

**Policy Amendment, Road Closure and Land Use Amendment in Richmond
(Ward 8) at 2232, 2236, and 2240 - 33 Avenue SW, LOC2017-0391**

EXECUTIVE SUMMARY

This land use amendment application was submitted 2017 December 15 by CivicWorks Planning + Design on behalf of Gateway 33 Ltd. This amendment application proposes to redesignate the subject site from the Multi-Residential – Contextual Low Profile (M-C1) District to a DC Direct Control District. The application includes a minor text amendment to the *Marda Loop Area Redevelopment Plan* (ARP) to allow for greater building height, as well as a Road Closure for a portion of the road right-of-way adjacent to 2232 - 33 Avenue SW.

The proposed DC Direct Control District is based on the Mixed Use – Active Frontage (MU-2) District, with the additional permitted uses of Permitted Development and Specialty Beer and Wine Merchant.

The proposed Permitted Development includes simplified development plans (Schedule C of the DC district in Attachment 6) which provides a ‘tied-to-plans’ mechanism to allow for:

1. higher density (a floor area ratio (FAR) of 4.0 instead of 2.5); and
2. greater height (22.0 metres instead of 16.0 metres).

The proposed Specialty Beer and Wine Merchant use is included to allow for a niche retail experience at courtyard level with reduced street presence relative to the standard liquor store use. The proposed Direct Control District removes the standard liquor store use from the discretionary uses available on the subject site.

Administration recommends approval of this application as it enables a unique and architecturally innovative development at a high-profile gateway site at the link between Marda Loop and Garrison Woods. Ultimately, the proposed form of development represents a big design move intended to create a new public space in the form of a grand staircase and courtyard, add a range of different commercial space opportunities to an existing business district, and create additional housing in proximity to the primary transit network, Mount-Royal University, and Currie Barracks.

The proposed DC permitted use approach would allow for a proposal that conforms with the simplified development plans included in Schedule C of the DC to proceed as a permitted use. This mitigates the risk that equivalent height and/or density would be contemplated beyond the scope of this specific high quality design and provides greater certainty with respect to achieving a prominent, high quality form of development.

This land use amendment and road closure application is accompanied by a concurrent development permit application (DP2018-0091) submitted 2018 January 09. An overview of the development permit plans, which align with the simplified development plans included in Schedule of the proposed DC Direct Control District, is available in Attachment 6.

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ADMINISTRATION RECOMMENDATION:

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

1. ADOPT by bylaw the proposed amendments to the Marda Loop Area Redevelopment Plan (Attachment 5); and
2. Give three readings to the proposed bylaw.
3. ADOPT, by bylaw, the proposed closure of 0.003 hectares \pm (0.008 acres \pm) of road (Plan 7710312) adjacent to 2232 - 33 Avenue SW, with conditions (Attachment 2); and
4. Give three readings to the proposed closure bylaw.
5. ADOPT, by bylaw, the proposed redesignation of 0.18 hectares \pm (0.43 acres \pm) located at 2232, 2236, and 2240 - 33 Avenue SW (Plan 4479P, Block 56, Lots 15 to 20; Plan 7710312) from Multi-Residential – Contextual Low Profile (M-C1) District and Undesignated Road Right-of-Way to DC Direct Control District based on the Mixed Use – Active Frontage (MU-2) District to accommodate opportunities for mixed-use multi-residential development with commercial uses with Guidelines (Attachment 6); and
6. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This land use amendment application has been submitted to The City of Calgary by CivicWorks Planning + Design, on behalf of Gateway 33 Ltd. on 2017 December 15. As identified above, a concurrent development permit application has been submitted by 4568796 architecture and CivicWorks Planning + Design on behalf of Gateway 33 Ltd. on 2018 January 09 (Attachment 7). The applicant's rationale for the proposal is included in Attachment 1.

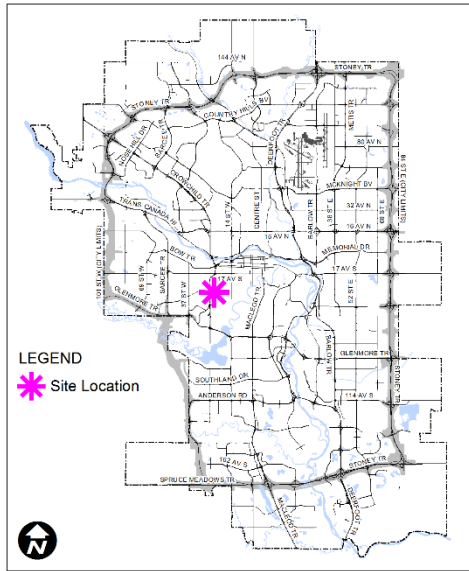
The subject site is located in the Richmond community and is within the boundaries of the *Marda Loop Area Redevelopment Plan*, which was adopted by Council in 2014.

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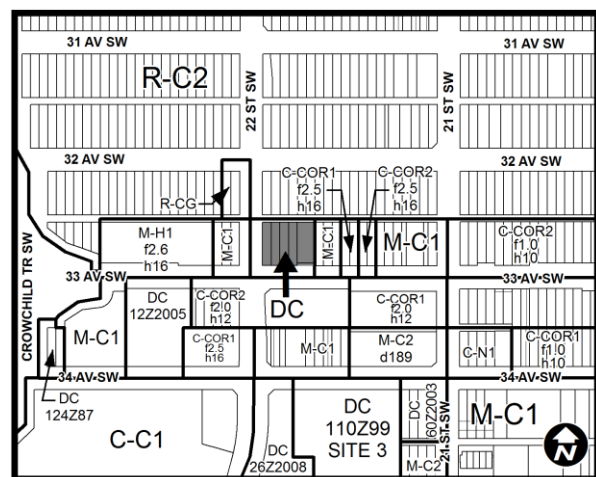
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Location Maps



Road Closure Map

Proposed Land Use Map



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Site Context

The subject site is located at the northeast corner of 22 Street SW and 33 Avenue SW.

To the north, across a 6.1 metre alley, are predominantly recent single and semi-detached dwellings that sit on lots that gradually slope upwards from the alley. These lots are under consideration for City-initiated redesignation to allow for a greater range of ground-oriented housing forms through the Main Streets program underway in Marda Loop.

To the west, across 22 Street SW is a three storey apartment building built in 1961 and an under-construction multi-residential development named ML33. To the south, across 33 Avenue SW is a Petro-Canada gas bar. To the east, immediately adjacent to the subject site, is a three storey apartment building built in 1973.

The subject site contains two single-detached homes built in 1949 and 1953 respectively, and a four-unit multi-residential development built in 1976, as well as associated garages and landscaping. The current land use designation is Multi-Residential Contextual Low Profile (M-C1) district. The *Marda Loop ARP* calls for mixed-use development in this area, which is not accommodated by the existing Multi-Residential – Contextual Low Profile (M-C1) District, therefore this land use amendment complies with the overall intent of the local area plan.

Recent applications in Marda Loop have included a five storey residential development on 33 Avenue just east of Crowchild Trail SW ('ML33'), a six storey retail/multi-residential ('Marda') development at 34 Avenue SW and 20 Street SW, a four storey multi-residential development at 33 Avenue SW and 15 Street SW.

Although a significant number of new single and semi-detached dwellings have been constructed nearby, the population of Richmond remains nearly six percent below its 1968 peak, as identified in *Figure 1* below.

Figure 1: Community Peak Population

Richmond	
Peak Population Year	1968
Peak Population	5,080
2017 Current Population	4,781
Difference in Population (Number)	-299
Difference in Population (Percent)	-5.9%

Source: *The City of Calgary 2017 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Richmond](#) community profile.

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INVESTIGATION: ALTERNATIVES AND ANALYSIS

Planning Considerations

Road Closure

The proposed road closure of a small portion of surplus road right-of-way on 33 Avenue SW adjacent to 2232 – 33 Avenue SW harmonizes the eastern third of the subject site with the remaining western two thirds. Taken together with the proposed land use redesignation and concurrent development permit application, adequate space remains post-closure to provide an appropriate public realm along the north side of 33 Avenue SW across the subject site. The proposal, including the road closure, been reviewed by the Marda Loop Streetscape Master Plan design team and found acceptable.

Land Use

The proposed land use amendment would redesignate the subject site from Multi-Residential – Contextual Low Profile (M-C1) District and undesignated surplus road right-of-way to a DC Direct Control District based on MU-2 with a floor area ratio of 2.5 and maximum height of 16.0 metres. The proposed land use district is a Direct Control District that is based on the Mixed Use – Active Frontage (MU-2) District which also includes two additional uses described below. Where a permitted use multi-residential development is proposed in conformance with plans attached as Schedule C to the proposed DC district, the floor area ratio may be increased to 22.0 metres.

Permitted Development

Permitted Development is included as a defined use in the proposed DC Direct Control District in order to allow for reference to a set of development plans (included in the proposed DC Direct Control District as Schedule C). A development permit application in alignment with Schedule C would be allowed up to 4.0 FAR and a building height of 22.0 metres (approximately six storeys), whereas any other development permit applications would be limited to 2.5 FAR and 16.0 metres (approximately four storeys). The purpose of the simplified development plans is to identify the scope of development that provides certainty for the configuration of uses, density, and height within the building form.

A concurrent development permit application (DP2018-0091) has been reviewed in conjunction with this land use application and informs the simplified development plans proposed as Schedule C of the proposed DC Direct Control District. This reflects the substantial commitment to a creative design that would enhance the public realm in Marda Loop, while ensuring certainty for all stakeholders and allowing for a specific outcome that utilizes the concurrent application process.

Administration is supportive of the Permitted Development approach as it provides an incentive for the applicant to commit to excellence in urban design, offers certainty to the community in terms of design and end result, and affords Administration the ability to more meaningfully connect the land use and development permit processes and their outcomes.

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Specialty Beer and Wine Merchant

The proposed Specialty Beer and Wine Merchant will occupy a commercial-retail unit (CRU) at second storey courtyard level and provide an experience and range of products distinct from the standard liquor store use as defined in *Land Use Bylaw 1P2007*. The proposed DC Direct Control District removes the standard liquor store use from the permitted and discretionary uses available on the subject site. Note that a standard liquor store would not be approved in this location due to proximity to other liquor stores on 33 Avenue SW and 22 Street SW.

Administration supports this use as it has the potential to contribute positively to the small-scale retail experience envisaged in the *Marda Loop ARP* and by the Marda Loop BIA, and also the potential to serve as a generator of walking and activity in the upper level courtyard while avoiding the negative impacts associated with the standard liquor store use at street level. This approach has been used successfully in the 'Lido' development in Kensington.

In particular, due to the unique courtyard design of this building, the proposed Specialty Beer and Wine Merchant use has the potential to be a positive element that contributes to the overall success of the development and its publicly-accessible private open space, while avoiding some of the downside risks associated with proliferation of more conventional street-oriented liquor stores.

Development and Site Design

The proposed form of development (set out in plans attached as a schedule to the proposed DC District) is a six storey mixed-use development with 1,530 square metres of commercial space (retail, restaurant) at street (and alley) and second floor courtyard levels, seven live-work units at courtyard level, and 56 apartment homes on the third through sixth levels, as well as 87 vehicle parking stalls (including 10 residential visitor stalls and 12 commercial stalls).

The concurrent development permit application (DP2018-0091) was reviewed by the City's Urban Design Review Panel (UDRP) prior to official submission and prior to the first Detailed Team Review. Administration's City Wide Urban Design team also provided comment on the application. In addition, the project's design received an honorable mention at the 2017 Mayor's Urban Design Awards.

These reviews were supportive and informed the proposed form of development relative to courtyard design and programming, streetscape and arcade design along 33 Avenue and 22 Street SW, as well as ground level setback and upper level step backs from the alley to the north. In particular, the UDRP:

- cited the project as an important precedent for Marda Loop;
- did not deem additional shadowing to the north from the proposed height to dramatically adversely affect the adjacent property;
- supported the inclusion of micro-retail along the alley to the north;
- highlighted the potential for creating an extension of the public realm; and
- noted that careful curation of the retail spaces at courtyard level would be required.

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Transportation Networks

A Transportation Impact Assessment found that the proposed development was well-situated in terms of walking, cycling, and transit infrastructure and service and would add approximately 66 peak hour vehicle trips and not have a significant impact on the surrounding transportation network.

- **Walking and cycling:** The site's Walk Score (a quantitative measure of proximity to services and amenities) is 82 ("very walkable"), with schools, a commercial corridor, and parks within walking distance. A City-led Streetscape Master Plan aimed at improving comfort and safety for people walking on 33 Avenue SW in Marda Loop is underway.
- **Transit:** The site is within a five minute walk of the number 7 and 107 (limited stop) bus routes that connect South Calgary with the downtown core and within a five minute walk of the 33 Avenue SW station for the future Southwest Bus Rapid Transit service that will link Marda Loop with the downtown core as well as Currie Barracks, Mount-Royal University, and the Rockyview General Hospital. Both of these services (on Crowchild Trail SW and 33 Avenue SW) are part of the Primary Transit Network identified in the Calgary Transportation Plan, which calls for better than 15 minute frequencies, 15 hours per day.
- **Vehicle access:** Vehicle access is proposed from the alley to the north of 33 Avenue SW. An existing concrete curb extension and barrier that prevents northbound vehicle travel on 22 Street SW north of 33 Avenue SW is currently being relocated to the north side of the alley in conjunction with a nearby multi-residential development and will reduce spillover traffic from this development further north into the Richmond neighbourhood. The proposed development is anticipated to add approximately 66 new peak hour trips to the local network.
- **Parking:** The proposed form of development includes 65 resident stalls, 10 residential visitor stalls and 12 commercial stalls and 42 secure bicycle stalls (class one) and complies with the requirements of the Mixed Use – Active Frontage (MU-2) land use district that is the base of the proposed DC Direct Control land use district. On-street parking adjacent to the site is currently unrestricted, though portions of 33 Avenue SW do have time limits. Marda Loop is not currently a Residential Parking Permit Zone. Through the Streetscape Master Plan process, a parking study is underway which may include recommendations for improving the management of parking across Marda Loop.

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Utilities and Servicing

Water, sanitary and storm sewer mains are available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time. Individual servicing connections as well as appropriate stormwater management have been considered and reviewed through the concurrent development permit process as part of DP2018-0091 and found to be satisfactory.

A phase II environmental site assessment submitted by the applicant was reviewed by Administration and deemed acceptable. The applicant has provided an appropriate risk management plan in response to the recommendations made in the environmental site assessment.

Stakeholder Engagement, Research and Communication

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.

Further and more comprehensive engagement on these concurrent land use amendment, road closure, and development permit applications was led by the applicant and included detailed and large-format on-site signage, a dedicated project website and email address (launched in August 2017), three separate postcard maildrops to over 2,000 residents and local businesses, a digital newsletter, content published in community newsletters, presence at the 2017 Marda Gras street festival (2017 August 13), an open house/barbecue hosted by the applicant (and attended by Administration) at the Richmond Knob Hill Community Association (2017 September 22) and two separate stakeholder meetings attended by Administration as well as representatives of the Richmond Knob Hill Community Association, Marda Loop Community Association, and Marda Loop Business Improvement Area (2018 January 24 and 2018 May 17). A more detailed applicant-provided engagement overview is available in Attachment 4.

The last stakeholder meeting (2018 May 17) was also attended by Administration and focused on the Permitted Development mechanism and the proposed DC Direct Control District and afforded the two community associations and the business improvement association the opportunity to ask questions and provide feedback on that aspect of the project.

Key themes that emerged from engagement included the following items:

- **Building height:** Some participants expressed concern regarding the height of the proposed form of development and the departure from the *Marda Loop ARP*. Administration requested and reviewed shadow analysis to assess the magnitude of impact of changed shadow-casting on private land (the proposal does not cast shadows on any public spaces) and considered the gateway location, rear façade step-backs, and the design of balconies, glazing, and screening on all façades. Front façade step-backs and the ratio of building height to street width was

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also considered both by Administration and the Urban Design Review Panel.

- **Density:** Some participants expressed concern regarding the impacts of increased density on the Marda Loop area more broadly. Administration has noted that the site falls within a Neighbourhood Main Street identified by the MDP and in close proximity to the Primary Transit Network and that density in this location may help provide additional local support for businesses in the Marda Loop BIA.
- **Vehicle traffic and loading:** Some participants expressed concern regarding the potential for increased traffic volumes and congestion as a result of the development. A TIA found that approximately 80 additional vehicle trips would be generated by the proposed development. In particular, the TIA recommended supporting the relocation of the northbound diverter on 22 Street SW to the north side of the alley, implementing two hour time limits on street parking adjacent to the site on 22 Street and 33 Avenue SW, and creating a 20 metre no stopping zone on westbound 33 Avenue SW in front of the site in order to mitigate the impact of vehicle queueing for southbound left turns at the intersection with 22 Street SW.
- **Design and architecture:** Participants expressed a wide range of views regarding the design and architecture of the proposed development and identified concerns regarding shadows and privacy which helped to inform Administration's review of the application particularly with respect to glazing, balconies, and screening on the north (rear) façade. Setback from the alley to the north, upper-storey stepbacks, and detailed placement of screening and glazing were adjusted in order to reduce shadow and privacy impacts.
- **Public realm:** Participants also expressed a range of views regarding the proposed publicly-accessible grand staircase and courtyard, with some enthusiastic for the addition of features to the public realm and others concerned about safety and long-term operations of the courtyard space in particular. Administration was able to address these concerns through detailed design review (including commentary from the Urban Design Review Panel), an appropriate mix of uses and interfaces between commercial space and the courtyard, and a strategy to ensure appropriate and distinct legal conditions for the grand staircase and courtyard will be in place to allow for sustainable operations, maintenance, and security.

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Comments from the Richmond Knob Hill Community Association, the Marda Loop Communities Association, and the Marda Loop Business Improvement Association are included in Attachment 3. The Richmond Knob Hill Community Association and Marda Loop Communities Association are not supportive of the application, while the Marda Loop Business Improvement Association is supportive.

The Richmond Knob Hill Community Association (RKHCA) objected to the departure from the *Marda Loop ARP*, the height and density of the proposed development, challenges related to vehicle access from 22 Street SW, and the lack of a more generous setback from 33 Avenue SW, while supporting the proposed mix of uses.

The Marda Loop Communities Association (MLCA) recognized the effort invested in engagement, as well as an innovative and high quality design at a gateway location. Correspondence from the MLCA also expressed concerns regarding the departure from the *Marda Loop ARP* and reservations around establishing a six storey height precedent.

The Marda Loop Business Improvement Association (MLBIA) was supportive, highlighting the unique commercial and public space opportunities offered by the proposed form of development, welcoming the additional residential units, and approving of the interface between the building and the sidewalk.

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

Strategic Alignment

South Saskatchewan Regional Plan (Statutory – 2014)

The site is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan (SSRP)*. While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns and proposes an increase in development intensity on this site within an adequately serviced and appropriately planned urban mixed use neighbourhood main street.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the "Neighbourhood Main Street" area as identified on Map 1 of the *Municipal Development Plan (MDP)*.

The proposed land use amendment enables development in alignment with the following MDP policies:

- 2.1.1a, b, c relating to housing choice and community diversity, overall housing affordability (supply), and housing choice in relation to the primary transit network.
- 2.1.4a and d relating to optimal use of existing infrastructure.

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- 2.2.1a and c relating to directing a greater share of growth and medium/higher density housing forms into identified corridor/Main Street areas.
- 2.2.2a and b relating to transit-supportive density and use.
- 2.2.4 relating to complete communities.
- 2.2.5b and c relating to housing choice and higher densities in proximity to primary transit.
- 2.3.1a relating to housing diversity and choice.
- 3.4.2e relating to encouragement of a mix of apartments, mixed-use developments and ground oriented housing.

Marda Loop Area Redevelopment Plan (Statutory – 2014)

This section identifies where the proposed land use amendment and road closure aligns with or departs from the guiding principles and specific policy sections of the *Marda Loop Area Redevelopment Plan* (ARP). In general, the proposal meets the intent of the ARP, however there are a small number of departures, one of which will require a minor text amendment to allow greater building height.

The proposed development aligns well with the ARP's guiding principles (section 2.0):

- **Community character:** the proposed form of development includes an architecturally distinctive southwest corner and publicly accessible grand staircase and courtyard, which have the potential to promote sense of place. The proposed form of development appropriately minimizes shadowing by pulling the massing away from the alley from the fifth storey upwards, and provide screening to reduce overlook across the alley.
- **Livability:** the proposed form of development encourages activity and provides for natural surveillance of the sidewalks, grand staircase, courtyard, and alley.
- **Mixed-Use:** the proposed land use amendment and form of development provide for a mix of compatible land uses.
- **Walkability:** the proposed form of development includes an arcade feature and publicly-accessible staircase that will add to the public realm along 33 Avenue SW, lines sidewalks, alley, and courtyard with active land uses, and makes use of the alley for vehicle access.
- **Streetscape design:** the applicant has worked closely with Urban Strategy to ensure that streetscape design along 22 Street SW and 33 Avenue SW are compatible with the priorities and principles identified through the streetscape master plan design work that is underway.

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- Street frontage: the proposed land use amendment and form of development create a continuous street wall and provide for doors and windows to establish a human-scale rhythm at street level.

The following comments identify where the proposed land use amendment and road closure aligns with or departs from specific policy sections of the *Marda Loop ARP*. Where a section or policy is not listed, it is deemed not applicable to this site or proposal.

- Section 3: The proposed land use amendment does not specifically require larger unit sizes and this site does not lend itself to ground-oriented housing and thus does not align with this policy.

The proposed land use amendment and form of development meet the objective of encouraging a mix of active and pedestrian-friendly ground-floor retail (including small-scale spaces) and a mix of upper floor land uses for all development projects.

- Section 4.1.1: The proposed form of development provides an improved public realm street edge along 22 Street SW and 33 Avenue SW as well as the alley to the north. The proposed form of development does depart from the minimum building setback set out in the ARP but uses an arcade and the provision of a publicly-accessible grand staircase and courtyard to achieve the objectives of these policies.

The proposed land use amendment and form of development minimize disruptions to the pedestrian network and provide for vehicle access from the alley to the north. The applicant has worked closely with the Urban Strategy Department to ensure that the 22 Street SW and 33 Avenue SW frontages are compatible with the priorities and principles identified through the streetscape master plan design work.

The proposed form of development includes a grand staircase and courtyard that will be publicly-accessible and provide for social interaction, solar access, and passive recreation and (together with the architecturally distinctive southwest corner of the building) create a sense of arrival from the west into Marda Loop. Although the proposed form of development provides opportunities for public art within the courtyard space, it does not align with the objective to integrate these into the larger streetscape, nor does it explicitly incorporate any local history interpretive elements.

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- Section 4.1.3: The proposed land use amendment reinforces the direction in this section of the *Marda Loop ARP* and the proposed form of development aligns with the objectives of managing and designing parking to encourage and support walking, cycling, and transit use and reduce the impact of vehicle access on 33 Avenue SW.
- Section 4.1.4: The proposed land use amendment reinforces the direction in this section of the *Marda Loop ARP* and the proposed form of development aligns with the objectives of integrating building, public realm, and landscape.
- Section 4.2: The proposed form of development includes well-articulated frontages, an arcade feature, and step-backs at levels five and six. A 3.6 metre setback from the alley provides a total of 9.7 metres of separation from the properties to the north. Although this is 1.4 metres less than the ARP requirement which would add up to a total of 11.1 metres, it supports the inclusion of micro-retail and live-work units along the alley.

The proposed form of development aligns well with the *Marda Loop ARP*'s objectives regarding building character, corner conditions, and entry/access.

A minor amendment to the *Marda Loop ARP* to allow greater building height at the northeast corner of 22 Street SW and 33 Avenue SW is required in order to allow this application to proceed. The text of the proposed amendment is included in Attachment 5.

Social, Environmental, Economic (External)

Development enabled by this application has the potential to allow more Calgarians the freedom to choose to live, work, and meet their day-to-day needs in a location well served by existing infrastructure close to services and transit. Increased development of the subject site has the potential to allow for population and employment growth with comparatively lower vehicle use relative to other sites elsewhere in Calgary and support the economic health of the Marda Loop business area.

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 land use amendment and road closure does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

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Risk Assessment

The intent of this land use approach is to allow for a specific development outcome on this property as contained in Schedule C of the proposed DC Direct Control District. If significant building design changes occur between Council's potential approval of this land use amendment and a future building permit application, it would render the concurrent development permit to be non-compliant with this DC Direct Control District.

Historically, land use amendment applications that were "tied to plans" provided little to no flexibility with respect development outcomes. However, with this land use proposal, if the contemplated development is not realised in the future, the proposed DC Direct Control District is designed to also allow for all of the other uses allowed under the proposed base Mixed Use – Active Frontage (M-U2) District, but with reduced floor area ratio and height modifiers.

REASON(S) FOR RECOMMENDATION(S):

Administration recommends approval of this application as it enables a unique and architecturally innovative development at a high-profile gateway site at the link between Marda Loop and Garrison Woods. Ultimately the proposed form of development represents a big design move intended to create a new public space in the form of a grand staircase and courtyard, add a range of different commercial space opportunities to a thriving business district, and create housing in proximity to the primary transit network, Mount-Royal University, and Currie Barracks.

The proposed DC permitted use approach would allow for a proposal that conforms with the simplified development plans included in Schedule C of the DC to proceed as a permitted use. This mitigates the risk that equivalent height and/or density would be contemplated beyond the scope of this specific high quality design and provides greater certainty with respect to achieving a prominent, high quality form of development.

Development following from this application has the potential to allow more Calgarians the freedom to choose to live, work, and meet their day-to-day needs in a location well served by existing infrastructure, services, and employment.

ATTACHMENT(S)

1. Applicant Submission
2. Proposed Road Closure Conditions
3. Letters from the Richmond Knob Hill Community Association, Marda Loop Communities Association, and the Marda Loop Business Improvement Association
4. Vision Brief 5.0
5. Proposed Amendments to the Marda Loop Area Redevelopment Plan
6. Proposed Direct Control Guidelines
7. Development Permit (DP2018-0091) Summary