program for the site and area.
- b. The site design**
  - Preservation of street trees is commendable even at the expense of less than ideal parking access locations. We feel that the trade-off is acceptable given the site constraints and that concerns for the parking access closer than preferred to the corner will be workable given the number of vehicles planned for that particular parkade.
- c. The building design**
  - Strong architectural design with prominent residential frontage. We feel the design to be a pleasing addition with welcome amenity to the Bridgeland streetscape.

**4) Has the applicant discussed the development permit application with the Community Association? If yes, what information was provided?**

- Yes.

**5) Please provide any additional comments or concerns regarding the proposed development.**

- All of our comments are provided above.

Sincerely,



Kirsten Dow-Pearce

Per: Ali McMillan (Planning Director) and Joe Belland (Development Sub-Committee Chair)  
Bridgeland Riverside Community Association