

LAND USE AMENDMENT
BRENTWOOD (WARD 7)
SHAGANAPPI TRAIL NW AND NORTHLAND DRIVE NW
BYLAW 35D2016

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EXECUTIVE SUMMARY

This Land Use Amendment, along with concurrent Master Site Plan Development Permit (DP) (DP2015-2676) and Master Concept Plan (APPENDIX IV), will inform the complete transformation of the existing enclosed Northland Village Mall into a vertically and horizontally integrated mixed-use activity centre.

PREVIOUS COUNCIL DIRECTION

None

ADMINISTRATION RECOMMENDATION(S)

2016 January 14

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 35D2016; and

1. **ADOPT**, by bylaw, the proposed redesignation of 13.88 hectares ± (34.3 acres ±) located at 4911, 5111, 5215R and 5615 Northland Drive NW and 5116 Shaganappi Trail NW (Plan 614LK, Block 1, Lots 3 and 5; Plan 7610432, Block 1, Lots 6 and 7; Plan 8310144, Block 1, Lot 14) from Commercial – Regional 3 f2.0h10 (C-R3 f2.0h10) District and Commercial – Regional 3 f3.0h46 (C-R3 f3.0h46) District **to** DC Direct Control District to accommodate mixed use development, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 35D2016.
3. **DIRECT** Administration to use the Master Concept Plan as a guidance document when reviewing the subsequent detailed development permits and future phasing plans.

REASON(S) FOR RECOMMENDATION:

The application is proposing to amend the existing land uses of Commercial – Regional 3 (C-R3f2.0h10) and (C-R3 f3.0h46) Districts to DC Direct Control District. The proposed DC District is based on Land Use Bylaw 1P2007's Commercial – Community 2 (C-C2) District, with an expanded set of discretionary uses that will accommodate an overall increase in density, intensity and building height. The DC is intended to accommodate buildings that are sited and

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designed in an integrated manner within the overall public realm, and contains rules that restrict the location and size of use types and use areas in order to enhance the character of the site as a pedestrian friendly, well connected and adaptable mixed use destination.

The proposal is in conformance with the applicable policies of the Municipal Development Plan (MDP), including those related to Community Activity Centres (CACs) and Regional Retail Sites. The redevelopment of the site as a whole through the proposed Land Use Amendment, Master Site Plan DP (DP2015-2676) and Master Concept Plan (MCP) add to the vitality of the surrounding area by providing enhanced retail and residential options in a community already identified for strategic intensification.

The land use and layout also allow for a phased and adaptable development that should be able to respond to changing socio-economic conditions. The proposal successfully incorporates urban elements into the existing suburban fabric.

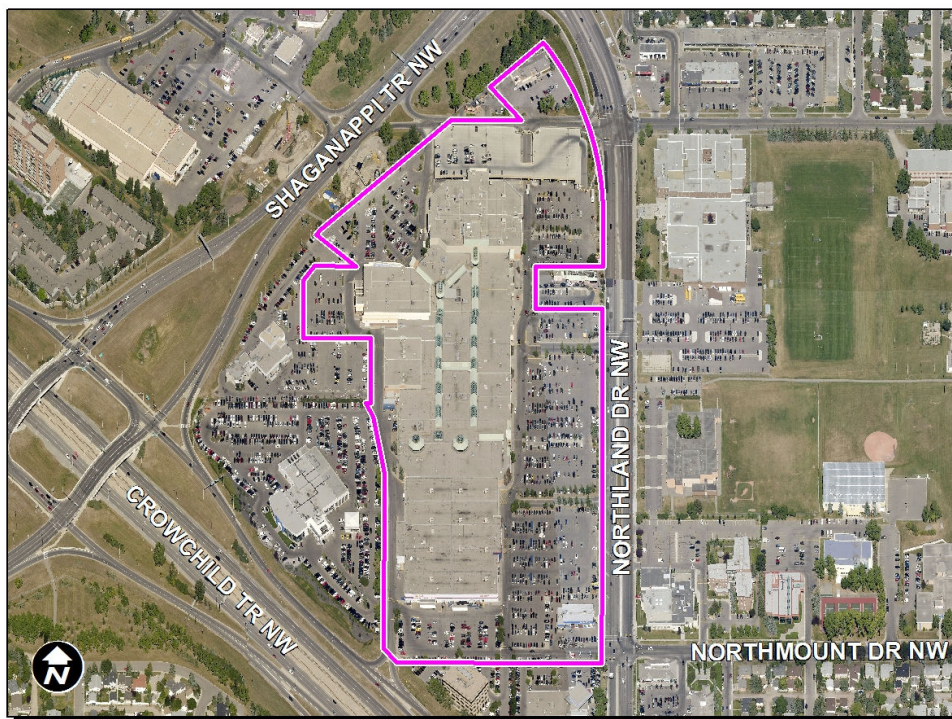
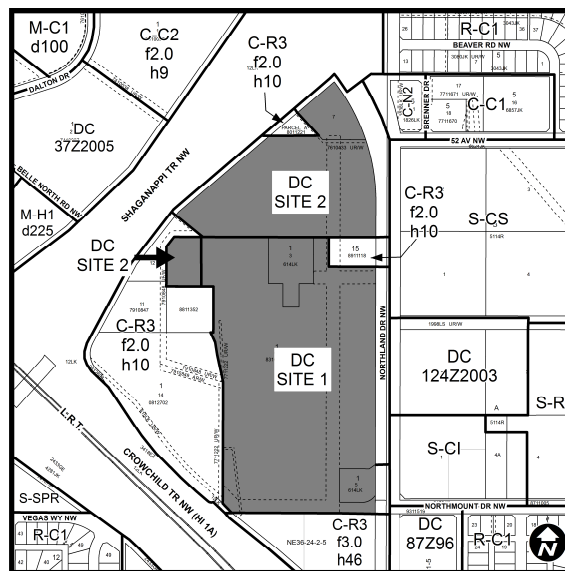
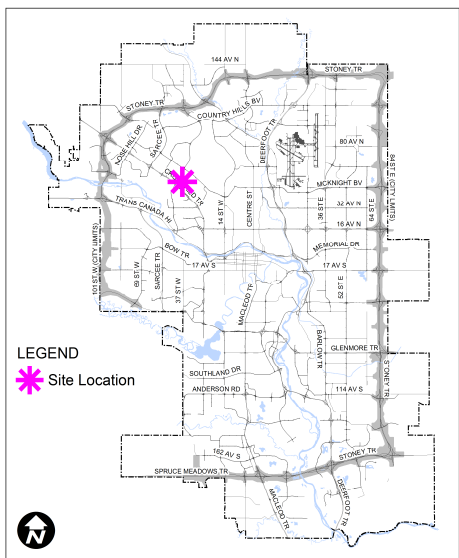
ATTACHMENT

1. Proposed Bylaw 35D2016

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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 redesignation of 13.88 hectares \pm (34.3 acres \pm) located at 4911, 5111, 5215R and 5615 Northland Drive NW and 5116 Shaganappi Trail NW (Plan 614LK, Block 1, Lots 3 and 5; Plan 7610432, Block 1, Lots 6 and 7; Plan 8310144, Block 1, Lot 14) from Commercial – Regional 3 f2.0h10 (C-R3 f2.0h10) District and Commercial – Regional 3 f3.0h46 (C-R3 f3.0h46) District to DC Direct Control District to accommodate mixed use development with guidelines (APPENDIX II).

Moved by: M. Wade
Absent: S. Keating

Carried: 8 – 0

2. Recommend that Council **DIRECT** Administration to use the Master Concept Plan as a guidance document when reviewing the subsequent detailed development permits and future phasing plans. (APPENDIX IV)

Moved by: M. Wade
Absent: S. Keating

Carried: 8 – 0

Reasons for Approval from Cllr. Carra:

- This is ground breaking work for the Calgary retail/TOD space and I'm extremely excited.
- The Gateway Streets are my only cause for concern, certainly in the first phases and possibly into the later phases because their primary role as an auto-loader combined with the rear-facing nature of the plaza adjacent buildings make them inherently dysfunctional as pedestrian places.
- CPC had a great conversation with Administration and the Applicant regarding this and in addition to the already beefed-up policy section on the Gateway Streets agreed to explore a liner building typology to front these streets.

Reasons for Approval from Mr. Morrow:

- I applaud the Master Plan development permit process. Certainly the transformation from a dying mall to more of a destination is a positive. There are several problems with the front/back orientation. The buildings facing the plaza will turn their backs on the other areas. Likewise the stand-alone nature of many buildings means only one side will be articulated, leaving essentially three blank faces. I also have concerns about the uniformity of the language. So, a step forward, but with room for improvement.

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Reasons for Approval from Ms. Wade:

- Support Master Concept Plan – great innovation and goal to establish the bones to raise development and redevelopment in a thoughtful manner and evolve over time.
- The coordination of the land use amendment and the development permit – Excellent!
- Future consideration of crossings of Northland Drive NW becoming more pedestrian friendly and visually appealing – like plantings with chain link fence and tapering intersections for traffic calming measures like plantings, change in surface materials. My understanding is that this can be addressed at each development permit application with conditions.
- Commend Administration and Applicant on creating a new approach to phased development and redevelopment challenges by agreeing to developing and bringing forward a tool to set a master concept and set plan that provides flexibility and innovative design overtime to address market and community needs. This Master Concept Plan development permit is progressive. Thank you!

Reasons for Approval from Mr. Friesen:

- I supported this land use based on the quality of the planning presented. Although I have reservations regarding some aspects of the design (including the placement of the main street in the shade during the afternoon) the overall design and plaza location were well considered.
- The master plan included architectural detailing which was primarily 'Modern' Style. This is problematic since 'Modern' is actually a historic style which was at its height in the middle of the last century. It made a strong statement at that time regarding the relation between technology and society that was dramatic, exciting and a radical break from the more decorative styles of the day such as Neo-Classical, Victorian, Art Nouveau, Art Deco, etc.
- Today there is no drama since now 'Modern' is associated with an old world view. We have now been through Post-Modernism, Deconstructive Style architecture, and recent explorations with more expressive and sinuous forms. The Commission has seen and approved excellent examples of contemporary architecture. It is difficult to make 'Modern' relevant and exciting today. I would urge the development team to work with the most dynamic aspects of their proposal and extend them to the whole project.

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Applicant:

Dialog

Landowner:

Northland Village Mall Holdings Inc

PLANNING EVALUATION

SITE CONTEXT

Northland Village Mall is located in the northwest quadrant of the city in the community of Brentwood. The site is bounded by Shaganappi Trail NW to the north and Northland Drive NW and large footprint civic uses to the east. Large format commercial uses such as car dealerships and a professional building bound the site to the south and west. The LRT line runs within the Crowchild Trail NW right-of-way southwest of the site, with stations roughly 2 kilometres to the north (Dalhousie) and south (Brentwood).

LAND USE DISTRICTS

The parcel's existing C-R3f2.0h10 and C-R3f3.0h46 Districts allow for a broad range of large commercial uses with multiple buildings on multiple parcels. The C-R3 District does not allow for any residential uses and contains a minimum 6 metre setback from a street. The district is intended for large commercial areas, but is not generally associated with mixed use centres. Examples of C-R3 developments around the city include portions of Deerfoot Meadows and the Country Hills Village Shopping Centre.

The existing district also only allows a maximum building height of 10 metres on the majority of the parcel, with a height of 46 metres on a small 0.265 hectare parcel located in the very southeast of the subject land. The existing mall actually exceeds the 10 metre maximum building height. The existing FAR is 2.0 and 3.0 respectively.

The proposed Direct Control District has been developed alongside the concurrent Master Site Plan DP (DP2015-2676) and Master Concept Plan (MCP) (APPENDIX IV). As such, the district is designed to complement the technical drawings and be able to accommodate the vision, massing concepts and design guidelines presented in the MCP. Rather than develop an overly prescriptive land use district that may face challenges at the implementation stage, these three planning tools work together to provide balance, achieving an appropriate amount of certainty and flexibility.

The proposed development has been divided into 2 sites. Site 1 contains the heart of the proposed redevelopment with the primary retail street "The Avenue", bounded by 6 story mixed use buildings containing 2 levels of commercial development on the lower levels and 4 levels of dwelling units above along its western edge. The publicly accessible plaza area is bounded by a "u" shaped road lined by the front facades of two story commercial development to the east. In order to provide more of a 'mainstreet' or 'urban' feel in this important area, use area restrictions

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have been added to the District that restrict the amount of frontage each commercial retail unit (CRU) can have as well as removing the possibility of drive throughs.

Site 2, along the northern portion of the subject lands contains two large anchors (a larger retailer and a large supermarket) and is more reminiscent of a traditional suburban layout. However, non-traditional suburban elements including a continuation of the grid and street hierarchy, enhanced landscaping, tree planting, way finding and interior regional pathway connections help to compensate for the larger parking fields and primarily larger retail uses. Drive throughs are allowed in this portion of the subject lands but they are limited to a maximum of two.

The DC also allows for standalone multi-residential development to encourage infill development of the parking fields over time, however, they cannot locate along the plaza or primary retail street. If any residential development is to locate around the plaza or primary retail street, it must be vertically integrated with commercial at grade.

The proposed land use will accommodate a mix of uses, an internal street pattern and a built form that is aligned with the goals and policies of Community Activity Centres (CAC) contained within the Municipal Development Plan (MDP), far better than the existing land use.

In summary, the district helps to achieve the following on site:

- Mixed use and commercial development consisting of small, medium and large format retail uses;
- Commercial and residential development that is vertically and horizontally integrated with other uses;
- A site for a community scale food store; and
- A broad mix of residential, commercial and employment uses that restricts less active uses from locating at grade or within certain key areas of the plan.

LEGISLATION & POLICY

There is no relevant Local Area Plan that would apply to the site. As such, policy guidance is provided by the Municipal Development Plan (MDP). The Northland Village Mall site is identified by the MDP as being a part of a Community Activity Centre (CAC). CACs are expected to have a minimum intensity of 150 people and jobs per hectare and incorporate a mix of uses from institutional to medium and high density residential. The proposed redevelopment is aligned with the relevant policies of the MDP, including those specific to the design and composition of CACs which state that the redevelopment of older shopping centres should include mixed use developments that create greater residential and employment variety while retaining a retail function.

C-C2 is identified as the most applicable Land Use District in the MDP's Land Use District Equivalents for MDP Typologies, and serves as the base of the Direct Control District.

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Additionally, the proposal conforms to the Large Retail / Commercial Area Urban Design Guidelines by providing primary and secondary retail streets with multi-modal cross-sections, a public plaza as a focal point of the development framed by two story commercial developments with active retail uses at grade, and service / office uses above.

TRANSPORTATION NETWORKS

The site has access to the regional transportation system, with vehicle access to and from Crowchild Trail, Shaganappi Trail and Northland Drive NW. In 2015 a pedestrian bridge was built over Shaganappi Trail NW and provides pedestrians and cyclists with direct access into the site. The Northwest LRT line follows the alignment of Crowchild Trail NW adjacent to the site, with stops at Dalhousie Station (approximately 1.8 kilometres from the site) and Brentwood Station (approximately 1.9 kilometres from the site). There is potential for a future LRT station immediately adjacent to the site at the intersection of Crowchild Trail and Shaganappi Trail NW, however, this station is currently not budgeted. There is a buffered bike lane along Northland Drive NW adjacent to the site.

The redevelopment proposal will improve pedestrian and cycling connections to and through the site. Sidewalks along Northland Drive NW will be widened to 2.0 metres and the commercial pads within the site will be connected by wide sidewalks and crosswalks. Class 1 and Class 2 bike parking will be provided throughout the site.

UTILITIES & SERVICING

Sanitary Service Study approval is required prior to release of the first DP. Preliminary review revealed no capacity issues.

Site has existing service connections to city mains.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment (ESA) was submitted as part of the application. The report was accepted by Development Engineering and confirmed that there are no environmental or contamination concerns onsite.

ENVIRONMENTAL SUSTAINABILITY

The proposed redevelopment of the existing enclosed mall into a mixed use activity centre includes a layout that encourages a 'park once and walk' strategy through the placement of a large structured parkade behind the main mixed use buildings along the primary retail street and an underground parkade below the plaza. From these parking structures, enhanced and well lit pedestrian pathways connect the user to the rest of the site.

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Significant tree planting is also proposed across the site, enhancing the public realm. Where trees are located within paved surface areas, tree planting is proposed using “silva” cell technology to create suitable soil volumes to enable growth of trees to maturity.

In addition, the landowner group, Northland Village Mall Holdings, has a green policy on tenant design and construction criteria that mandates the implementation of efficiencies in their buildings (demolition, lighting, timers, and sensors) to limit the overall environmental impact.

GROWTH MANAGEMENT

There are no growth management concerns.

PUBLIC ENGAGEMENT

Community Association Comments

Due to the location and scale of the redevelopment, the application was circulated to both the Brentwood and Dalhousie Community Associations for comment.

The Dalhousie Community Association is generally supportive of the proposed redevelopment but would like to ensure that what has been planned for and conceived in the concepts and renderings is what will be built. Please refer to APPENDIX III to review the comments provided in detail.

The Brentwood Community Association is generally supportive of the plan however expressed the importance of including opportunities for reassessment of impacts and effects at each stage of development. Administration agrees with this philosophy and has included permanent conditions to this affect. As future phases are submitted the opportunity to request additional studies to (re) evaluate capacity has been made. Please refer to APPENDIX III to review the comments provided in detail.

Citizen Comments

As of the date of this report, only two inquiries were received from adjacent landowners, both seeking further clarification on the status of the master plan, timing and phasing.

Public Meetings

The developer held one public meeting that was well attended prior to submission of the formal application.

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APPENDIX I

APPLICANT'S SUBMISSION

This document is in support of the Land Use Redesignation application for the site at Northland Village Mall, 5111 Northland Drive NW, Calgary. It provides an explanation of the key objectives and the reasoning behind the proposed Land Use Redesignation from C-R3 to a Direct Control district.

The existing Northland Village Mall is an enclosed mall that needs to be redeveloped to revitalize the site. The intent is to develop a multileveled, outdoor mixed-use development that combines a strong retail base with a mixture of residential and office uses. The current zoning does not allow residential and restricts the building height to 10m, however the existing 2.0 FAR is adequate to accommodate future densification of the site as the market allows. C-C2 is the closest base zoning for this as it is intended for larger sites and for a mix of building sizes and use areas. The site area is 14.029 hectares.

The new DC zoning, generally based on the current C-C2 zoning, would allow for a good mix of uses, flexibility of building height and good densification opportunities for this very important City of Calgary site.

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APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

- 1 This Direct Control District is intended to accommodate:
- (a) redevelopment of the existing enclosed mall into a mixed-use **development** that conforms to the master concept plan in terms of **building** location, internal **street** network, **building** massing, elevations, landscaping, design elements & materials;
 - (b) **buildings** that are sited and designed in an integrated manner with the overall public realm, where the range of ground floor **uses** are limited;
 - (c) development of a walkable and pedestrian friendly **street** network that includes primary retail, secondary retail and gateway **streets**;
 - (d) a publicly accessible **amenity space** that will be developed as an internally focused plaza;
 - (e) phased **development** of the site in a manner that allows **development** within each phase to operate independently as well as comprehensively with future plans; and
 - (f) a shared parking strategy that accommodates centralized parking facilities for all sites

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

General Definitions

- 4 In this Direct Control District,
- (a) “**master concept plan**” means a guiding document that includes conceptual design details for the redevelopment of northland mall in terms of site layout, internal **street** network, anticipated **building** massing, elevations, design elements, landscaping and materials that are expected to be complied with at the detailed design stage.

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- (b) “**primary retail street**” means a **street** enhanced with public **street** elements lined by front façades of retail **buildings** providing direct physical and visual access to these **units**, in the location identified in the **master concept plan**.
- (c) “**plaza**” means a publicly accessible area bounded by a **street** lined by front facades of retail **buildings** in the location identified in the **master concept plan**.
- (d) “**commercial uses**” means all **permitted** and **discretionary uses** in this Direct Control District other than **Assisted Living, Dwelling Units, Live Work Units** and **Residential Care**.

Permitted Uses

- 5 (1) The **permitted uses** of the Commercial – Community (C-C2) District of Bylaw 1P2007 are the **permitted uses** of this Direct Control District.

Discretionary Uses

- 6 (1) The **discretionary uses** of the Commercial – Community (C-C2) District of Bylaw 1P2007 are the **discretionary uses** of this Direct Control bylaw with the addition of:

- (a) **Assisted Living;**
- (b) **Community Entrance Feature;**
- (c) **Food Kiosk;**
- (d) **Market;**
- (e) **Multi-residential Development;**
- (f) **Residential Care;**
- (g) **Retail Garden Centre; and**
- (h) **Temporary Residential Sales Centre.**

Bylaw 1P2007 District Rules

- 7 Unless otherwise specified in this Direct Control District, the rules of the Commercial – Community (C-C2) District of Bylaw 1P2007 apply in this Direct Control District.

Dwelling Unit Rules

- 8 **Dwelling Units** must not be located on the ground floor of **buildings** adjacent to the **primary retail street** or **plaza**.

Parcel Area

- 9 The maximum area of a **parcel** is 14.5 hectares.

Floor Area Ratio

- 10 The maximum **floor area ratio** is 2.0

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Building Height

11 The maximum **building height** is:

- (a) 50.0 metres for a **building** that does not contain **Dwelling Units, Hotel, or Live Work Units**; and
- (b) 70.0 metres for a **building** that contains **Dwelling Units, Hotel, or Live Work Units**.

Location of Uses within Buildings

12 (1) The following **uses** must not be located on the ground floor of **buildings** along the **plaza** or **primary retail street**:

- (a) **Child Care Service**;
- (b) **Counselling Service**;
- (c) **Health Services Laboratory – with Clients**;
- (d) **Instructional Facility**;
- (e) **Office**;
- (f) **Place of Worship – Small**;
- (g) **Post Secondary Learning Institution**;
- (h) **Residential Care**; and
- (i) **Social Organization**.

(2) **Commercial uses** and **Live Work Units**:

- (a) may be located on the same floor as **Dwelling Units** and **Residential Care**; and
- (b) must not share an internal hallway with **Dwelling Units** and **Residential Care**.

Front Setback Areas

13 The **front setback area** must have a minimum depth of 3.0 metres.

Landscaping In Setback Areas

14 Where a **setback area** shares a **property line** with a **street** or **parcel** designated as a **commercial, industrial** or **special purpose district**, the **setback area** must be a **hard surfaced landscaped area** or a **soft surfaced landscaped area**, or a combination of both.

Motor Vehicle Parking Requirement

- 15 (1) Unless otherwise specified in this section, the minimum required **motor vehicle parking stalls** of the Commercial – Community (C-C2) District of Bylaw 1P2007 are the minimum required in this Direct Control.
- (2) **Motor vehicle parking stalls** required for **uses** on Sites 1 and 2 may be supplied on either site.

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- (3) The **Development Authority** may consider a relaxation of the required **motor vehicle stalls** and **visitor parking stalls** for a **development** when a parking study is submitted to the satisfaction of the **Development Authority** due to unique site, location or **use** characteristics and the test for relaxations set out in section 31 or 36 of Bylaw 1P2007 is met.

Relaxations

- 16 The **Development Authority** may relax any of the rules contained in this Direct Control District provided the test for relaxation in accordance with Sections 31 and Section 36 of Bylaw 1P2007 is met.

Site 1 (± 9.35 ha)

The provisions in sections 17 through 18 apply only to Site 1

Use Area

- 17 (1) There is no maximum **use area** for **uses** on the upper floors of a **building** in this Direct Control District.
- (2) Unless otherwise referenced in subsection (3) & (4) the maximum **use area** for any **uses** on the ground floor of **buildings** located along the **primary retail street** or within the **plaza** is 930 square metres. **Use areas** greater than this amount may be considered by the **Development Authority** provided the frontage of the is less than 15.0 metres and the storefront is broken up by smaller **use area** tenants.
- (3) The maximum **use area** for a **fitness centre** is 2500.0 square metres provided it is located at the south terminus of the **primary retail street**.
- (4) There is no maximum **use area** for **uses** located within existing approved **buildings**.

Drive Through Rules

- 18 No **Drive Throughs** are allowed in Site 1.

Site 2 (± 4.63 ha)

The provisions in section 19 apply only to Site 2

Drive Through Rules

- 19 A maximum of two **Drive Throughs** are allowed in Site 2 and must not be located adjacent to a **primary retail street** or **plaza**.

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APPENDIX III

COMMUNITY ASSOCIATION LETTERS



Dalhousie Community Association

5432 Dalhart Road N.W. Calgary Alberta T3A 1V6
Telephone: (403) 286-2555

Ms. Heather Dybvig,
Planning Development and Assessment # 8201
City of Calgary

re: File # LOC2015-0025

Dear Ms. Dybvig,

Thank you for this opportunity to comment on the Northland Development Permit application. While the DCA does not have the resources for a comprehensive review at this time we would like to provide the following feedback.

We welcome the addition of a high quality redevelopment that will meet the needs of the Dalhousie community and the wider community of Calgary.

We would like to ensure that the end product in its various stages is built to plan so that the vision of the developers and community is realized.

We would like to ensure that responsibility for items like who will be responsible for maintaining the plaza and its greenery, lighting etc. is clearly defined so the development is well maintained for years to come.

Walking access and cycling access should be given careful consideration so that the new development is welcoming to citizens using those modes of transportation.

In closing we hope the development meets and exceeds the expectation of the developers and the community in which it operates. The DCA expects that the development will be built according to the plans submitted and approved and respectfully requests that this be clearly written into any approval.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sean French', is written over a printed name and title.

Sean French
DCA President

cc: Marsha Staples, DCA General Manager
Omman Hussain, DCA Planning and Development Committee Chair
Councilor Druh Farrell, City of Calgary

H.Dybvig

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From: [Kirk Gordon Osadetz](#)
To: [Dybvig, Heather S.](#)
Cc: bmtwdca@telus.net; [Bonita K. McCurry](#); [Eric](#)
Subject: LOC2015-0025 Northland Village Mall Holdings Redevelopment
Date: Friday, August 21, 2015 3:47:26 PM
Attachments: [image001.png](#)

Dear Ms. Dybvig:

I wanted to contact you again to explain the delays in providing comment from the Brentwood Community Association regarding the redevelopment planned for Northland Village Mall, as described in LOC2015-0025. The plan is large complex and it has come to our development and community enhancement committees during a difficult time to convene meetings during the summer vacation. We are moving toward a comprehensive comment, which we hope you will convey to the developer and we are meeting again next week.

In the meantime please convey the following points to the proponent of the redevelopment proposal.

1. In general the plan is consistent with that which was discussed with select member of the Community Board of Directors this winter, and we believe that it, in general, will be an enhancement and improvement to the community.
2. We note that the proposed redevelopment is staged, and we suggest that opportunities to reevaluate and learn from the impacts and effects of each stage of the development would be beneficial, such that we are uncertain about commenting on and approving more than the first stage of the plan at this time. We have experience from TOD and University City to suggest that this appropriate.
3. We note that the plan does not contain a full mobility impact study and we are particularly interested in this, as residents have expressed concerns about traffic impacts related to the redevelopment.
4. We note that the Developer undertook to have at least one meeting with each of the full Community Board of Directors and, in an open meeting, the members and residents of the community. We do not consider the information sessions in the Mall this summer to have provided for those two undertakings and we look forward to arranging these meeting with the developer.
5. It our experience that our community enhancement committee provides useful, constructive and effective advice on details of the plan that will assist with the integration of the new housing into the Community in general and in the provision of desirable environments and spaces for both commercial and community interactions. We hope that the Developer will understand the difficulties of performing volunteer work during the major period of summer holidays and absences of key members of our committees, and that they will consider and incorporate the suggestions that will be forthcoming shortly.

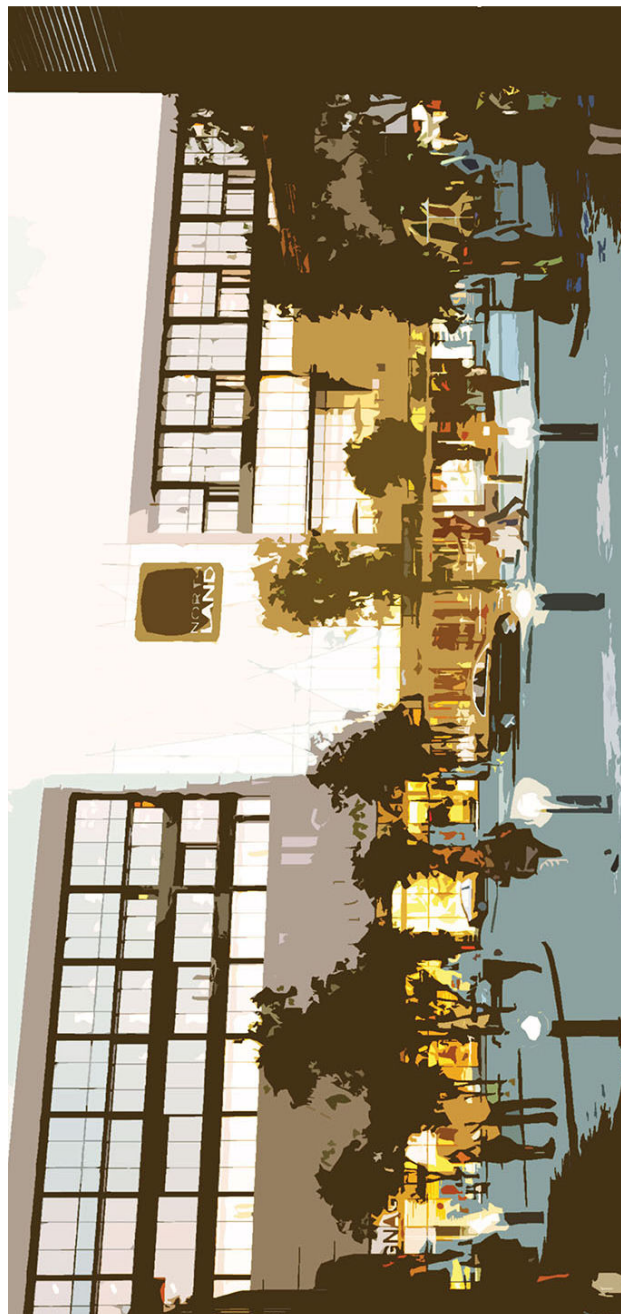
Sincerely,
Kirk Osadetz
VP Brentwood Community Association,

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APPENDIX IV

Master Concept Plan



Prepared by
Primaris
DIALOG
PROJECT NUMBER 6035205
December 22, 2015

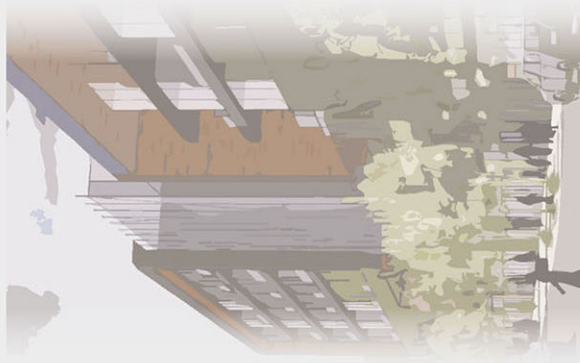
NORTHLAND
Master Concept Plan Package

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PURPOSE & SCOPE

The following document presents a **Master Concept Plan** that will guide the comprehensive redevelopment of Northland Village Mall in the short, medium and long term.

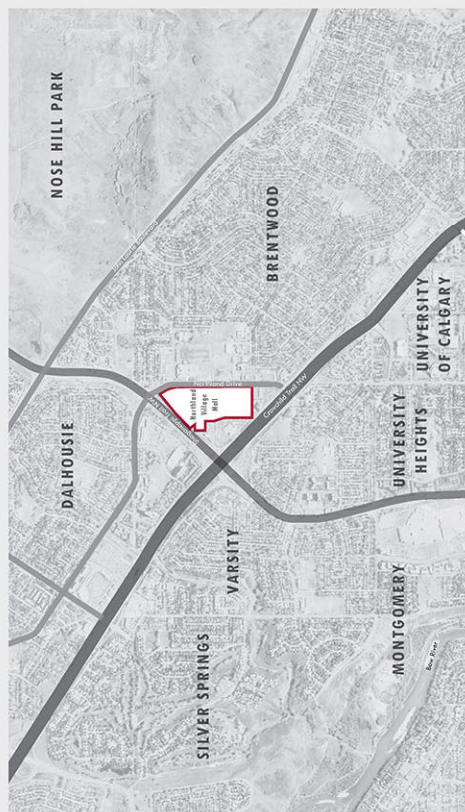
Together with the approved land use and associated technical drawings (DP2015-2676) this Master Plan provides direction on the site layout, internal street network, anticipated use distribution, public realm elements such as plantings, paving and street furniture, anticipated building massing and elevations. It should be considered in the review of the subsequent Development Permit applications and updated when significant changes are proposed.

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SITE LOCATION

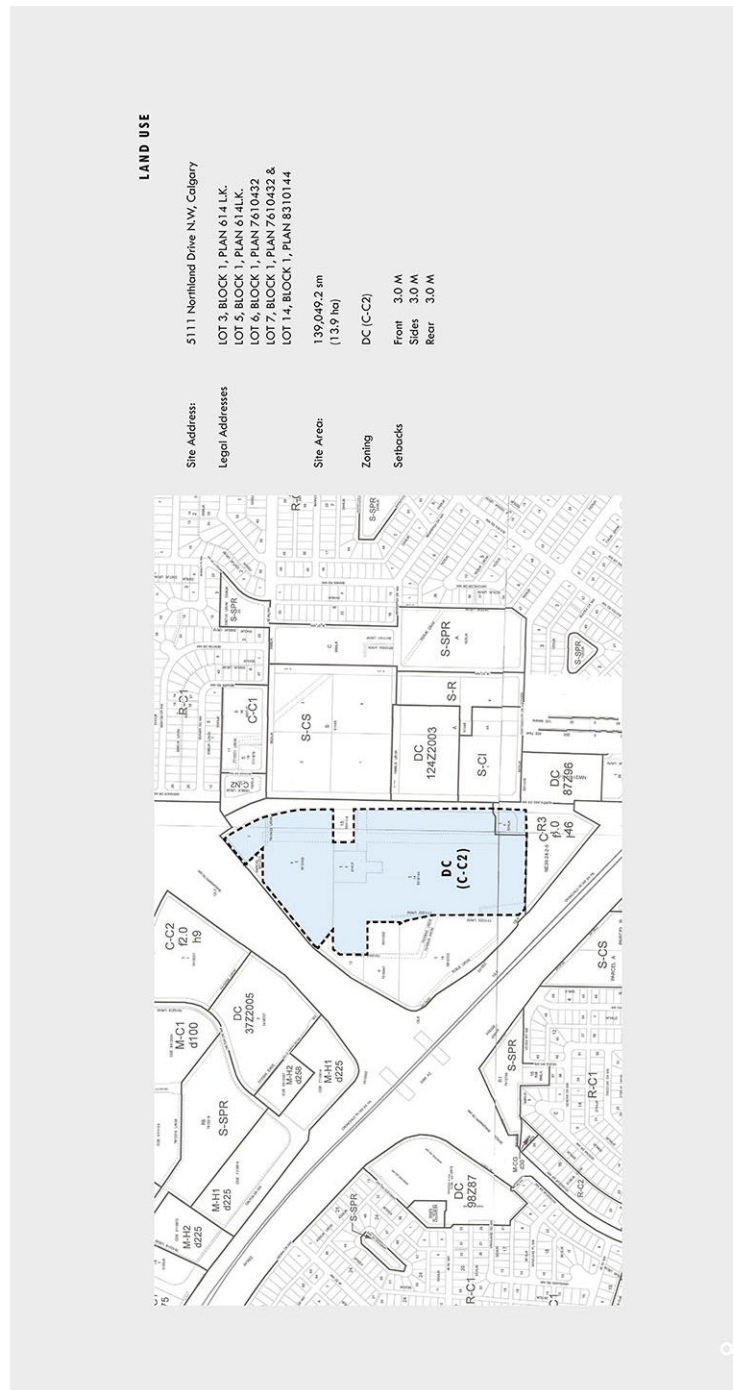
Northland Village Mall is located in the Northwest Quadrant of the city in the community of Brentwood in Ward 7. The site is situated adjacent to Crowchild Trail and Shaganappi Trail.



MAP 1NW

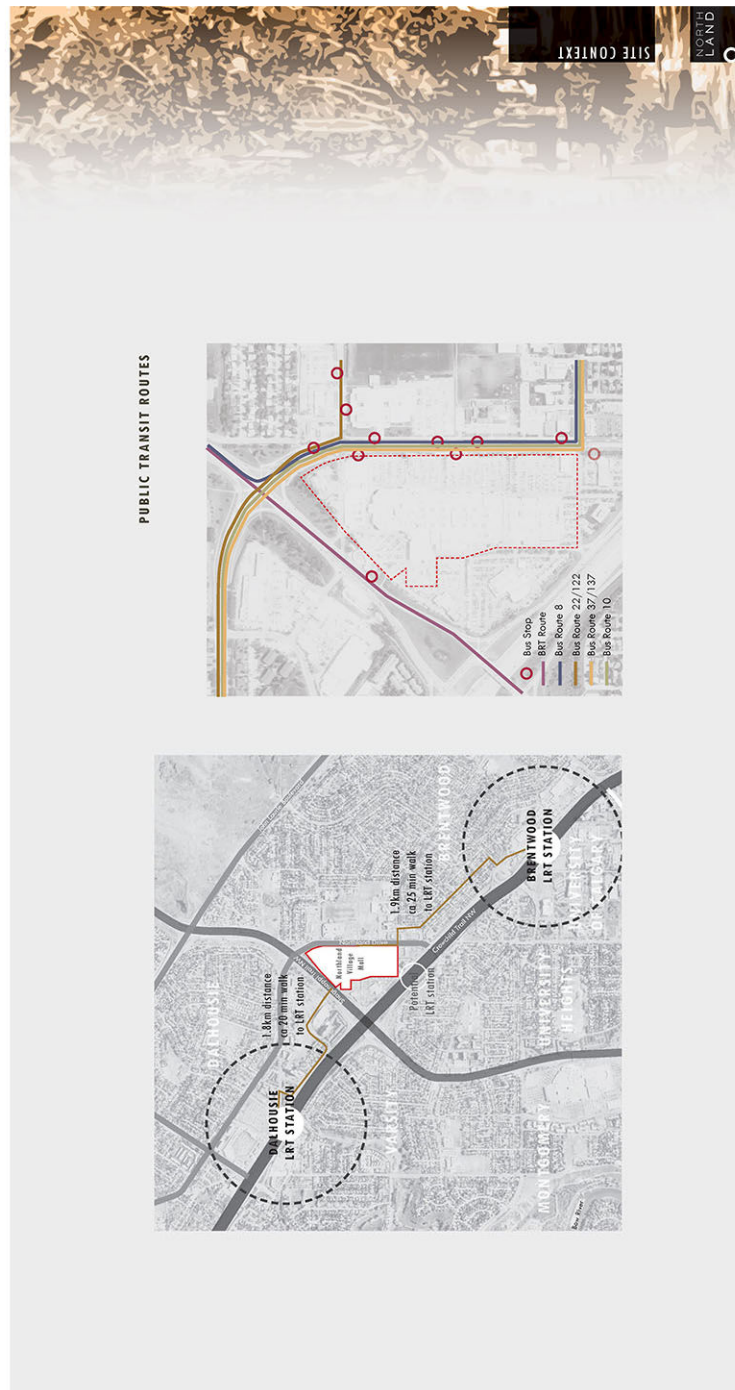


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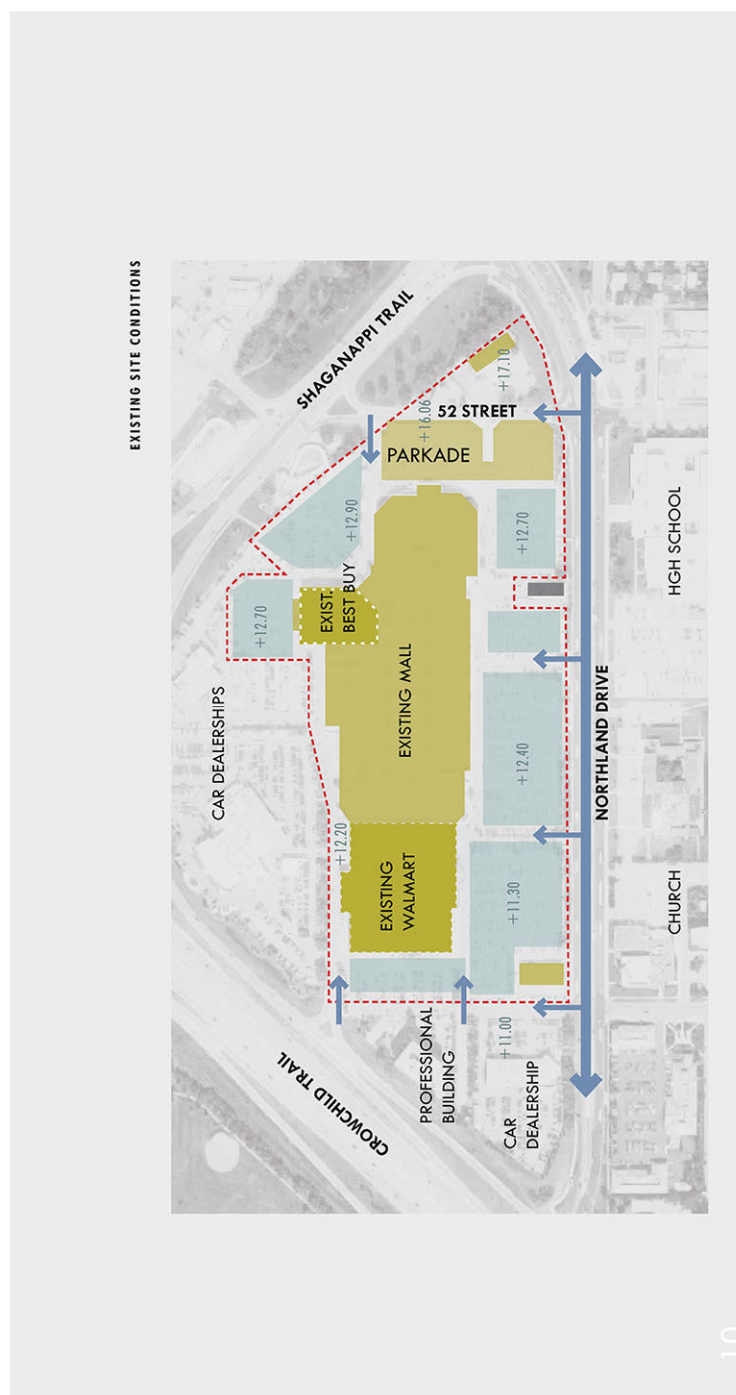
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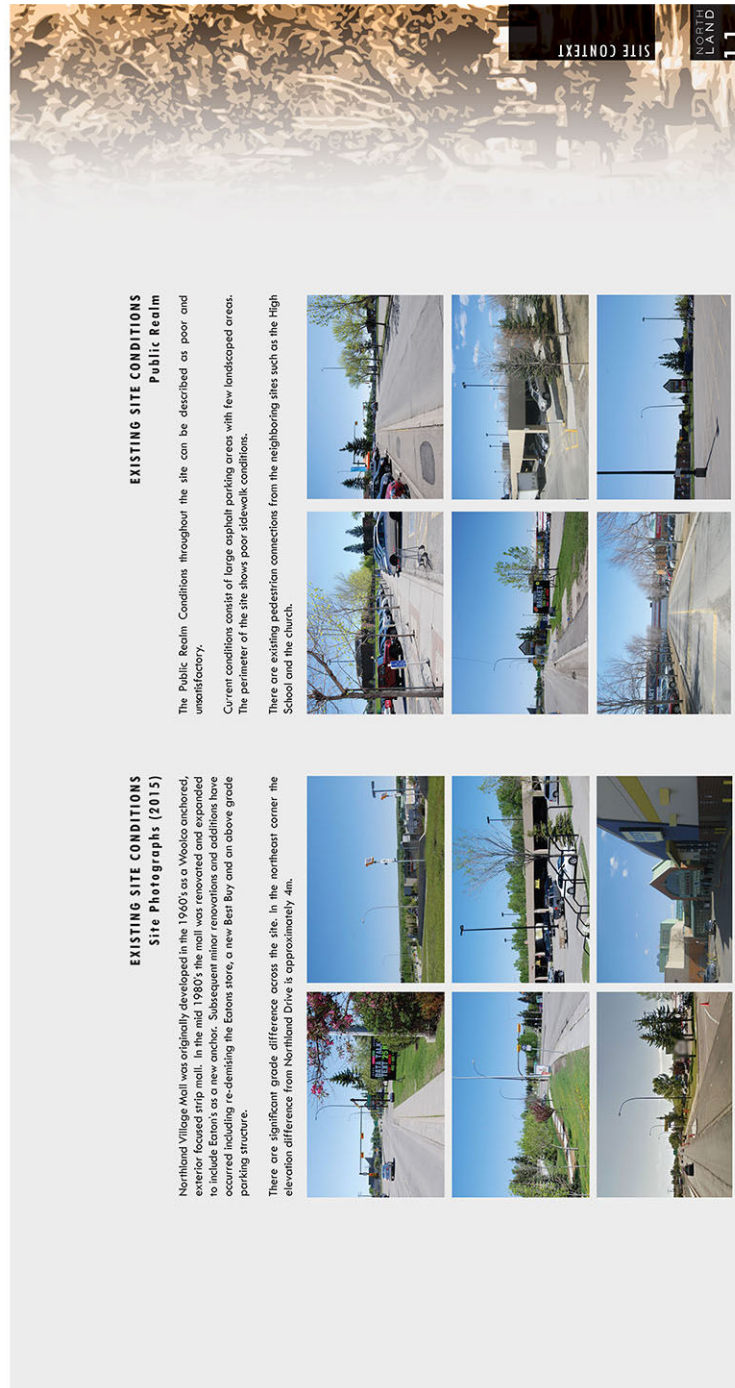
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The reinvention of this important site has allowed us to successfully integrate retail use with residential and office use to create an environment with activity and energy at all times of the day and night, and in all four seasons.

We have strategically located the residential component along the Retail street to enhance the building massing, further activate the building facades and focus the attention on the plaza spaces as an amenity for all uses.

The office integrates easily into the plaza providing a mix of uses that add depth to the heart of the site.

Shop Live Work
MIXED USE




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URBAN GRID

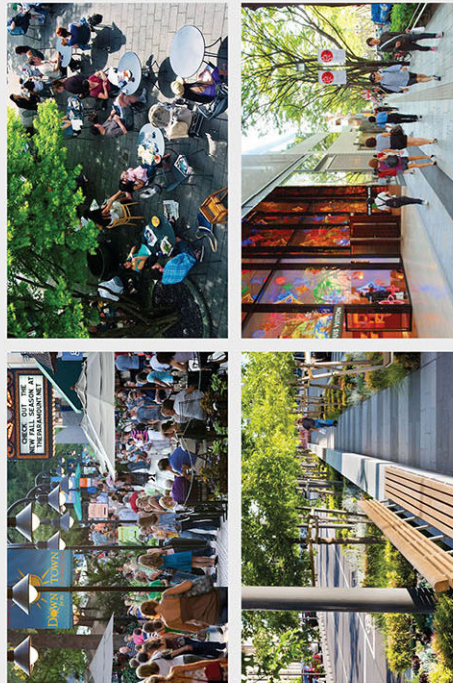
The existing adjacent streets to the site all have the character of major thoroughfares. Northland Drive to the east is an arterial road with existing 4 access points into the site, 3 of them are all-turn intersections. Both Crowchild Trail and Shaganappi Trail (skeletal roads) provide a right turn access into the site.

The proposed street grid maintains all access points and connects the access roads to an urban grid within the site.

The main focus lies on the central main street or avenue and connects the south end of the site with the north and opening into a pedestrian friendly plaza midway. The central main street is also set up to provide a direct connection from a potential future LRT stop on Crowchild Trail.

The street grid is intended to be enhanced and completed throughout future phases, as is illustrated on pages 18-19.

The proposed redevelopment also supports and incorporates many, if not all, of the Urban Design principles outlined in the Capital Urban Design Guidelines recently developed by the City of Calgary.



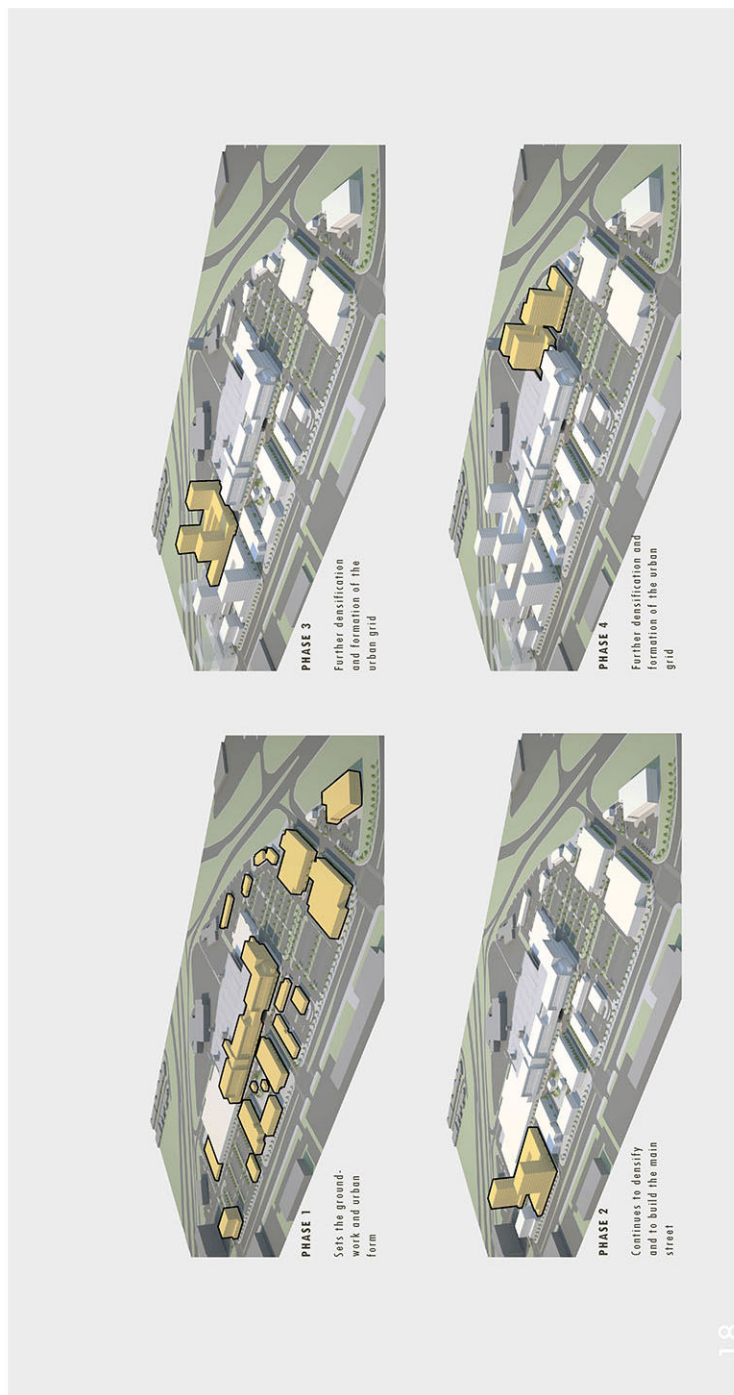
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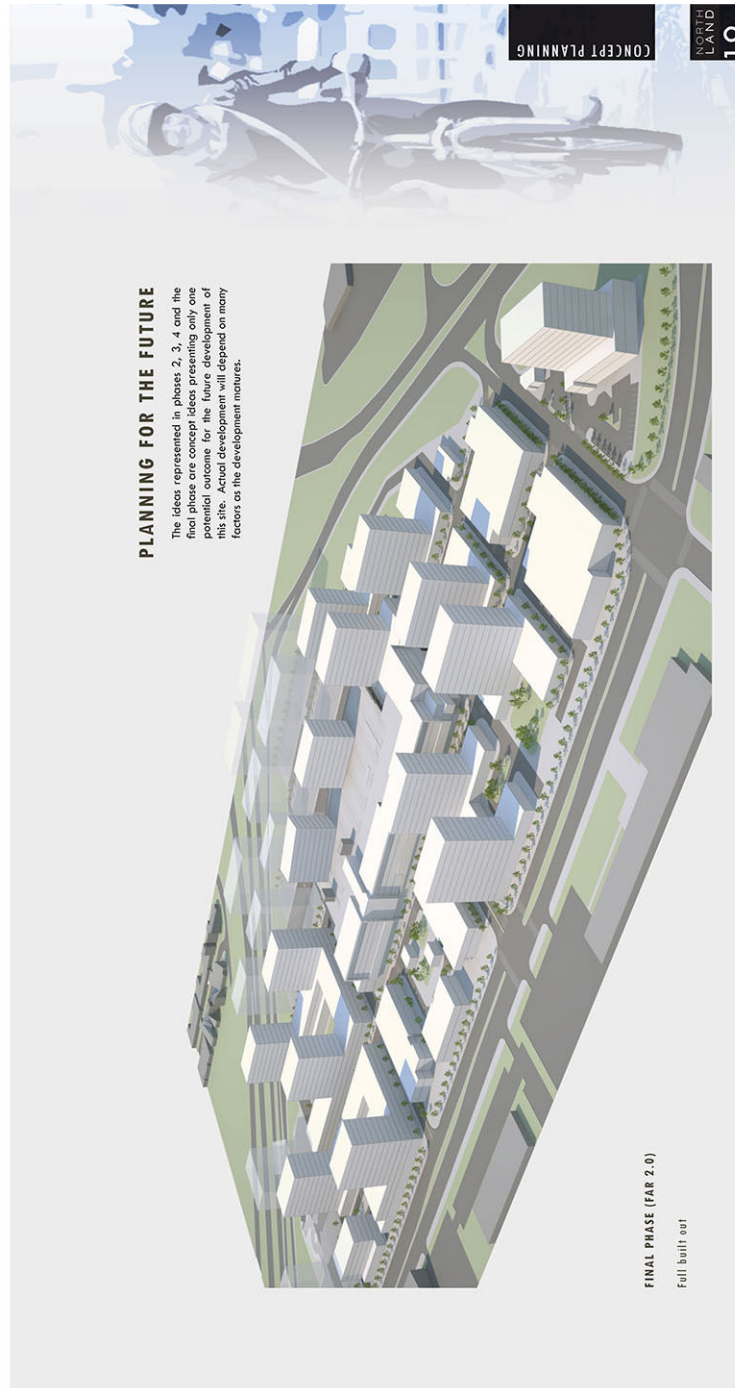
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PARKING CONCEPT

The goal of this phase of the development is to balance the parking needs of the retailers with the aspiration to consolidate the parking in a manner that supports and encourages pedestrian activity. We are proposing the use of an above grade parking structure, tucked behind our retail buildings to provide approximately 60% of the required parking. We propose limited use of underground parking due to the existing soil condition and high water table that significantly increases the cost of these structures.

Surface parking is retained in the initial phase of the development. The parking in front of the retail buildings is retained to provide a buffer between the retail buildings and the industrial area. Surface parking is also retained to provide access to the McDonald's parcel and existing Best Buy (lease obligation).

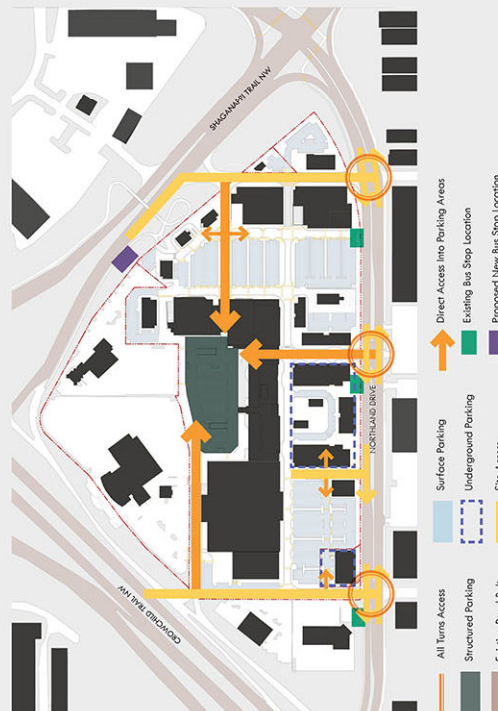
It should be noted that the proposed development scheme is outside the "comfort" zone of most retail tenants and the provision of some parking is required in this phase to attract them to the development. The master plan for future phases shows how these surface parking areas will be transformed into future building sites. In the interim the existing surface parking areas will be enhanced with extensive landscaping and pedestrian connectivity.

VEHICULAR TRAFFIC

While focusing on the pedestrian environment within the site, the traffic concept allows for efficient movement and safe accommodation of pedestrians, cyclist and vehicle alike.

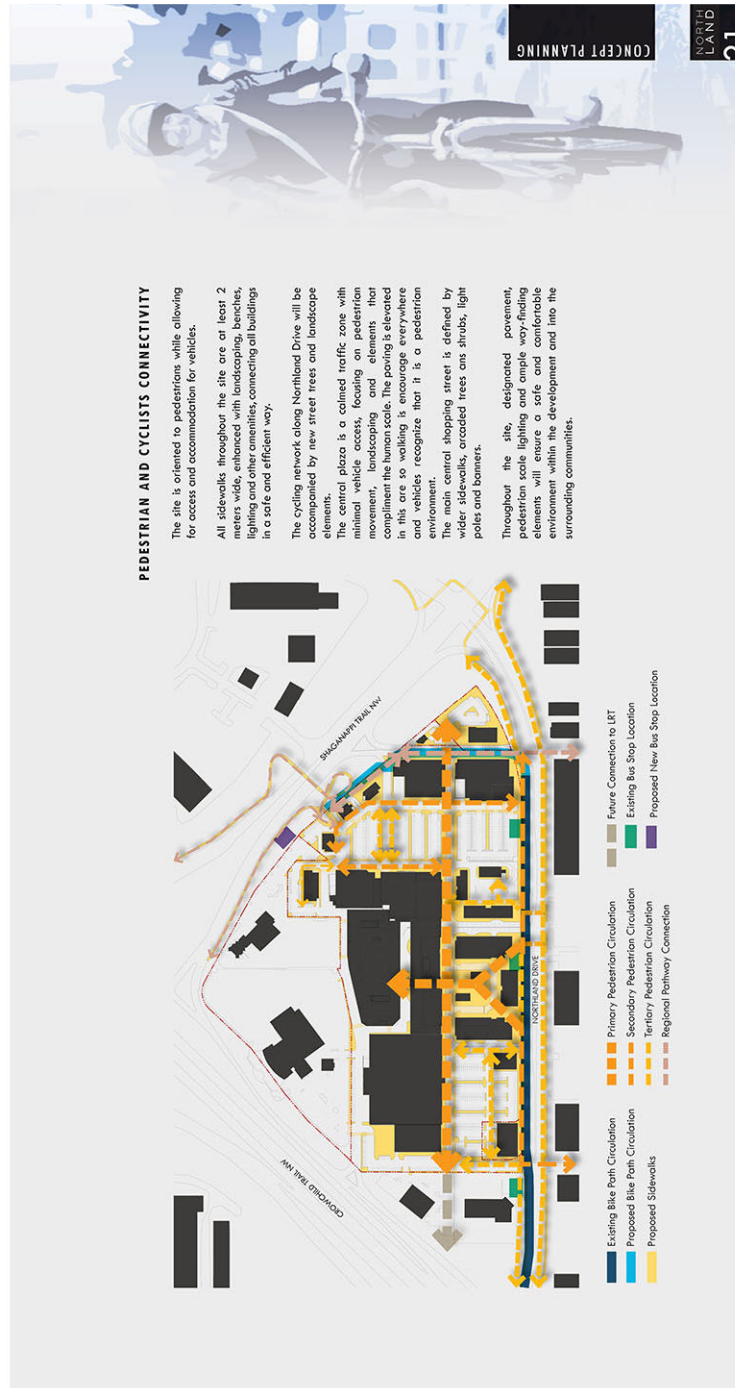
Within the existing access points into the site, traffic will be directed into several parking pools at the perimeter of the site, leaving the main central street free of thru-traffic. The parking structure is visually concealed by the massing of the adjacent buildings.

A large structured hidden parkade at the back of the site (west edge) will accommodate almost sixty percent of the required parking stalls. If arriving by car, direct access to ramps will take you up into the parkade. Once you have parked your vehicle you will be directed to a high quality common space that will take you to the heart of the site. Several smaller below ground parkades will take vehicles off the surface and allow for a better pedestrian environment. The surface parking lot will be enhanced with landscaped sidewalks, ample lighting and trees.



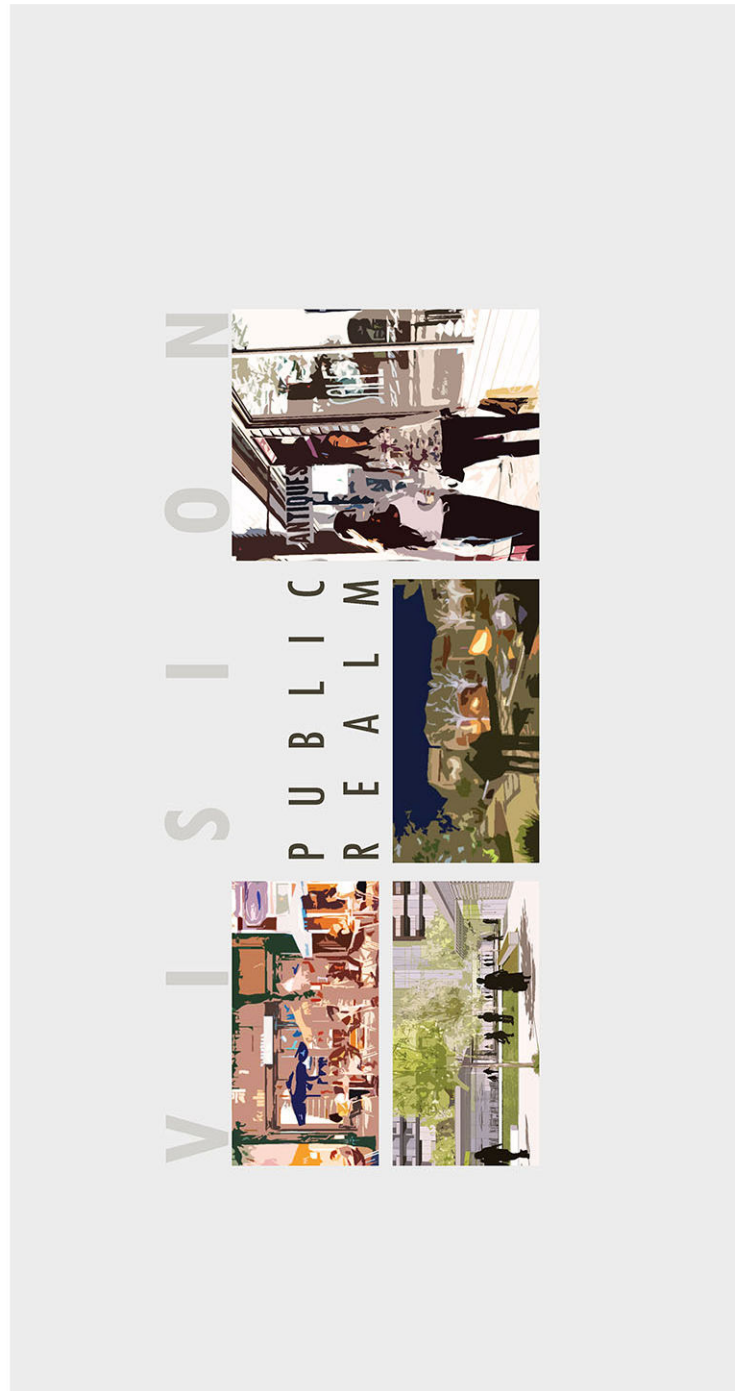
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PUBLIC REALM CONCEPT

The proposed urban grid includes a new active and vibrant shopping street that opens up into a public plaza.

The central Plaza will be venue for the community to gather, play, socialize, eat, shop, meet, work and relax.

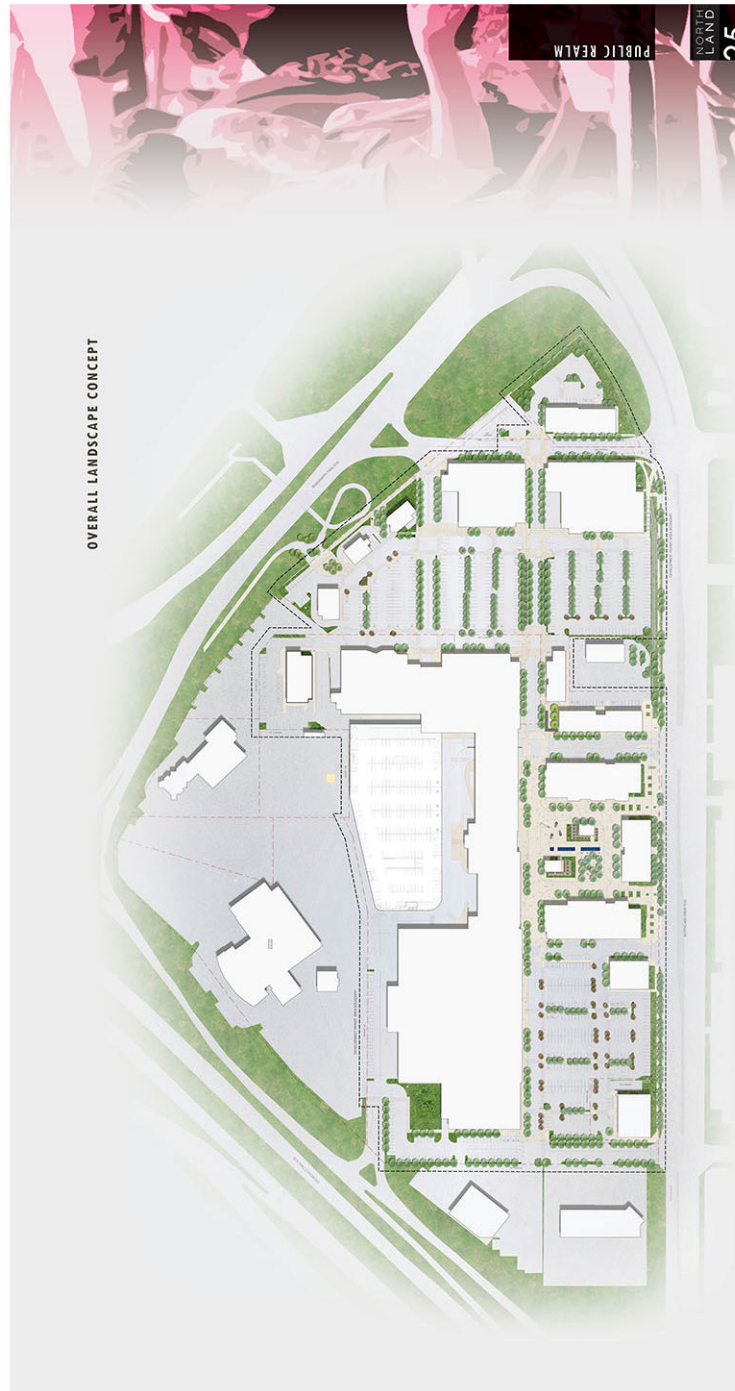
The Avenue, the main central street, is an active street with mixed uses, parking, recreation amenities, such as benches, trash receptacles, lamp posts and some parallel parking. Future phases will complete The Avenue with additional mixed-use buildings.

Extensive site amenities are proposed to emphasize the character of the public realm. Site elements such as lamp posts, varying paving material and patterns and landscape elements will be integrated into the site design and offer a clarity of orientation for all site users, in particular pedestrians.



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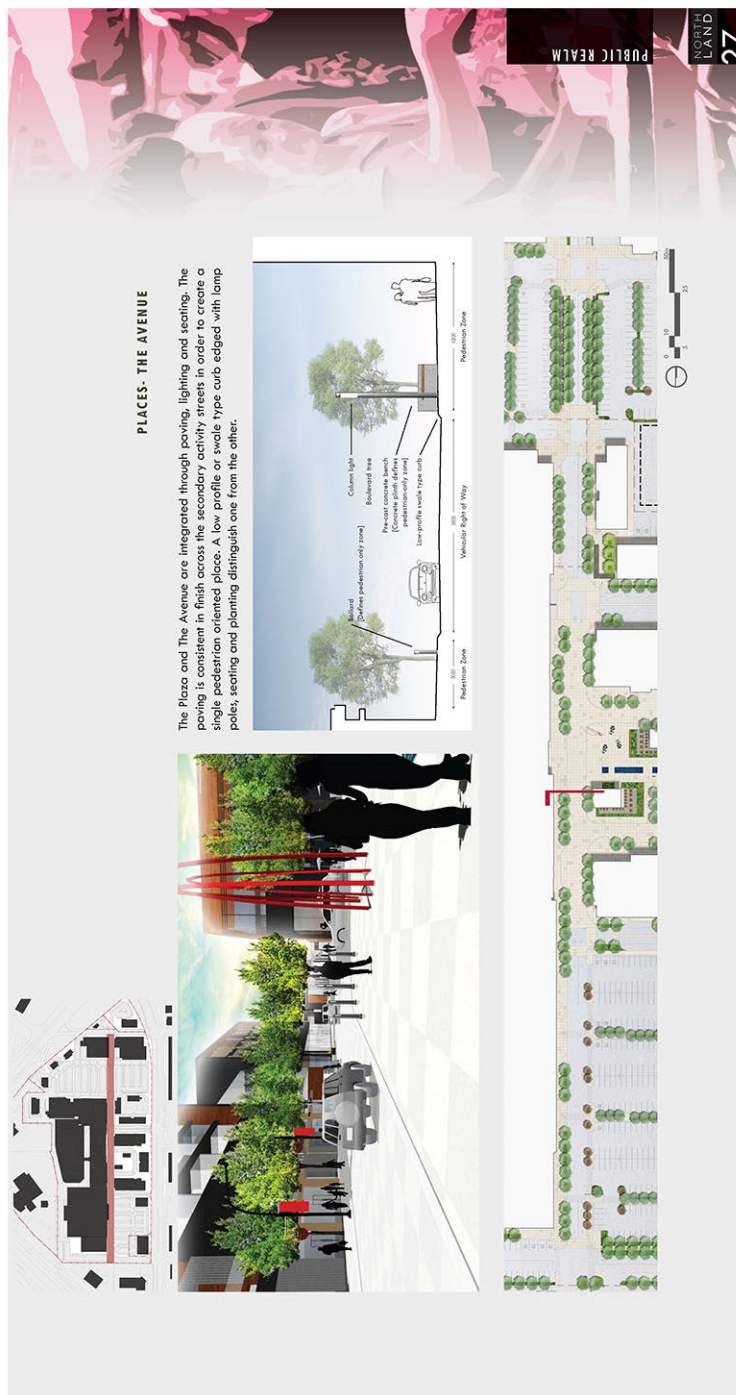
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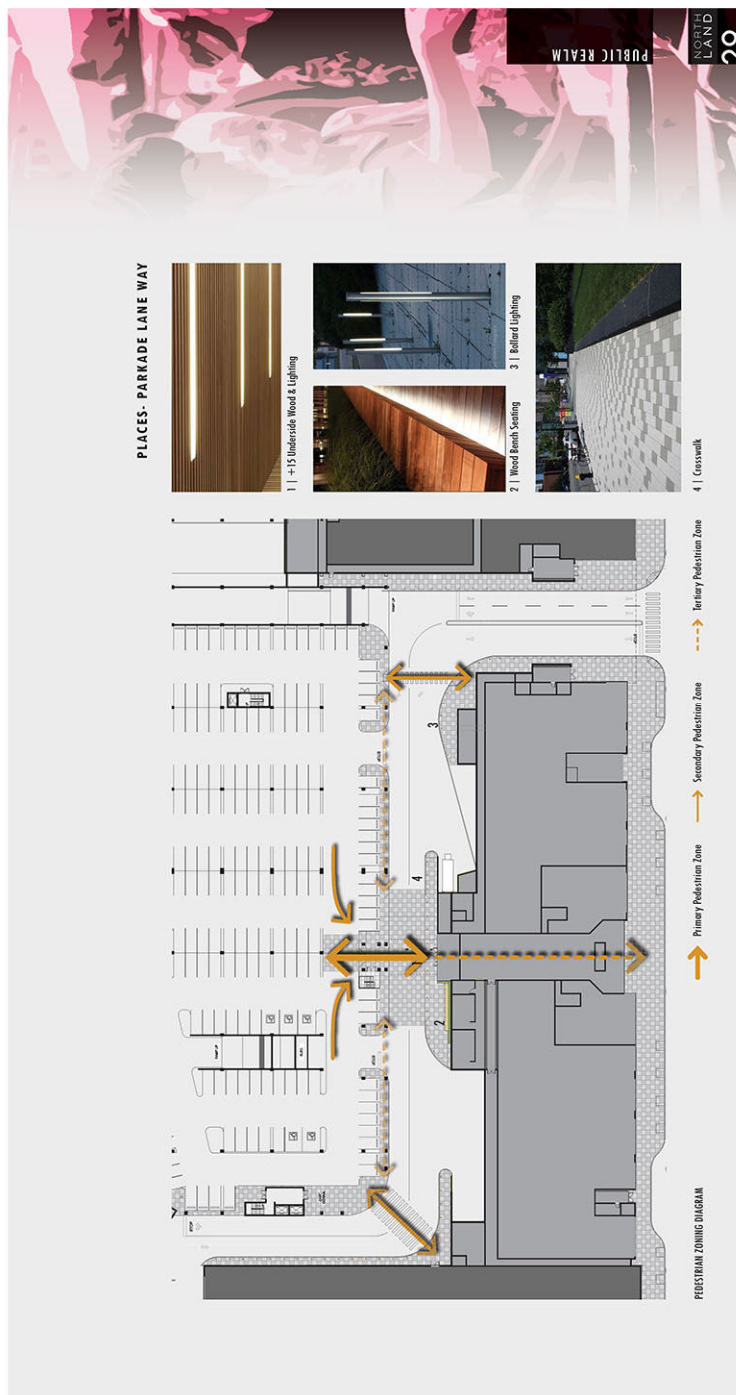
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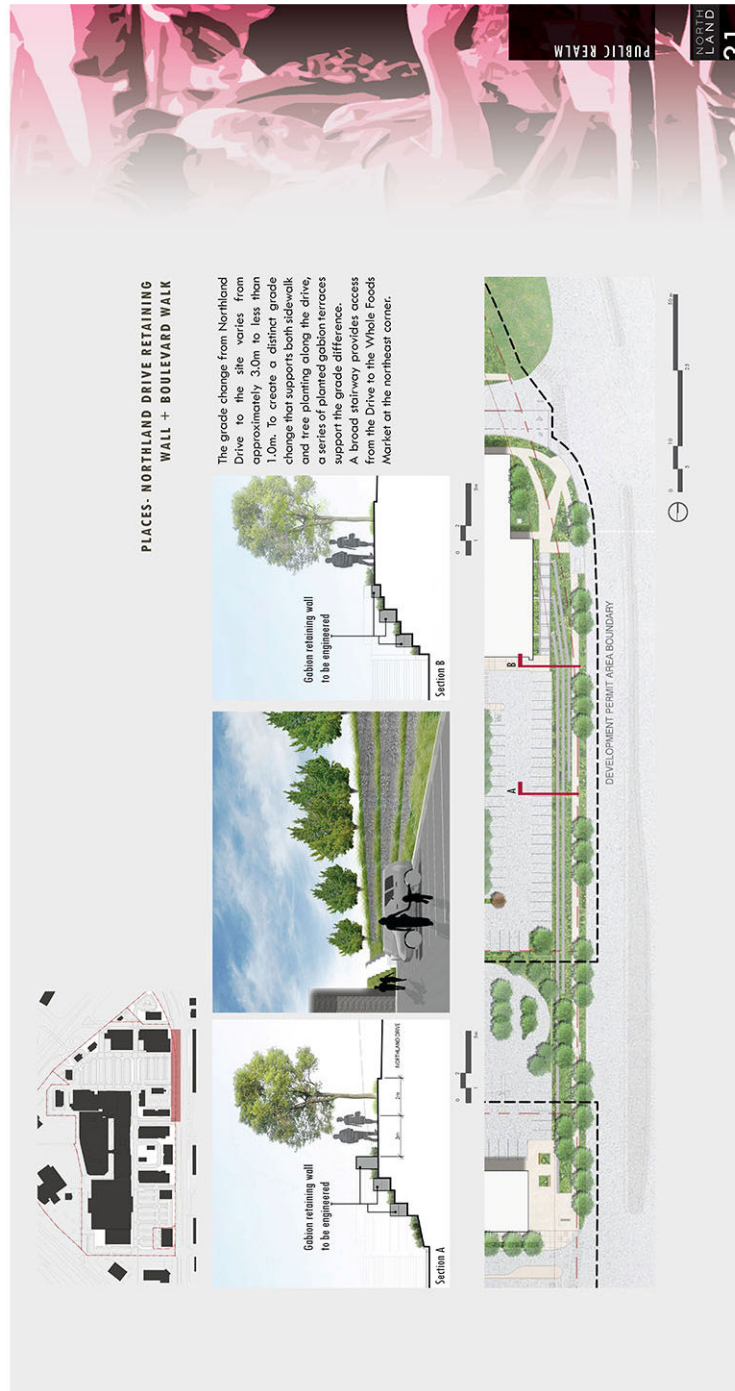
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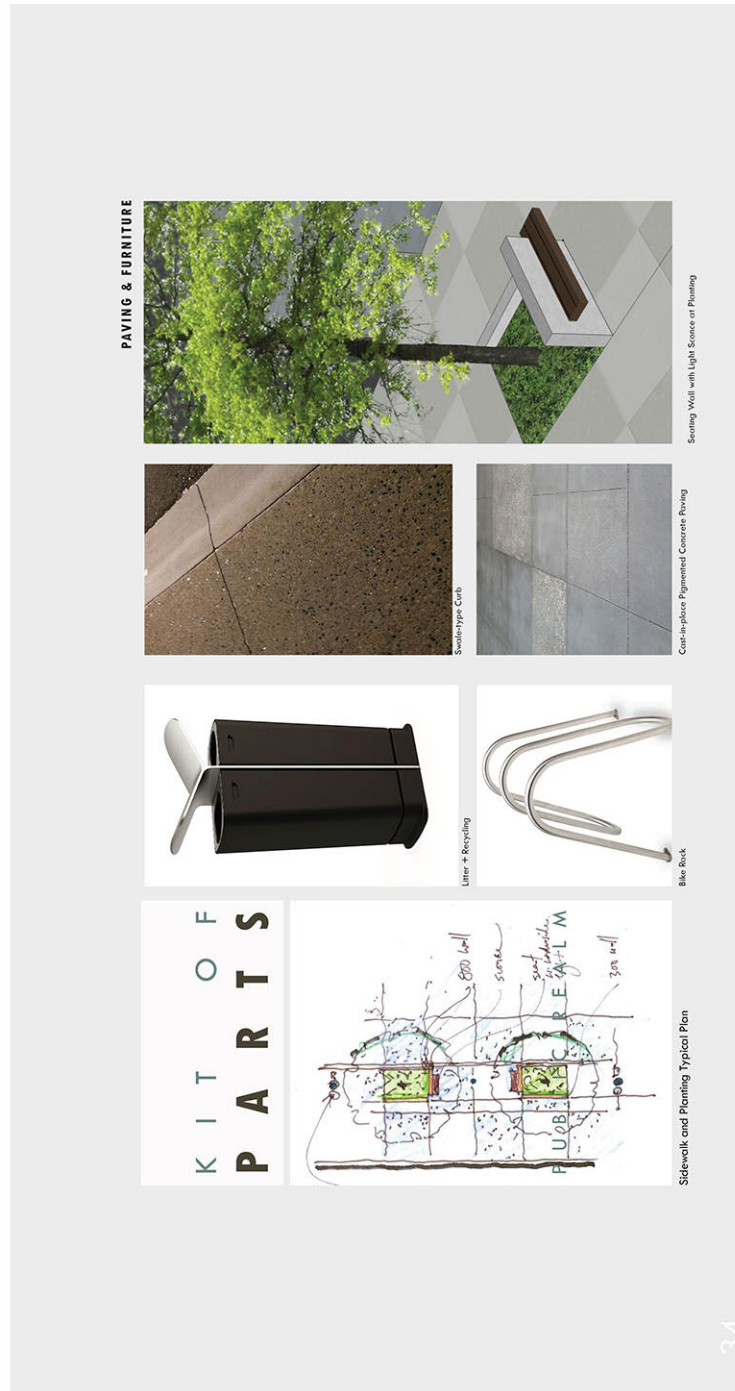
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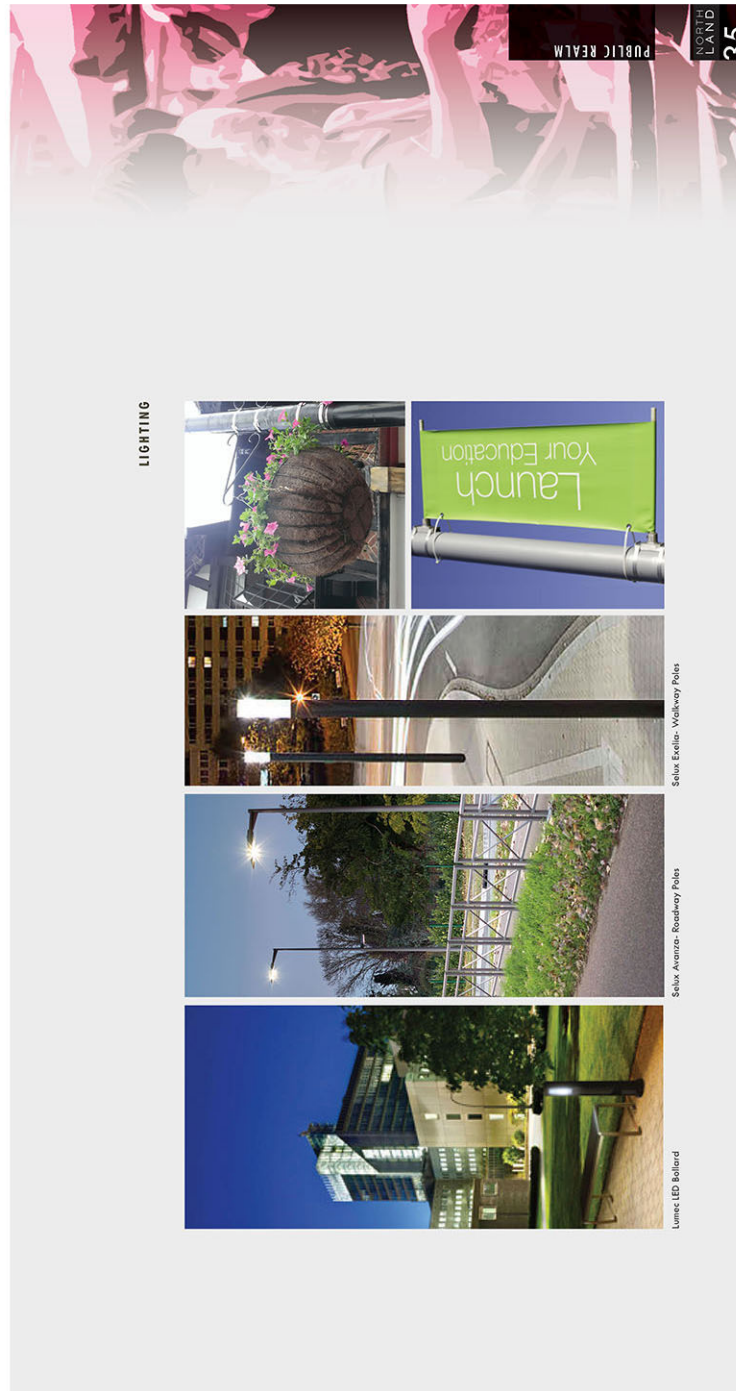
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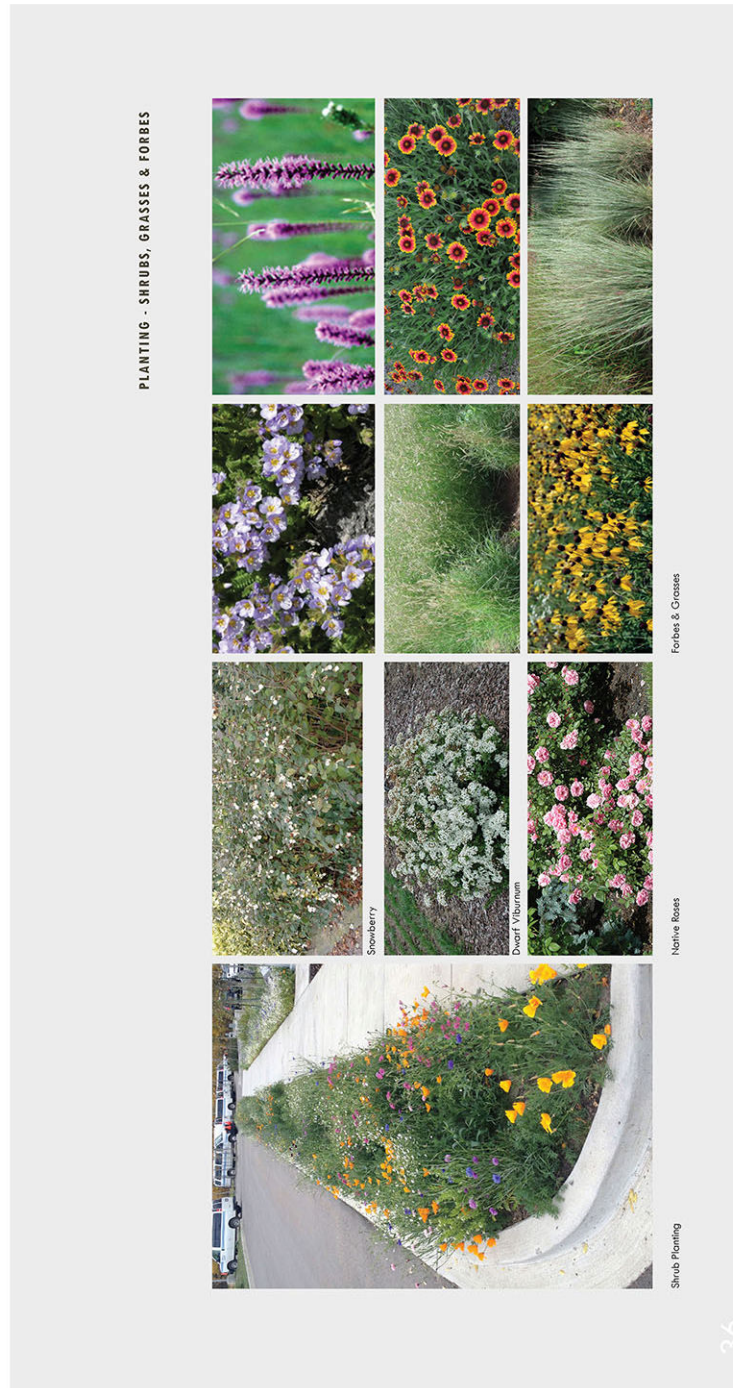
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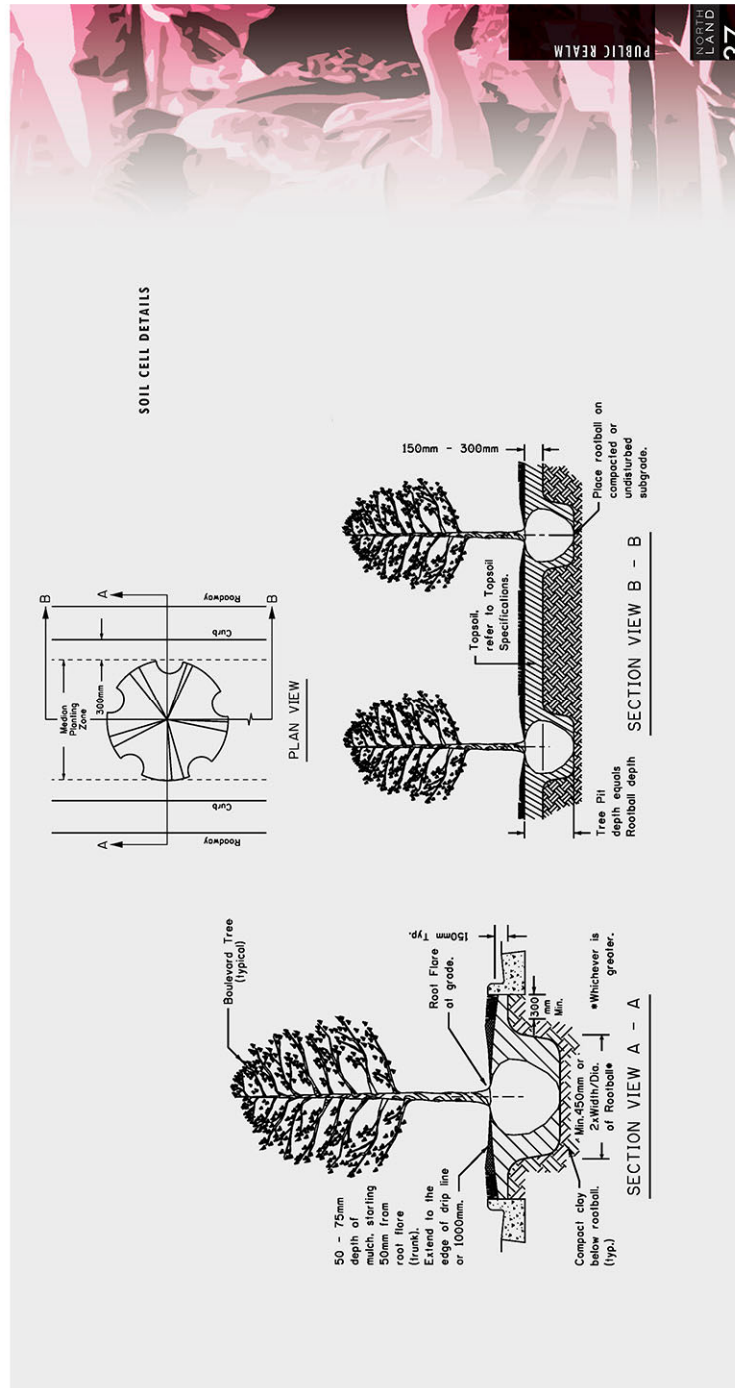
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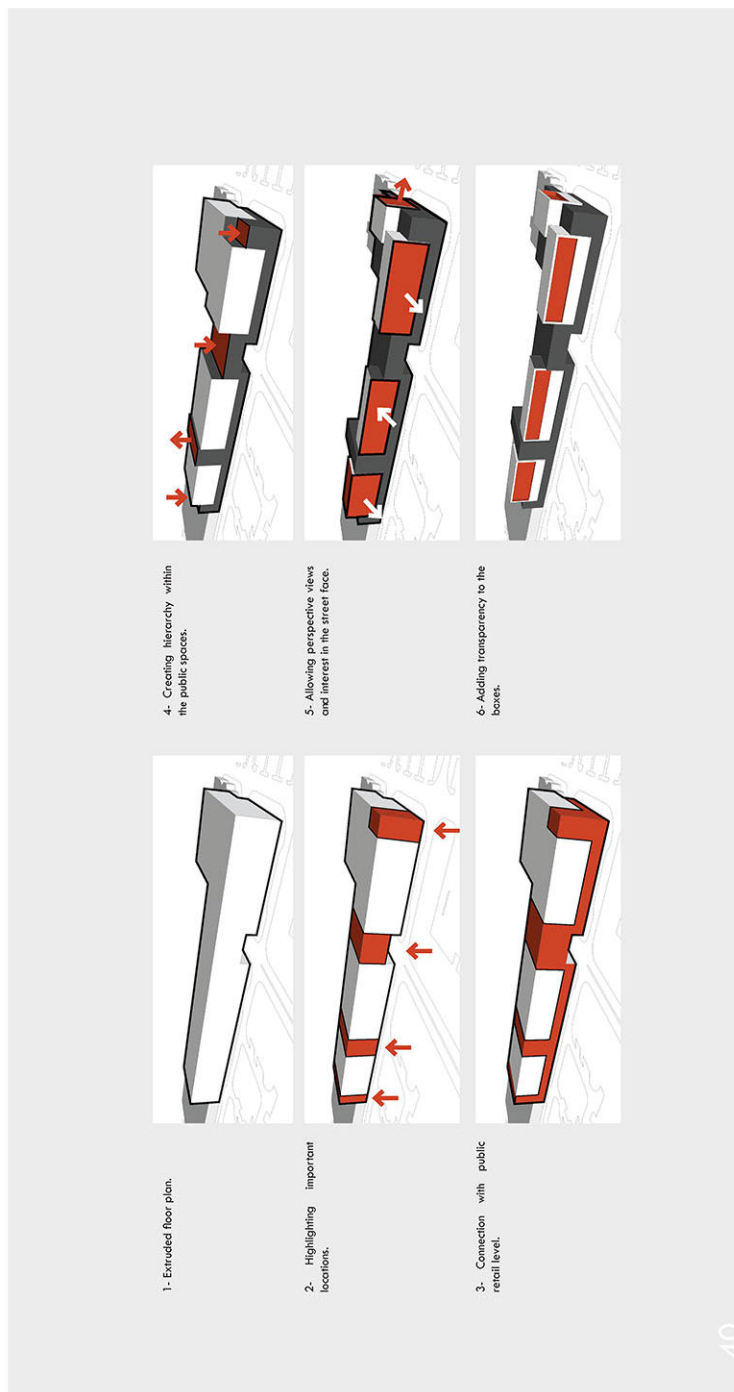
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BUILDING MASSING

The "Westblock" (Buildings 4, 5 and 6) is the backdrop and main architectural piece of the development. The east facade is aligned with the existing Walmart front and forms the western edge of the main street, the "Avenue".

The mix of uses and the long horizontal mass that is intersected with triangularly placed "highlights" form the massing of the block. The main focal point is the corner which connects the retail and office components. A level podium connects the block with the main shopping area. The Northwest corner and the main street entrance into the development mark further highlights along the "Avenue".

The retail use and the main atrium as well as the corner elements want to be light and highly transparent, public spaces while the residential and office component can be framed into a box form to create a more private, less public space. This provides order to the complexity of uses.

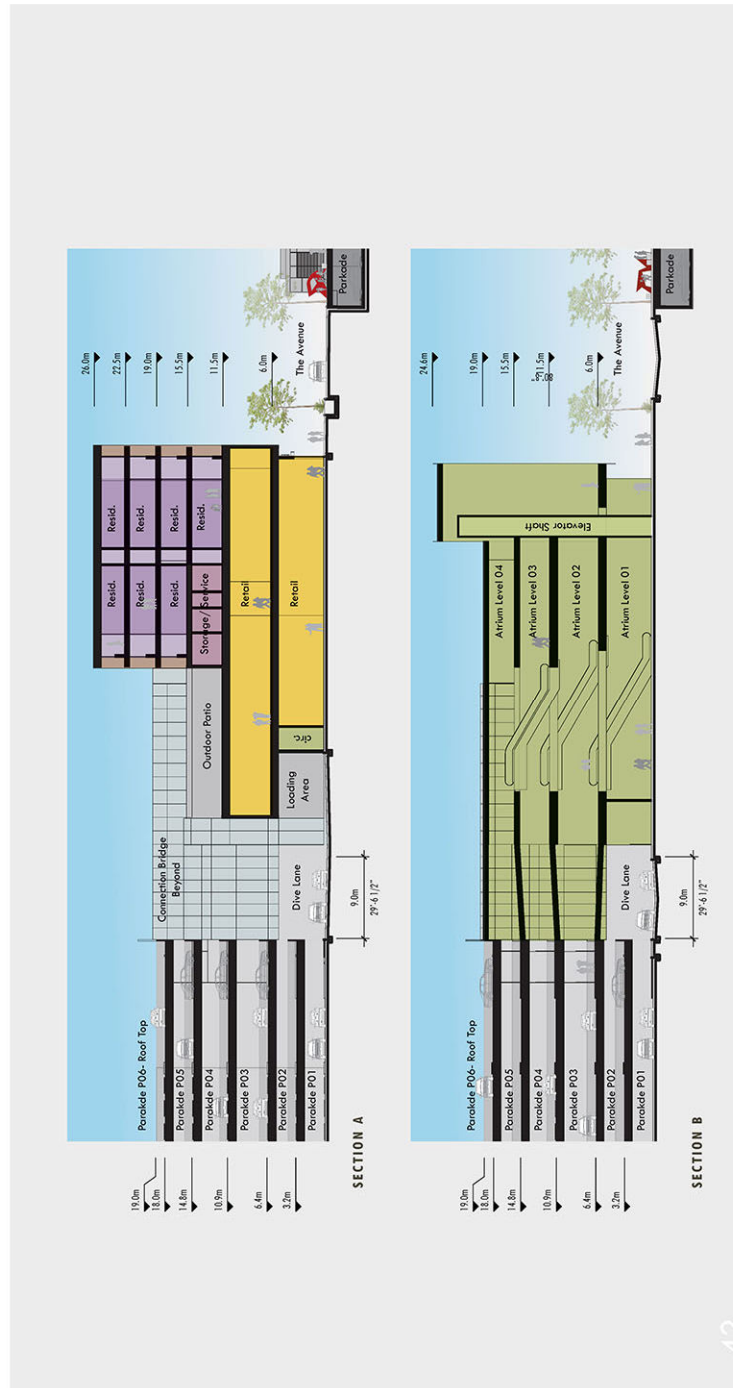
The contrast of the light, transparent base and the strong, dark boxes inset into the base compose the concept of the massing. Each in its own cadence, the dark boxes and the transparent retail main level form a rhythm along the main street and create a unique and interesting pedestrian environment.

The architectural character of the Westblock spreads into the entire development by using related materiality and massing concepts.



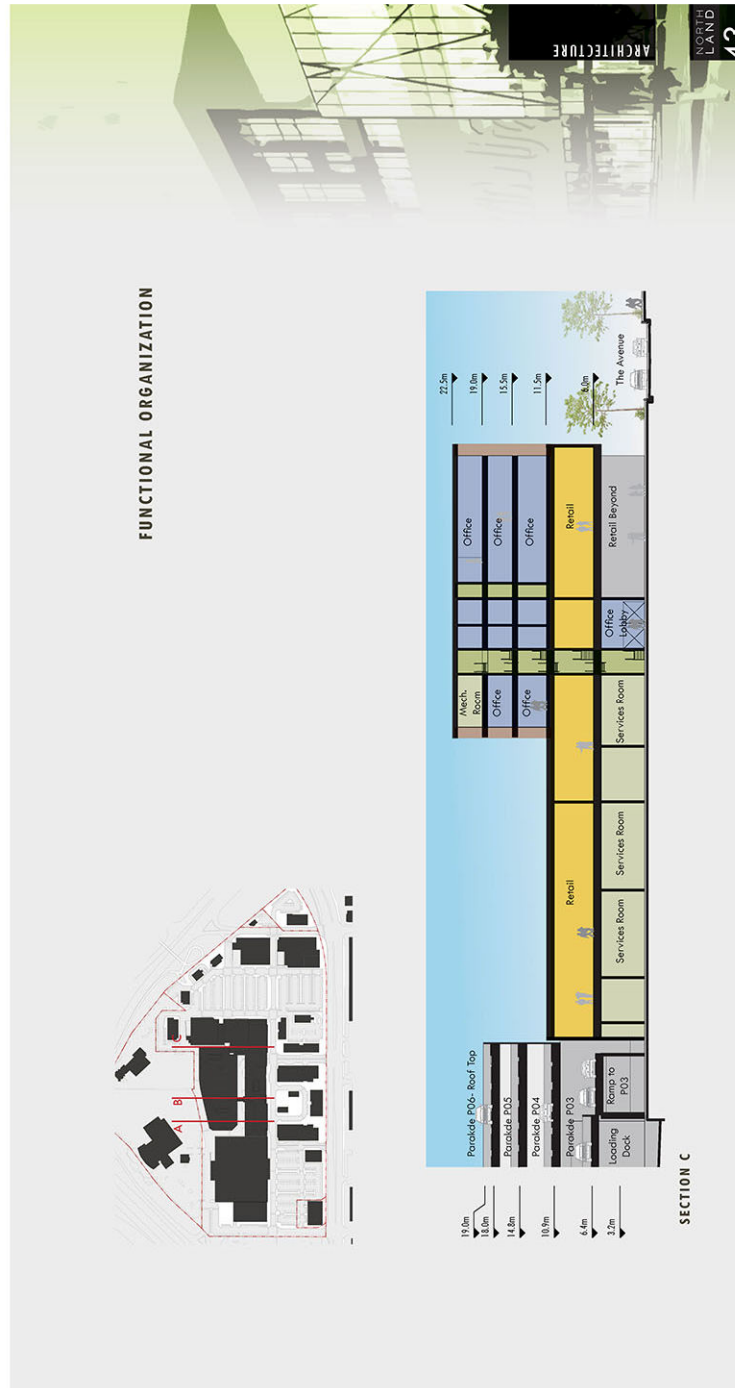
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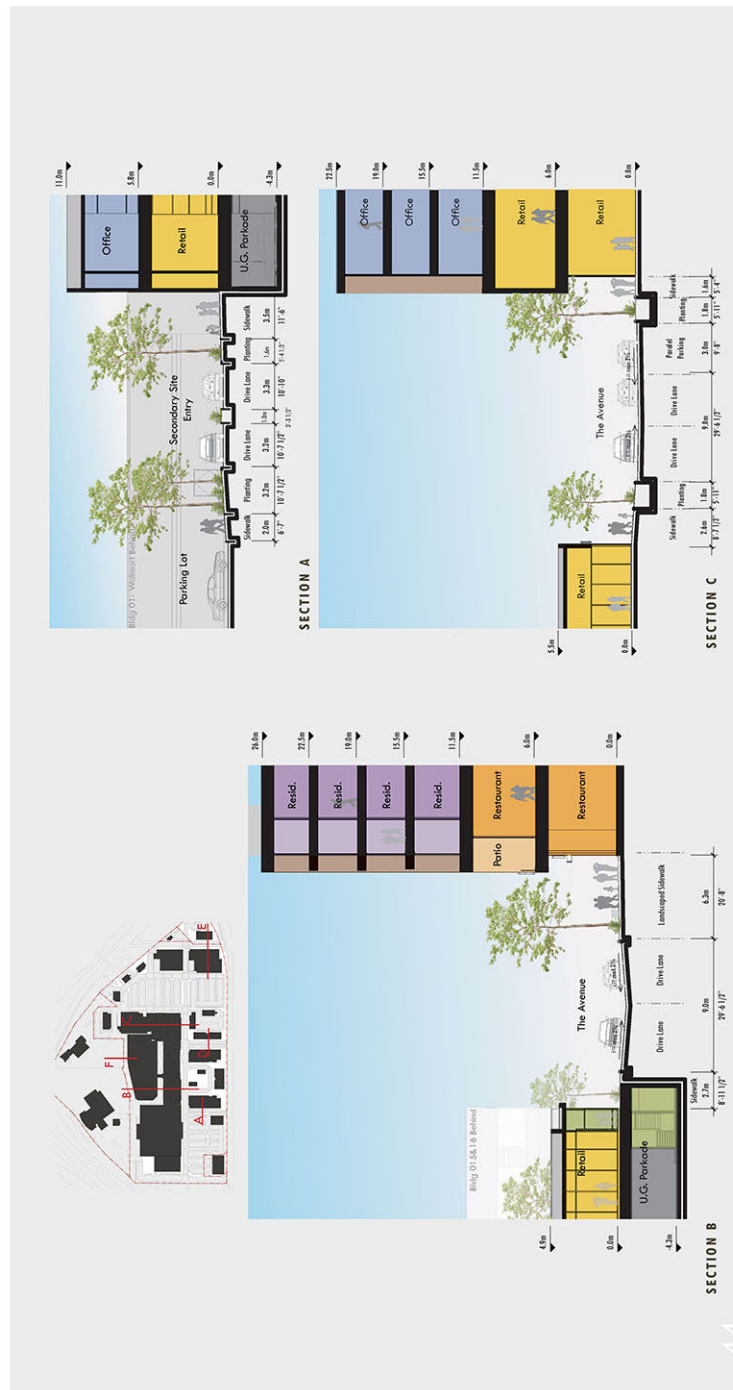
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Northland is striving to be a place that is current in many ways. The format of its layout is striving to set the stage for **contemporary living as well as for sustainable and smart growth**. The Architectural Language supports these goals. Clean lines, sophisticated lighting, simple forms mix with rich, warm materials, dramatic and mood setting lighting. Modern forms mix with familiar, tactile, friendly and high quality materials. Modern materiality is used along with contemporary lighting for intrigue and interest in the evening. The retail environment is woven throughout the development and provides a fabric that connects the public realm. It animates the site and offers versatile options to the users. The retail is highly glazed and transparent creating a safe and friendly atmosphere. The storefront heights are high to provide a contemporary, modern feel. They are glazed and controlled to provide a high quality design feel throughout the site.

ARCHITECTURAL
LANGUAGE



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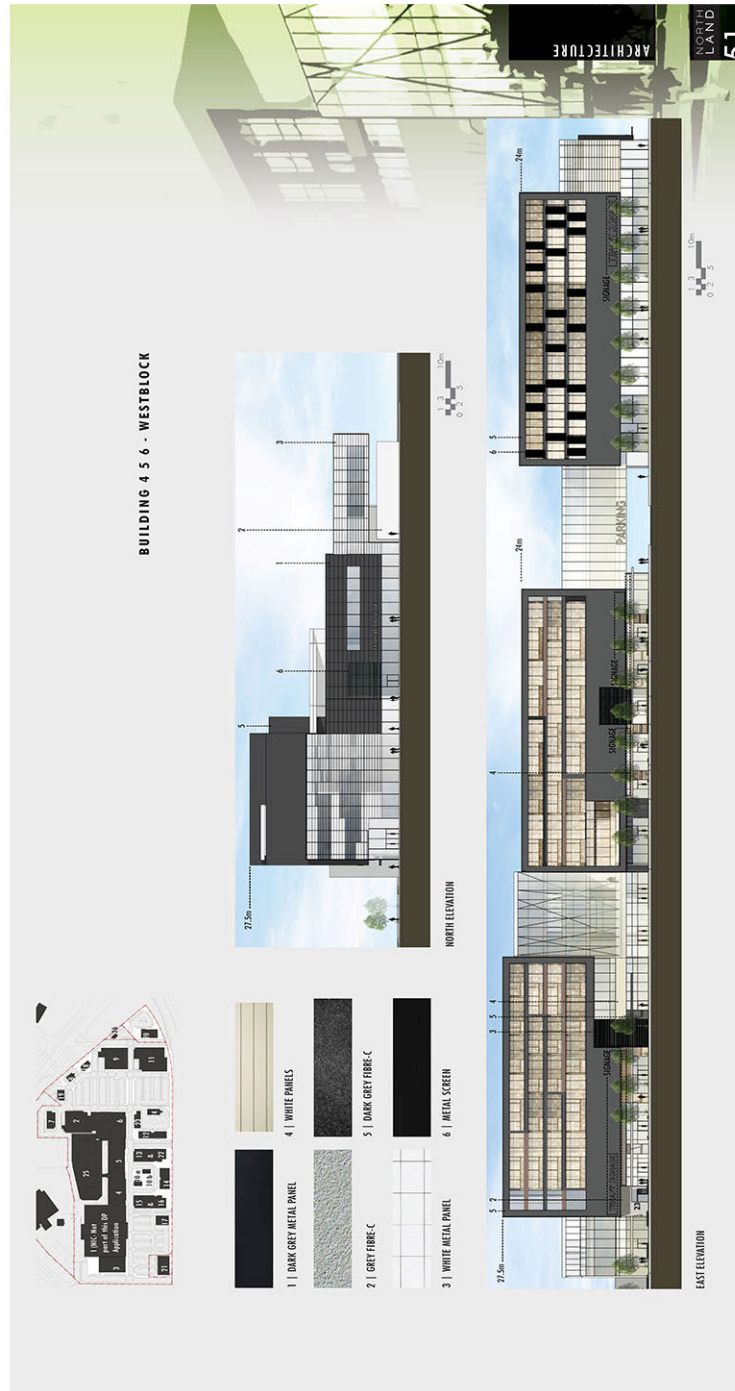
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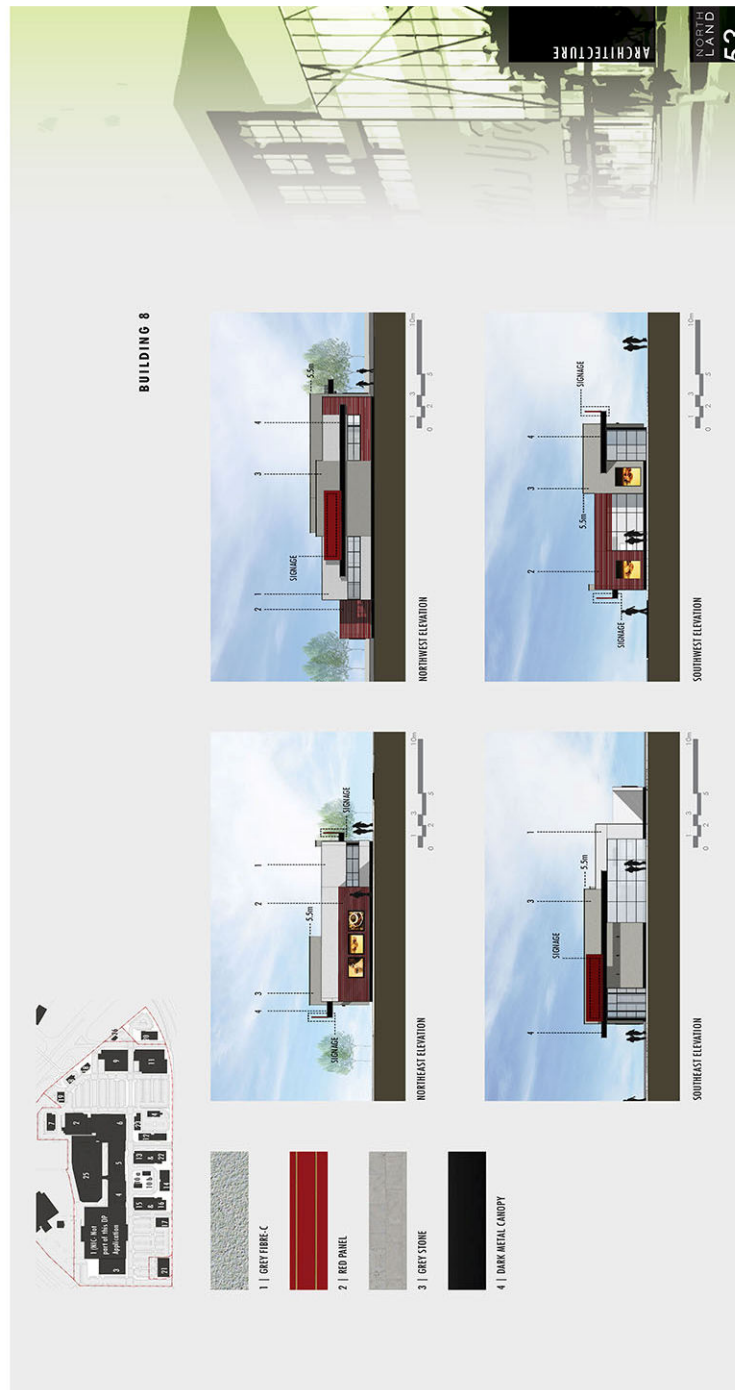


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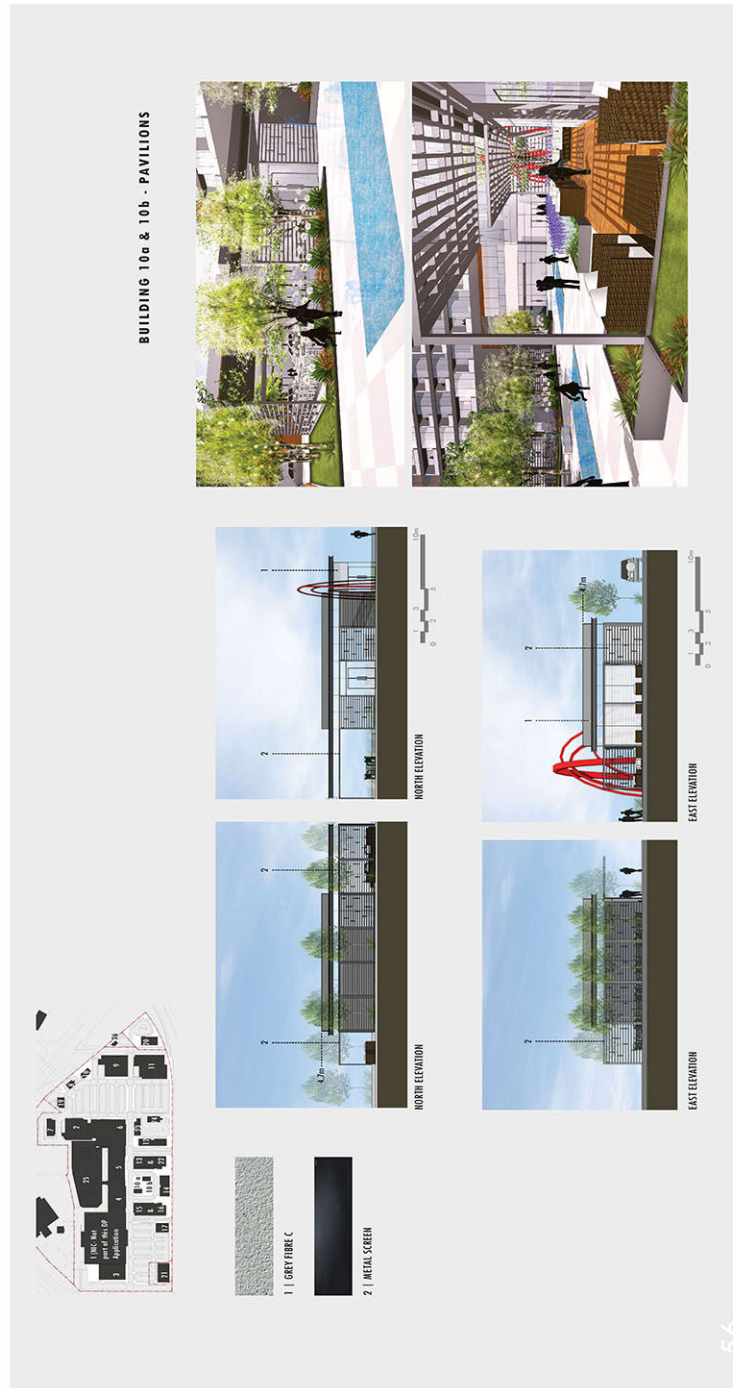
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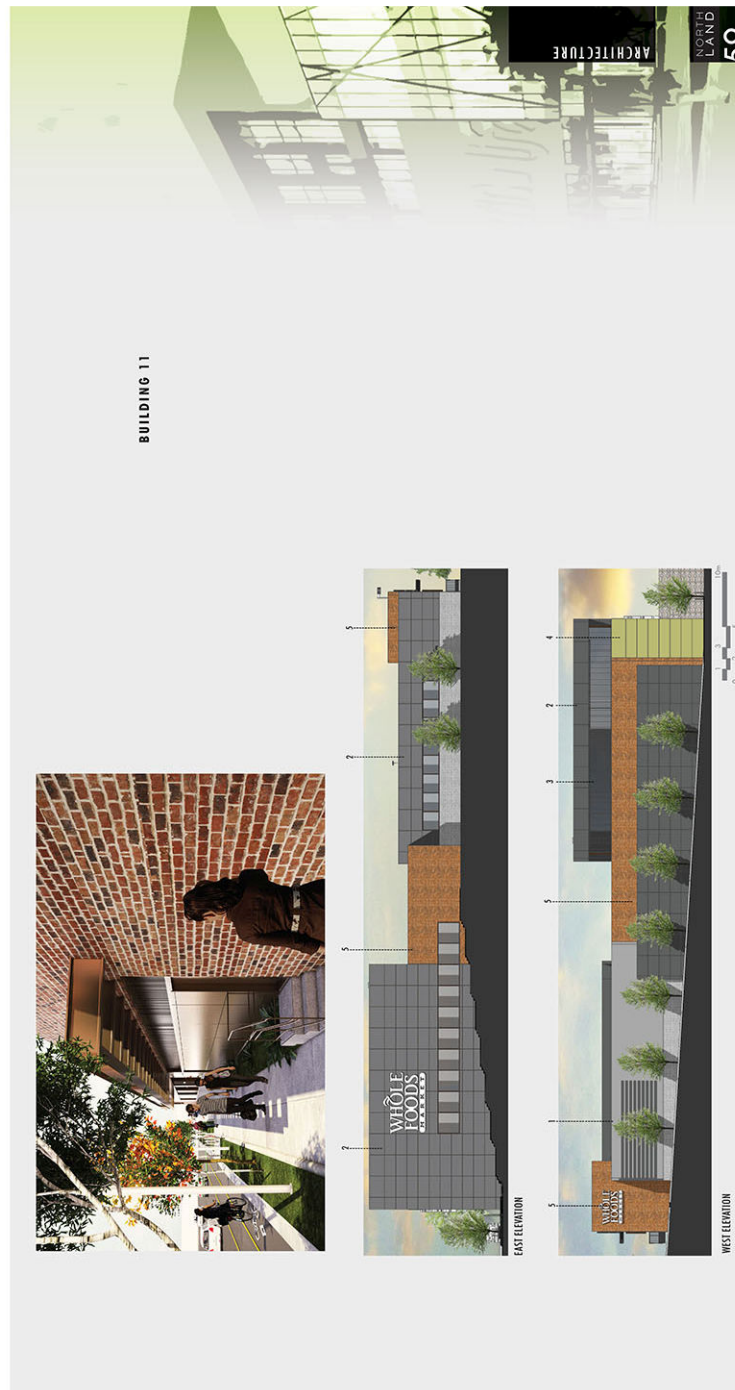
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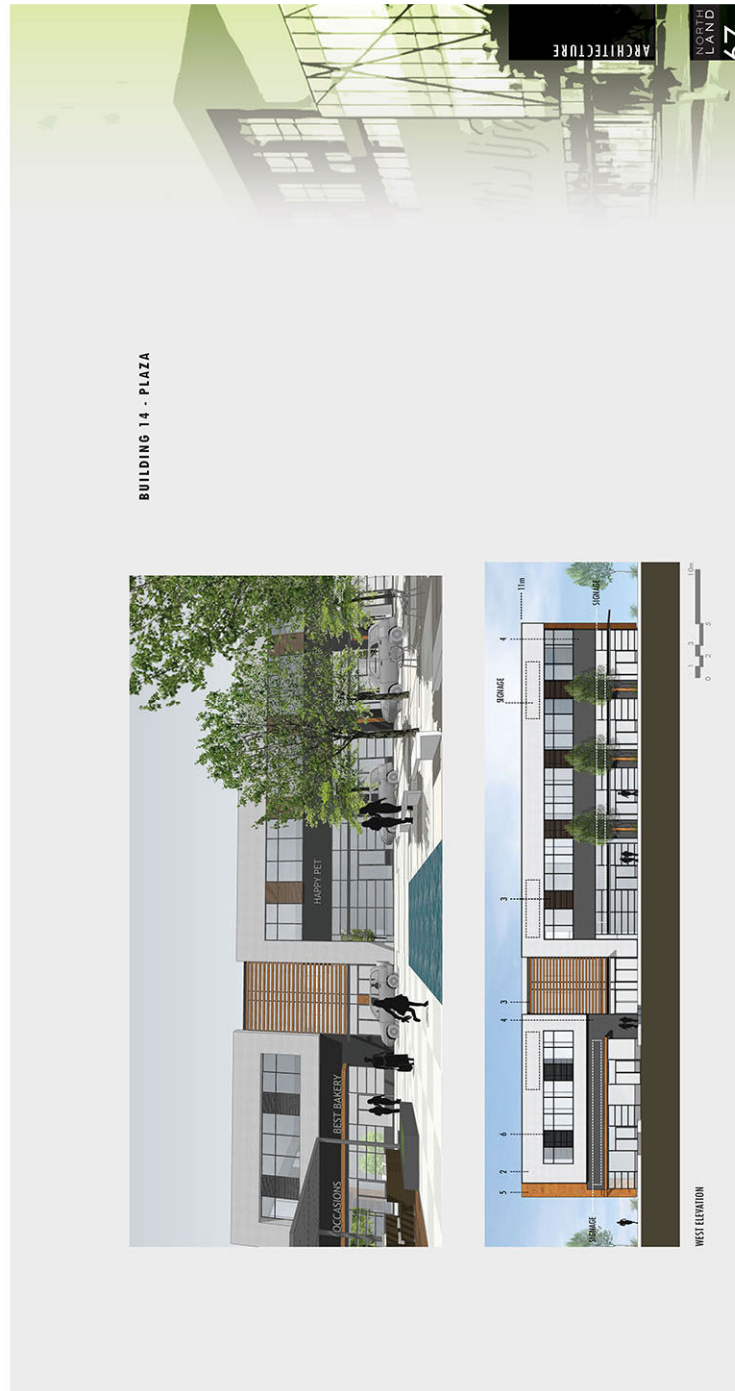
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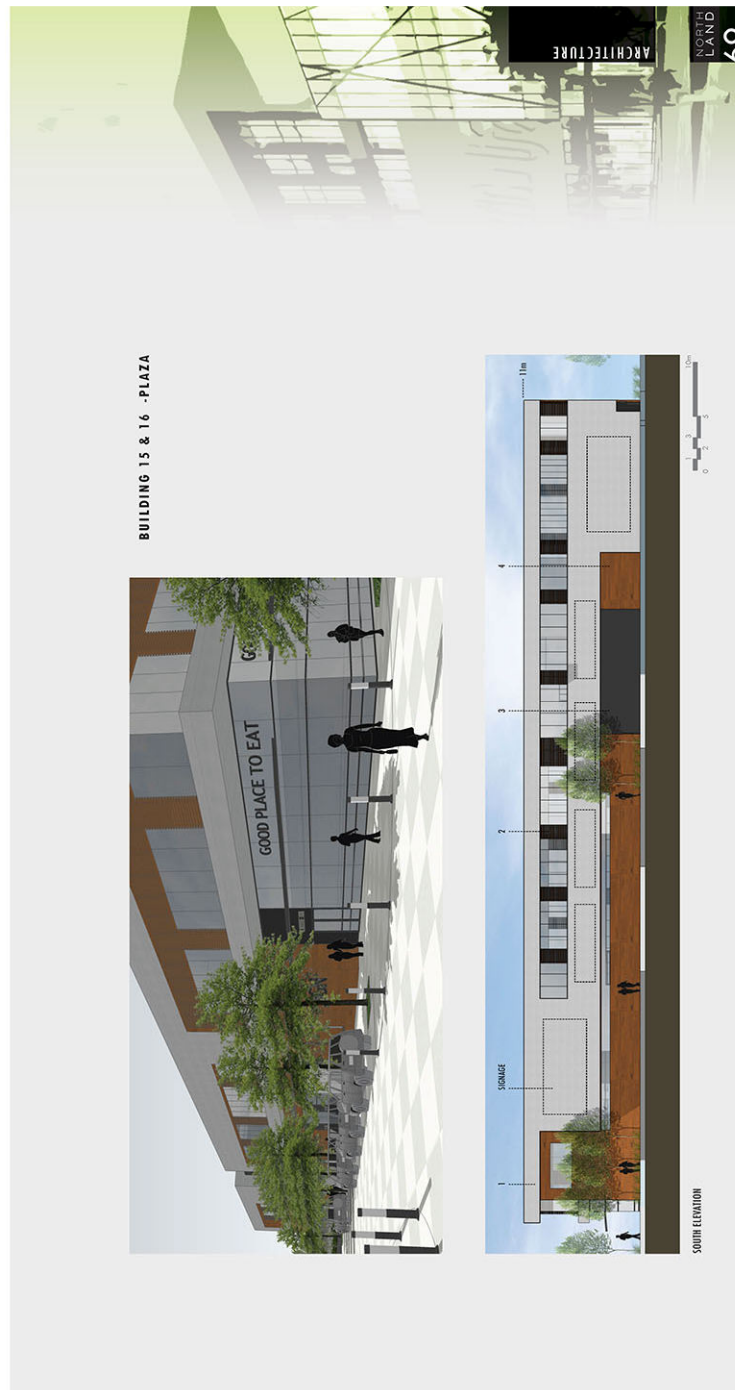
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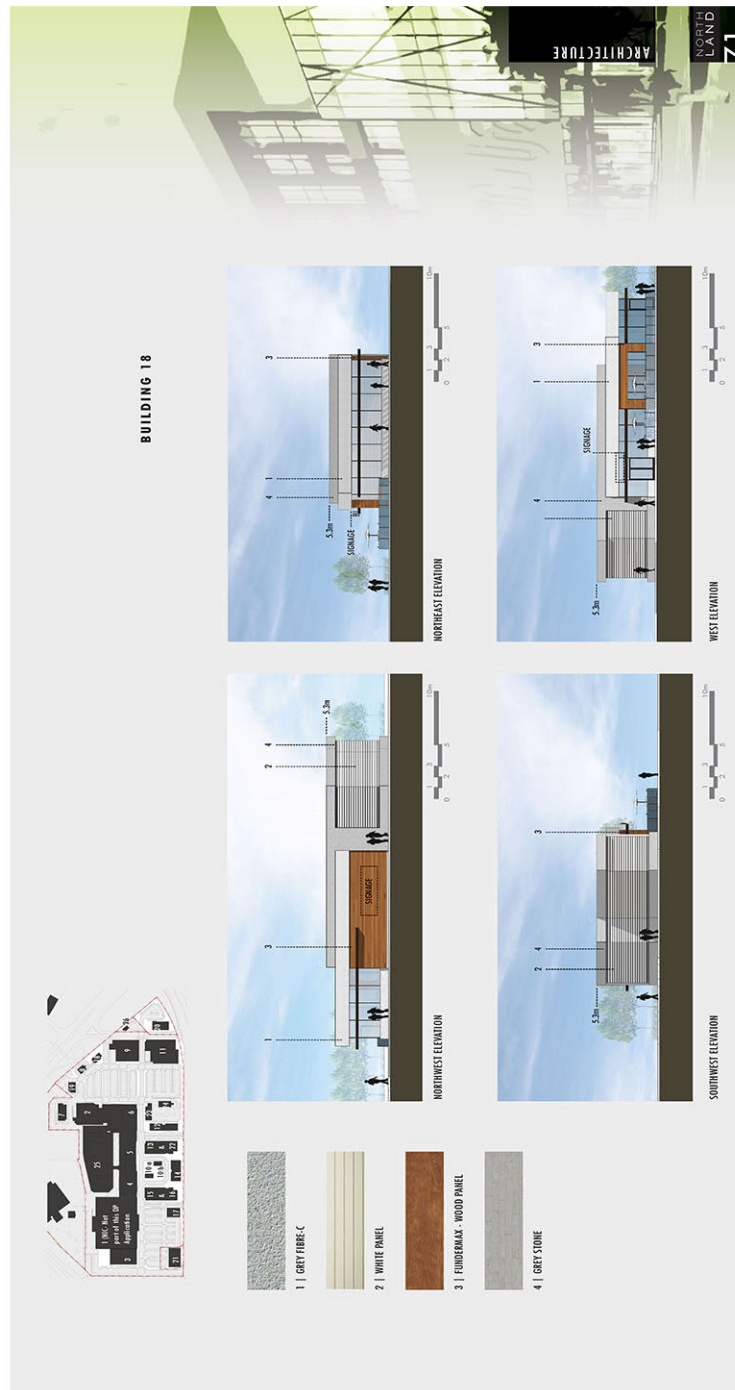
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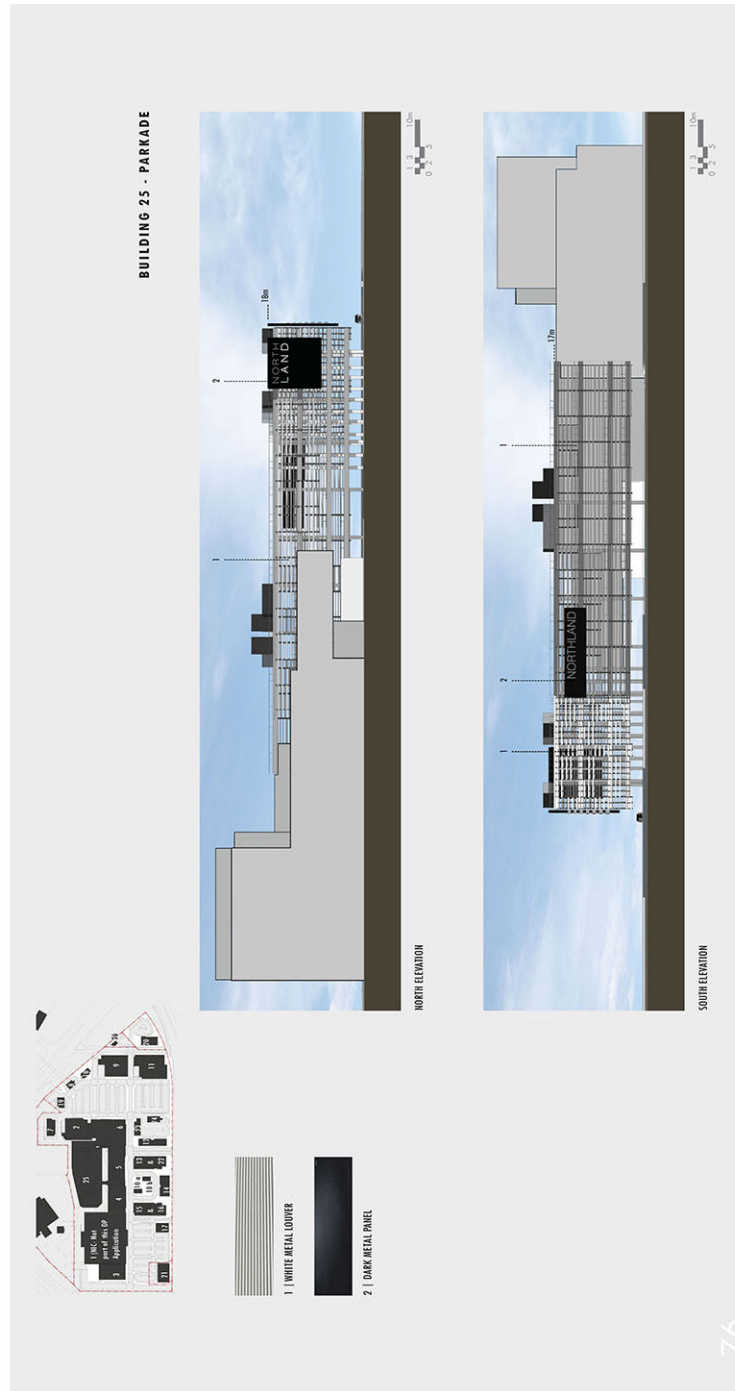
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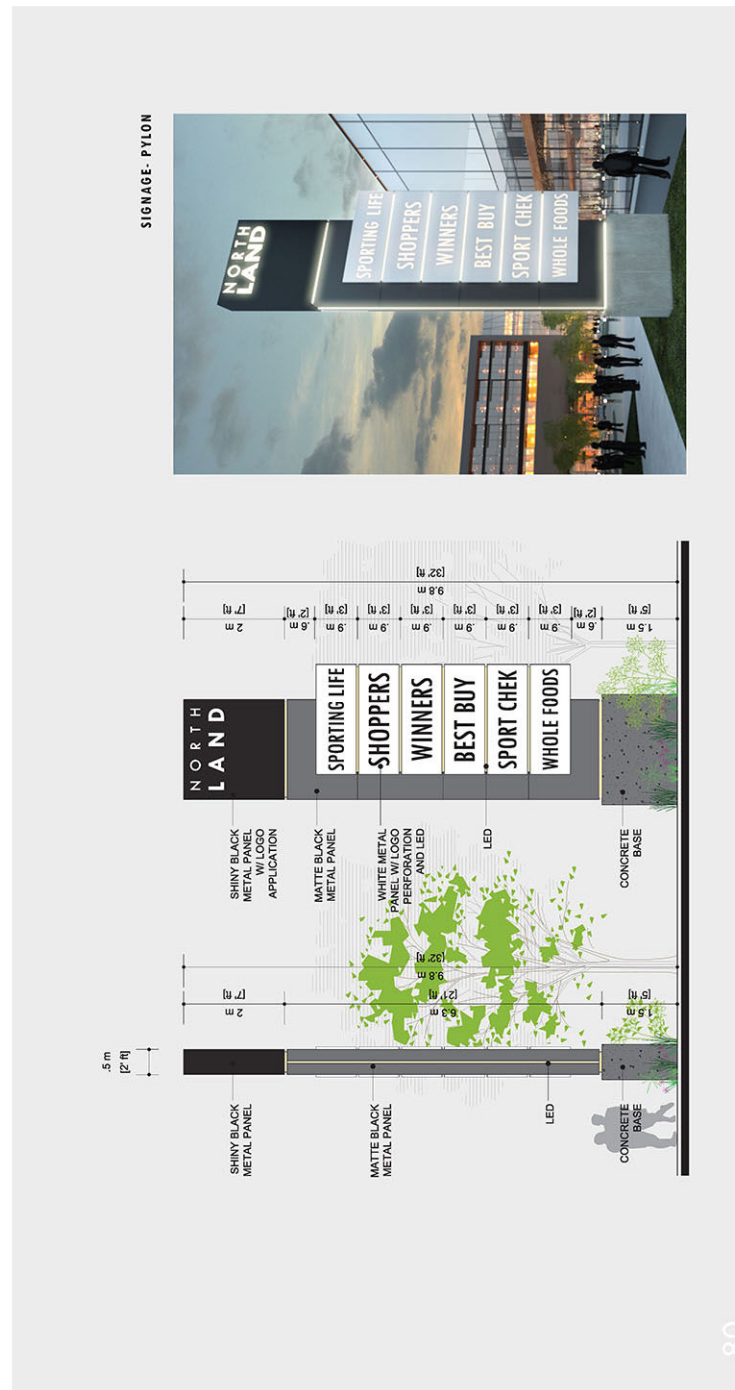


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