

Proposed Amendments to the Bridgeland-Riverside Area Redevelopment Plan

1. The Bridgeland-Riverside Area Redevelopment Plan attached to and forming part of Bylaw 11P80, as amended, is hereby further amended as follows:
 - (a) Amend Figure 3 entitled 'Generalized Land Use' by changing 1.93 hectares± (4.77 acres±) located at 10 – 11A Street NE from 'Institutional' to 'Urban Neighbourhood' as generally illustrated in the sketch below:

Figure 3

Generalized Land Use

Legend

- Plan Area Boundary
- Urban Neighbourhood
- Non Family Oriented Development
- Institutional
- Open Space
- Park



- (b) In Part 2, Section 3 Residential Implementation, after Policy 20.1 add the following:

“20.2 Urban Neighbourhood (10 – 11A Street NE)

This site, identified as Urban Neighbourhood, is intended for higher-density development to accommodate primarily residential uses as well as a revitalized facility and offices for the Canadian National Institute for the Blind (CNIB). The site will provide for public spaces and pedestrian connections through the site to improve connectivity for existing and future residents in the area and connect to the existing fabric of open spaces and pathways adjacent to the site.

Land Uses

- a) Development on the site should contain a mix of uses including residential, office, and commercial/institutional uses. Development on the eastern half of the site should be primarily residential with active uses at grade including commercial/institutional uses and may include a mix of market and affordable housing. Development on the western half of the site should be a mix of office/commercial and residential uses.
- b) A minimum density of 150 units per hectare should be achieved on the overall development site.
- c) Active uses are encouraged on the ground floor of development throughout the site. Less active commercial uses, such as offices, should be discouraged along the ground floor of development facing a public street.
- d) New development along the northern edge of the site should be designed to provide an active edge to the adjacent open spaces.
- e) Street-oriented uses along 11A Street NE are encouraged. This can be a combination of active commercial uses and street oriented residential development.

Building Height and Massing

- f) The tallest buildings on the site should be concentrated to the southeastern portion of the site and have a maximum height of approximately 27 storeys.
- g) Buildings should taper down in height to a maximum of 17 storeys on the northern edge of the site and 12 storeys along the western edge of the site.
- h) Building design above 12 storeys should minimize the impacts of height by implementing a podium and “point-tower” design with breaks between buildings, and with building step backs at various locations to reduce building bulk along the majority of the streetscape.
- i) The “point-towers” should be designed to maximize space between buildings and allow for sunlight penetration between buildings.

At-Grade Building Interfaces

- j) New development that interfaces with internal portions of the site should incorporate at-grade entrances, lighting, and landscaping to facilitate a

safe, active, and pedestrian oriented urban environment between buildings.

- k) At-grade amenity space should be located and designed to create linkages and a ribbon of open spaces that complement the public spaces adjacent and across the street from the site.
- l) Where feasible, parking should be provided underground. Any surface parking stalls located between a building and a street should be minimized and be designed with screening, soft landscaping, or other strategies in order to minimize the impact on the streetscape.
- m) Where a surface parking lot is provided, consideration should be given to allow this space to be used by the general public for temporary markets, festivals or other uses during non-peak hours.

Mobility

- n) Pedestrian connections within the site should be provided to connect with the existing and future network that generally connects Bow Valley Drive NE to Colonel Baker Place NE and the existing pathway along the southern edge of the property to the Bridgeland/Memorial LRT Station.
- o) Cycling connections within and/or adjacent to the site should facilitate connections to the Always Available for All Ages and Abilities (5A) Network, including upgrades and construction of missing links to service the site.
- p) At the development permit stage, a north-south pedestrian connection should be established through the site that provides connectivity from Nina Gardens NE to the pathway adjacent to Memorial Drive NE.
- q) New developments should include a minimum 2.0 metre wide throughway along all sidewalks to enhance mobility for all users.
- r) Vehicular access should be located strategically to minimize interruptions along the public sidewalk and potential conflicts between vehicles and non-motorists.
- s) Sidewalks, pathways, and building entrances should be designed to be highly visible and free and clear of obstruction, with appropriate placement of street furniture to improve mobility for all users, including the visually impaired.

Interface with Adjacent Open Spaces

- t) New development should minimize shadowing impacts by using setbacks and stepbacks, along with other building design strategies.
- u) New development should provide a shadow study and perspective renderings at the Development Permit stage to demonstrate building massing does not create significant shadowing impacts on the Municipal

Reserve parcel located northwest of the site and to demonstrate that shadowing impacts on Tom Campbell's Hill will not have major impacts to the usability of the site.

Climate

- v) New development is encouraged to incorporate climate mitigation building features, technologies, and operational approaches that reduce energy consumption beyond minimum energy code requirements.
- w) New development should consider establishing or connecting to a district energy system, where available.”

TEXT FOR DISCUSSION