

**Planning & Development Report to
Calgary Planning Commission
2018 October 18**

**ISC: UNRESTRICTED
CPC2018-0968
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Policy Amendment and Land Use Amendment in Bridgeland-Riverside (Ward 9) at 1018 McDougall Road NE, LOC2018-0059

EXECUTIVE SUMMARY

This policy and land use amendment application was submitted on 2018 March 13, by Casola Koppe, on behalf of the developer Bucci Development Ltd, and with authorization from the owner, The City of Calgary. This application proposes to redesignate the subject parcel from DC Direct Control District to Mixed Use – General (MU-1f5.3h50) District to allow for:

- transit supportive mixed-use development;
- street-oriented building design for residential developments and active uses for commercial developments along 9 Street NE;
- a maximum building height of 50.0 metres / approximately 15 storeys (an increase from the 23.0 metres / approximately 7 storeys);
- a maximum floor area ratio (FAR) of 5.3 (no changes from the existing DC);
- more appropriate parking requirements considering the site's proximity to the Bridgeland-Memorial LRT station; and
- greater flexibility of massing options, to break up massing into separate forms instead of one large block mass.

Map and textual amendments to the *Bridgeland-Riverside Area Redevelopment Plan* are included in this application to accommodate the proposed land use amendment.

The proposal is in keeping with the applicable policies of the *Municipal Development Plan*, the *Transit Oriented Development Policy Guidelines*, and the *Bridgeland-Riverside Area Redevelopment Plan*, as amended. A development permit was reviewed concurrently, and will be heard on the same Calgary Planning Commission agenda (DP2018-3108 / CPC2018-1130) with a recommendation of approval (Attachment 3).

ADMINISTRATION'S RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed amendments to the Bridgeland-Riverside Area Redevelopment Plan (Attachment 2);
2. Give three readings to the proposed bylaw;
3. **ADOPT**, by bylaw the proposed redesignation of 0.42 hectares \pm (1.03 acres \pm) located at 1018 McDougall Road NE (Plan 0815793; Block 10; Lot 2) from DC Direct Control District **to** Mixed Use – General (MU-1f5.3h50) District; and
4. Give three reading to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

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BACKGROUND

This policy and land use amendment application was submitted on 2018 March 13, by Casola Koppe representing the developer Bucci Development Ltd, and with authorization from the owner, The City of Calgary. Prior to the formal application submission, the applicant met with the Bridgeland Riverside Community Association on 2018 February 20 and held an open house at the Bridgeland-Riverside Community Hall on 2018 February 28 to discuss the proposed development with the community. A pre-application meeting was held with Administration and the applicant (PE2018-00310) to discuss the proposed land use amendment and the schematic design of the proposed mixed-use development. The pre-application submission was also presented to Urban Design Review Panel on 2018 March 28 (Attachment 4).

During the review of the policy and land use amendment application, Administration recommended a joint review of the land use amendment and a development permit application through a concurrent process. As outlined to the applicant, the concurrent process provides benefits to all stakeholders through enabling a clear understanding of the intent and outcome of the land use amendment and development permit. Concurrent applications are ideal in instances where the built form outcomes are critical and central to the merits of the policy and land use amendments.

Administration further recommended that the concurrent development permit review reach a point where the review is completed prior to the land use amendment application going to Calgary Planning Commission for recommendation.

A concurrent development permit application (DP2018-3108 / CPC2018-1130) for a New: Retail and Consumer Service, Restaurant: Food Service Only – Small, Restaurant: Licensed – Medium, Outdoor Café, Dwelling Unit, Live Work Unit (1 building, 2 phases) was submitted on 2018 June 27. After the first detailed team review, it was determined that the development permit application was inconsistent with the land use amendment application as the proposed FAR was 5.8 and the land use application proposed 5.3 FAR.

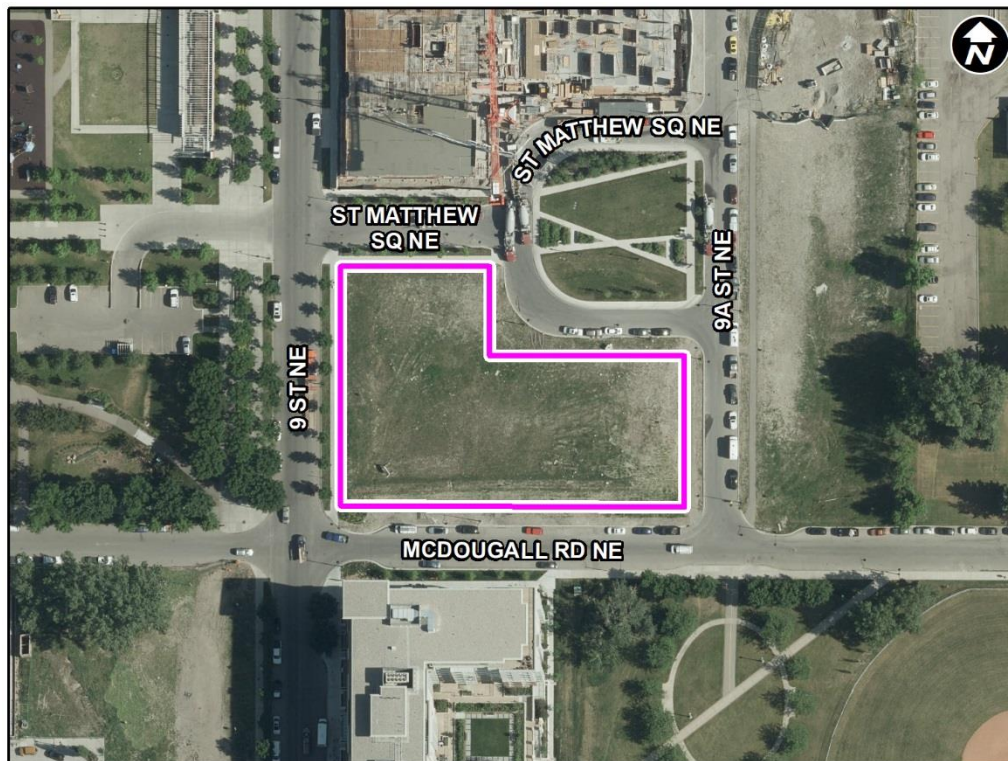
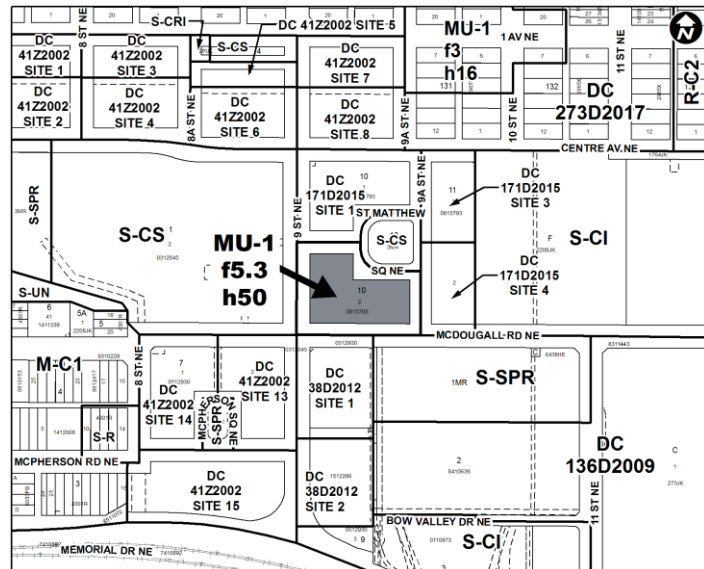
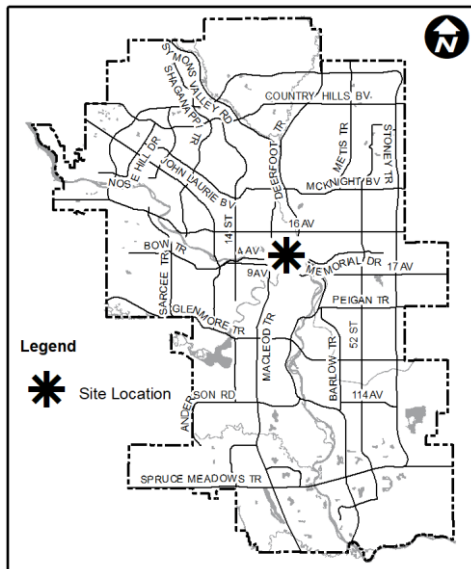
The applicant elected to revise the land use amendment application to 5.8 FAR. The revised application was re-notice posted and re-circulated to affected stakeholders. After the review of all comments received from circulation and based on review of current planning policy work in the Bridgeland-Riverside community, it is Administration's recommendation that the FAR should remain at 5.3. Administration supports the proposed height increase as proposed to provide more flexibility in design, and the rationales are contained in this report. Both the recommendations on the proposed development permit and this land use amendment will be heard at the same agenda of Calgary Planning Commission. The proposed development permit application cannot be determined prior to the approval of bylaw amendments associated with the proposed policy and land use amendment by Council.

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Location Maps



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Site Context

The subject site is located in the northeast community of Bridgeland-Riverside. Following the demolition of the Calgary General Hospital in 1998, the subject site and adjacent City owned lands were part of a City initiated policy plan known as 'The Bridges'. The overall area of The Bridges is 14.9 hectares and is comprised of 16 sites, envisioned to be developed in three phases. Since the approval of The Bridges plan in 2002, a significant amount of redevelopment has occurred, both in terms of private residential and commercial development, as well as development of public parks and community facilities. The Bridges plan is near completion with the exception of four undeveloped sites, including the subject site remaining in Phase 3.

Presently vacant, the parcel comprises an area of approximately 0.42 hectares \pm (1.03 acres \pm). The subject site is located within 250 metres of the Bridgeland-Memorial LRT Station, walking distance to local commercial services, significant park spaces, and has easy access to the downtown core. The subject lands are moderately sloping and slope downward south towards the Bow River.

To the north, a new Multi-Residential Development, known as Radius, is nearing construction completion. St. Matthew Square, a small public park, is located to the northeast of the subject site. The vacant lands to the east are also subject to the same existing DC Direct Control District as the subject site. A mixed-use development, consisting of a seven-storey and an 11-storey building, exists directly south of the site. Lands to the west comprise of Murdoch Park, which houses the Bridgeland-Riverside Community Association building, community gardens, a playground, playfields, multi-use pathways, and a surface parking lot.

As identified in *Figure 1*, Bridgeland-Riverside's peak population was in 2017, reaching 6,332 residents.

Figure 1: Community Peak Population

Bridgeland-Riverside	
Peak Population Year	2017
Peak Population	6,332
2017 Current Population	6,332
Difference in Population (Number)	0
Difference in Population (Percentage)	0

Source: *The City of Calgary 2017 Civic Census*

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposed land use amendment is to allow for mixed-use development and more flexible building design options within a 250 metre radius of the Bridgeland-Memorial LRT station. The proposal meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

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Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

This application is to redesignate the site from the existing DC Direct Control District (Bylaw 171D2015) to Mixed Use – General (MU-1f5.3h50) District. The subject site is identified as ‘Site 2’ within the existing DC. The existing DC does not allow for any commercial uses and limits the uses to only those that are residential in nature. The DC allows for a maximum floor area ratio (FAR) of 5.3 and a maximum building height of 23.0 metres (approximately 7 storeys). At this maximum building height, the site can only enable a development with an approximate FAR of 4.3. Another challenge with the existing DC District is that while it references the 1P2007 Land Use Bylaw, the DC is not based on any standard land use districts of Bylaw 1P2007. By not referencing a standard Bylaw district, the uses in the DC are ‘frozen in time’ and the Development Authority cannot consider the introduction of new uses nor grant relaxations to any of the specific rules. The existing DC also requires parking ratio of 1.25 parking stalls per dwelling unit, which includes visitor parking stalls.

The proposed MU-1f5.3h50 District is intended to:

- increase the maximum building height from 23.0 metres (approximately 7 storeys) to 50.0 metres (approximately 15 storeys);
- facilitate a broad range of uses, including commercial and retail opportunities;
- allow for active uses at-grade that will promote greater street activation and pedestrian activity along 9 Street NE and McDougall Road NE; and
- allow for the parking requirements in the mixed-use district, which includes:
 - for each Dwelling Unit, 0.75 stalls per unit for resident parking and 0.1 stalls per unit for visitor parking; and
 - for Live Work Unit, 0.5 stalls per unit for resident parking and 0.5 stalls per unit for visitor parking.

As part of Administration’s review, alternative land use districts, including Direct Control District options were reviewed and explored. It was determined that the MU-1f5.3h50 District with the proposed policy amendments could best achieve the proposed development outcome.

Development and Site Design

The rules of the proposed M-U1f5.3h50 district will provide guidance for site development including appropriate uses, height, building setbacks, and landscaping. The increase in building height enables proposed development to achieve the allowable FAR of 5.3, which was envisioned for this Transit Oriented Development site. The underlying premise of this land use amendment application is to establish flexible land use direction that will foster creativity in built form, and in turn, allow for more exciting architectural potential. The concurrent development permit exhibits a high-quality architectural design, at grade live-work units, and the introduction

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of commercial uses along 9 Street NE, which all provide a positive contribution to the surrounding community.

Transportation

A Transportation Impact Assessment (TIA) and parking study were required as part of this land use amendment. The TIA identified the existing road network can accommodate the proposed density. The subject site is within 250 metre walking distance to the Bridgeland-Memorial LRT station platform. The site is also within a 50 metre walking distance to the route 90 bus stop on 9 Street NE. The subject parcel will have vehicular access via McDougall Road NE. The site has good pedestrian connections to the Bridgeland-Memorial LRT station and adjacent bus stop.

Utilities and Servicing

Sanitary sewers are presently available to service the development. As part of the concurrent development permit application process, a sanitary servicing study must be submitted to determine whether upgrades are required to the existing public infrastructure.

Water mains are presently available. As part of the concurrent development permit application process, a fire flow calculation letter must be submitted to determine whether upgrades are required to the existing public infrastructure.

Storm sewers are available to service the development without the need for off-site improvements.

Environmental

As part of the concurrent development permit application review, the applicant must address the removal of soil contaminant recommendations as outlined in the 2016, Revised Final Phase II ESA report by Golder and Associates.

Strategic Alignment

South Saskatchewan Regional Plan (Statutory, 2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan (SSRP)*, which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Municipal Development Plan (Statutory, 2009)

In accordance with the Urban Structure Map (Map 1) of the *Municipal Development Plan (MDP)*, the subject site is identified as being located within the Developed Residential Area – Inner City Area. The land use policies in section 3.5.2 states that Inner City areas should maintain and expand, where warranted by increased population, local commercial development that provides retail and service uses in close proximity to residents, especially in the highest density locations.

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Buildings should maximize front door access to the street and principle areas to encourage pedestrian activity.

The MDP's City-wide policies, Section 2 and specifically Section 2.2 Shaping a More Compact Urban Form provides directions to encourage transit use, make optimal use of transit infrastructure, and improve the quality of the environment in communities. The intent of these policies is to direct future growth of the city in a way that fosters a more compact and efficient use of land, creates complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods.

The relevant policies within Section 2.2.2 are:

- a. Locate transit-supportive land uses, including higher density residential and employment developments, within Activity Centres and Corridors supported by Primary Transit Network.
- b. Increase development densities in proximity of the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stops, in areas deemed appropriate through the Local Area Planning process and in accordance with the Typology thresholds identified in Part 3.
- c. Locate land uses that will generate counter-flow transit ridership during peak-hour commuting times and support non-peak hour ridership.

The subject site is located within a 250 metre radius of the Bridgeland-Memorial LRT Station. The proposed increase to the maximum building height, enables the site to achieve the allowable maximum density of 5.3 FAR. The current DC District cannot achieve the maximum FAR with its existing maximum building height of 23.0 metres. The proposed land use amendment supports mixed-use development that is transit-oriented and is in keeping with the above MDP policies.

The MDP also contains city wide policies on urban design. The policies speak to the design of tall buildings, which are defined as buildings whose height is greater than the width of the right-of-way of the street that they front. In accordance with this definition, the proposed development, reviewed concurrent to this application, is considered to be a tall building. The MDP states that tall buildings are appropriate in the Centre City and Major Activity Centres, or in Community Activity Centres and Urban Main Streets where deemed appropriate through a Local Area Plan. While the subject site is not identified as one of the above typologies, Administration considers the subject location to be appropriate for a tall building. As such, policy amendments to the *Bridgeland-Riverside ARP* accompany this land use amendment application, the details of which are identified in the following section.

In accordance with the MDP, the proposed development is encouraged to make a positive contribution to the city by creating an interesting skyline, acting as a landmark and contributing to orientation and way-finding within the community of Bridgeland-Riverside. The concurrent development permit application was reviewed and supported by the Urban Design Review

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Panel, as well as City Wide Urban Design, the details of which are provided in CPC2018-1130. Comments from UDRP regarding the concurrent applications are included in Attachment 5.

Bridgeland-Riverside Area Redevelopment Plan (Statutory, 1980)

The *Bridgeland-Riverside Area Redevelopment Plan (ARP)* was adopted by Council in 1980. In 2002, a major amendment (25P2000) to the ARP was approved to include the Bow Valley Centre lands (former Calgary General Hospital). The amendments included policies and goals for The Bridges planning area. The policies were integrated in the *Bow Valley Centre Concept Plan*, which forms section 9 of the *Bridgeland-Riverside ARP*. See the sub-section below for further information.

It should be noted that The City of Calgary has started the process of drafting a new ARP for Bridgeland-Riverside. Since 2002, major infrastructure improvements have taken place in the area (i.e. LRT, community centre site) and the new MDP policies have been adopted in 2009. Draft policies and land uses are being developed and reviewed. This proposal has been assessed under the current ARP and Administration is recommending amendments to the existing ARP to support the proposed development. The proposed policy amendments are consistent with the MDP, existing and planned context of the area, and is expected to comply with the new ARP policies. The draft ARP direction is also intending to consolidate the Bow Valley Concept Plan within the new Bridgeland-Riverside ARP. The new ARP is anticipated to be presented to Council by mid-2019.

Bow Valley Centre Concept Plan (BVC), Section 9 of the Bridgeland-Riverside Area Redevelopment Plan (Statutory, 2000)

This section of the ARP is for The Bridges planning area. Section 9.1 of the BVC states the objectives of the plan including:

- sensitive housing intensification;
- wider range of housing choices for different age and income levels;
- transit supportive development, including mixed-use development;
- pedestrian and cycling supportive public systems that connect well with adjacent lands; and
- an improved physical environment.

The subject site is located within Multi-Family Residential typology as identified on Figure 19 – Conceptual Land Use map of the BVC. Residential area is represented by a variety of multi-residential development is encouraged throughout the site, including street townhouses, stacked townhouses, apartments, and ‘live/work’ units. Development will be characterized by an orientation to the street (i.e. ground floor units will have direct access to the street) and by building heights that are in the mid-range (3-8 storeys). A summary table of land use policy areas (Table 1) is included in the BVC and indicates the subject site being appropriate for development with a height of up to 23.0 metres and up to 5.3 FAR. Section 9.4.1 Residential, Parking policies requires parking of 1.25 parking stalls per unit. Policy amendments, including height and parking, are required to accommodate the proposed land use amendment.

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Proposed ARP Amendments

Amendments to the ARP are required to accommodate the proposed land use amendment (Attachment 2). A summary of the proposed amendments is as follows:

1. Allowed tall buildings (defined in the MDP as a building whose height is greater than the width of the right-of-way of the street that it front) to be in this location. The amendments also include additional policies to be applied to the building design to mitigate the impacts of the tall building.
2. Added additional policies in the ARP to guide future development on sites within 400 metres of the LRT station and located along 9 Street NE. This includes the new 'active frontage' policies which requires street-oriented building design for residential developments and active uses for commercial developments.
3. Parking requirements shall be in accordance with the current Land Use Bylaw. The existing policy's parking requirement is outdated and not align with current parking bylaw requirements and does not allow flexibility for parking reduction.
4. Textual housekeeping amendments to clearly identify the Bow Valley Concept Plan as section 9 of the Bridgeland-Riverside ARP.

Administration believes that these proposed amendments are consistent with the MDP, and the planned context of the area. If supported by Council, the proposed amendments can be adopted into future ARP policies or provide directions for new policies.

Transit Oriented Development Policy Guidelines (updated 2005)

The subject site is located within a 250 metre walking distance from the Bridgeland-Memorial LRT station and is considered a Transit Oriented Development (TOD). The TOD Policy Guidelines contain six key policy objectives that apply to sites in close proximity to transit:

1. Ensure transit supportive land uses.
2. Increase density around Transit Stations.
3. Create pedestrian-oriented design.
4. Make each station area a 'place'.
5. Manage parking, bus, and vehicle traffic.
6. Plan in context with the local communities.

This land use amendment was reviewed against the TOD Policy Guidelines in order to determine if the proposed land use district, the list of uses and the rules (such as height, density, and FAR) are appropriate. Some of the TOD Guideline objectives that address site and building design, parking, edge conditions, access and circulation will require further consideration at the development permit stage.

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Stakeholder Engagement, Research and Communication

Communications

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 through Planning and Development Map (PDMaP).

In addition, a City [project page](#) was launched on 2018 April 09. The project webpage was used to outline the application process, timelines, and engagement opportunities available. It also served as a resource for project information, links, and contact information.

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

Applicant-led engagement

The applicant led their own engagement program which included two meetings with the Bridgeland-Riverside Community Association, two open houses, and one information session. The applicant mailed out post cards through Canada Post to adjacent residents in advance of each applicant-led engagement event in 2018 February, 2018 May, and 2018 September. Administration attended one open house and the information session to share information on the planning review process and answer questions. Comments heard during the two engagements paralleled key themes received directly by Administration as a result of notice posting and circulation that are summarized below. The applicant also has provided a summary of their engagement efforts, which can be found in Attachment 6.

City-led engagement

Administration assessed the application and it was deemed that additional City-led engagement was not required.

In keeping with Administration's standard practices, stakeholders were given the opportunity to comment online through the Planning and Development Map (PDmap) or by contacting the planner directly by mail, phone, or email. Administration received 37 letters regarding the application and three letters from the Bridgeland-Riverside Community Association.

Comments from the Bridgeland-Riverside Community Association (BRCA) were received on 2018 April 19. These comments relate to the original application submission. Subsequent, the applicant amended the application to increase the FAR to 5.8. The BRCA provided further comments on the proposed land use amendment on 2018 August 20. An additional letter from the BRCA was received on 2018 October 05, prior to CPC. The letters from the BRCA can be found in Attachment 7.

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What we heard / what we did

In response to the notice posting and the applicant-led engagement, 37 letters were received regarding the proposed development. Comments received included two letters of support and 35 letters of objection, including one letter from the Pontefino II Condo Board. Given that the concurrent development permit was circulated during the land use amendment application review period, the comments received were based on the shared information of the concurrent applications.

The two letters of support received by Administration identified support for this type of development and density near the community centre, community parks, and LRT station as opposed to the areas elsewhere in the neighbourhood that have a higher concentration of single-detached homes. The letters also indicated that supporting these concurrent applications will allow for land that has been bare for far too long to be a home for more new neighbours and new customers to support local businesses.

The main reasons for opposition that were received by Administration in the 35 letters of objection are summarized in the table below, including a response in how this feedback was addressed by Administration and/or the applicant to inform the final proposal.

Theme	What we heard (issue or opportunity identified)	What changes were made and/or response to the issue identified
Building Height	<ul style="list-style-type: none"> • Height of 50 metres is too high; • Does not fit the scale of the community and surrounding buildings; • Bridgeland is not a community of high rises; • The community assumed the existing height (7 storeys) would stay in place, and that expectation should be maintained; • Tall buildings or high-rise buildings would destroy the residential feel of Bridgeland and should be located closer to downtown where they are expected; • Allowing the height would be precedent setting; • The majority of this area has already been built and questions about why the proposed height changing now; • 8 storey is more than enough; and • Bridgeland Crossing near the station is the only 10 storey building in The Bridges area. 	<p>Concerns about height was raised by several residents. Although the proposed height is increasing, the allowable density is the same (5.3 FAR). The intent of the proposal is to allow for greater flexibility of massing options (break up massing into separate forms and instead of one large block) than is currently allowed to achieve the maximum density.</p> <p>Additional shadow and massing studies have been reviewed and accepted.</p> <p>The concurrent DP also demonstrates the massing of the taller building is mitigated through a thoughtful building design. The ground floor of the development demonstrates a strong relationship to the human scale and contribute positively to the public realm and street. The proposed development includes building setbacks, step-backs, articulations/ recesses to help mitigate the perception of mass and height.</p>
Views	<ul style="list-style-type: none"> • Diminishing views for nearby residents; 	<p>Access to view is not regulated in the Bylaw and generally not a planning matter that can be considered.</p>

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	<ul style="list-style-type: none"> • Radius I purchasers paid a premium for the property with the view; • Decrease quality of life; • Decrease the desirability of the area as the new building will not be cohesive with the existing developments; and • The location of the north tower will not have any setback from street level, the proposed tower is adjacent to the Murdoch Park and the building will take away the openness of the park by impeding the view of the sky from the park. 	The north tower includes a two metre step-back from the commercial podium.
Shadowing	<ul style="list-style-type: none"> • Potential shadowing impacts to Murdoch Park; and • Potential shadowing on the Radius building roof top garden. 	Sun shadow studies have been provided by the applicant and the potential locations of shadows are acceptable. The studies indicate part of the park will be partially and temporally shadowed during early morning hours (i.e. 8 am) in June, March, September, and December.
Property Values	<ul style="list-style-type: none"> • Concerns related to potential loss in property values due to proposed development. 	Property values are not a planning matter that can be considered.
Parking / traffic	<ul style="list-style-type: none"> • Reduced parking of 0.53 units or 187 stalls for 347 units will put pressure on an already very limited parking area; • Implications of density on existing limited parking in the area; • It is untrue that people who live in TODs rely on public transportation and do not own a vehicle; • Summer time sees parking as more difficult with outdoor markets, proximity to LRT, and parking for the East Village; • More units will create more traffic to the surrounding area; • Traffic study must be required; and • With reduced parking on-site, more street parking will be required and will take up the available street parking for the community hall. Regular events are held at the community hall and renters of the hall uses the street parking. 	<p>Generally, parking demand in areas well served by transit, that are density populated, that are designed to support pedestrians and cyclists and where daily needs can be met in local shops and services have lower parking needs.</p> <p>A Transportation Impact Assessment and parking study was submitted, reviewed, and accepted for the proposed land use amendment.</p> <p>As per the concurrent DP review, there is no parking relaxation proposed for the residential and commercial uses. The parcel provides for 222 parcel stalls for 316 Dwelling Units and 18 Live Work Unit. Visitor parking is deficient by 31 stalls; however, the development is proposing shared visitor and commercial parking as per the TIA.</p>
ARP comments	<ul style="list-style-type: none"> • The existing community assumed the zoning that allows for 7 storeys 	Administration has responded to the residents' concern on the land use amendment and explained that a

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	<p>would stay in place, and that expectation should be maintained;</p> <ul style="list-style-type: none"> • The current ARP allows a maximum height of 8 stories; and • Concern that the new ARP process is still underway and not finalized. Proposed new developments that substantially deviate from the existing ARP should wait. 	<p>landowner or authorized agent can apply and seek land use amendment the property. Administration must review the proposal and make a recommendation to CPC and Council.</p> <p>Although the ARP is still in progress, Administration must review and make a recommendation on the proposed application.</p>
Communication	<ul style="list-style-type: none"> • The Radius purchasers were not well informed of the proposed land use amendment; 	<p>The City's notification process included notice posting on site, and notification letters were sent to adjacent land owners (for the land use amendment). Since the owners of the Radius building had not moved in the building yet, they would not have received the notification. The City also does not have the contact information for these purchasers. A lack of notification was indicated by Radius purchasers and Administration has brought this issue to the applicant's attention. Bucci Development provided Radius purchasers the details of the project via email and encouraged comments to be submitted. Notification of the information session was sent directly to Radius purchasers.</p>
Commercial development	<ul style="list-style-type: none"> • Supports the proposed commercial development; • Community needs more local grocery stores; • Cannabis store and grocery store is inappropriate in this location, this location is very transient with lots of crime; and • Grocery store should be located on 1 Avenue. 	<p>Administration supports development of a mix of residential and commercial/retail uses at this location. According to the concurrent development permit, no grocery store or cannabis store is proposed.</p> <p>The proposed policy amendments also encourage active commercial uses along 9 Street NE, which would prohibit uses such as offices, medical office.</p>
Other Comments	<ul style="list-style-type: none"> • A rental building would change the character of the area; • No cell phone towers on top of the buildings; and • Concerned if this development is not approved, a future design may not be as attractive for the City and the neighbourhood. 	<p>In terms of rental vs condo units, Planning is not concerned with the user of the site but the proposed use – which are all considered Dwelling Unit.</p> <p>There are no cell phone towers proposed on top of the proposed development.</p>

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Social, Environmental, Economic (External)

The proposed policy and land use amendment will implement policy goals of providing more compact, compete communities with a diversity of housing and a variety of neighborhood shops and services that meet daily needs. The proposal will help promote high quality walking environments along 9 Street NE, which is a primary pedestrian connection into the community, anchoring the LRT station to the south and the intersection of 1 Avenue and the General Plaza to the north.

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

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed policy and land use amendment is consistent with applicable policies of the *Municipal Development Plan* and the *Bridgeland-Riverside Area Redevelopment Plan*, as amended. The proposal enables a range of development outcomes that keep with the existing floor area ratio by proposing an increase to the maximum building height. The proposal aligns with policy goals of providing a compact urban form and more complete communities with a greater range of uses that serve community needs. The proposal also supports transit supportive mixed-use development and high quality walking environments that act as a focal point and destination within a 250 metres walking distance of the Bridgeland-Memorial LRT station.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed Amendments to the Bridgeland-Riverside Area Redevelopment Plan
3. Proposed Development Permit (DP2018-3108) Summary
4. Urban Design Review Panel Comments (PE2018-00310)
5. Urban Design Review Panel Comments (LOC2018-0059 / DP2018-3108)
6. Applicant Led Engagement Summary
7. Community Association Letters