AGENDA

INFRASTRUCTURE AND PLANNING COMMITTEE

October 16, 2024, 9:30 AM
IN THE COUNCIL CHAMBER

Members

Councillor S. Sharp, Chair
Councillor J. Mian, Vice-Chair
Councillor A. Chabot
Councillor S. Chu
Councillor P. Demong
Councillor E. Spencer
Councillor J. Wyness
Mayor J. Gondek, Ex-Officio

SPECIAL NOTES:

Public are encouraged to follow Council and Committee meetings using the live stream: calgary.ca/watchlive
Members of the Public who wish to speak at a Standing Policy Committee may request to do so using the form at calgary.ca/publicsubmissions
Members may be participating remotely.

1. CALL TO ORDER

2. OPENING REMARKS

3. CONFIRMATION OF AGENDA

4. CONFIRMATION OF MINUTES

   4.1 Minutes of the Regular Meeting of the Infrastructure and Planning Committee, 2024 July 29

5. CONSENT AGENDA

   5.1 DEFERRALS AND PROCEDURAL REQUESTS
   None

6. POSTPONED REPORTS
   (including related/supplemental reports)
   None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 Riley Communities Local Area Plan, IP2024-0938

7.2 City Building Program – Program Update – 2024 October, IP2024-0993

7.3 Update on Water Use and Water Loss Review as an Input to the Off-site Levies (Verbal), IP2024-1109

7.4 Biannual Infrastructure Insights Report – Q3 2024, IP2024-0977
Attachment 3 held confidential pursuant to Section 25 (Disclosure harmful to economic and other interests of a public body) of the *Freedom of Information and Protection of Privacy Act.*

Review By: 2034 October 16

7.5 Pavement Quality Level of Service, IP2024-1043

8. ITEMS DIRECTLY TO COMMITTEE

8.1 REFERRED REPORTS
None

8.2 NOTICE(S) OF MOTION
None

9. URGENT BUSINESS

10. CONFIDENTIAL ITEMS

10.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES
None

10.2 URGENT BUSINESS

11. BRIEFINGS

11.1 2024 Citywide Growth Strategy Monitoring Report, IP2024-1089

11.2 Symons Valley Centre Program Update, IP2024-1174

12. ADJOURNMENT

MINUTES

INFRASTRUCTURE AND PLANNING COMMITTEE

July 29, 2024, 8:30 AM
IN THE COUNCIL CHAMBER

UNCONFIRMED

PRESENT: Councillor S. Sharp, Chair
Councillor J. Mian, Vice-Chair
Councillor A. Chabot
Councillor S. Chu (Remote Participation)
Councillor P. Demong (Remote Participation)
Councillor E. Spencer
Councillor J. Wyness
Mayor J. Gondek
Councillor G-C. Carra (Remote Participation)
Councillor K. Penner (Remote Participation)

ALSO PRESENT: Chief Operating Officer S. Dalgleish
General Manager D. Hamilton
Senior Legislative Advisor J. Palaschuk
Legislative Advisor C. Doi

1. CALL TO ORDER

Councillor Sharp called the meeting to order at 8:34 a.m.

ROLL CALL

Councillor Carra, Councillor Chabot, Councillor Chu, Councillor Demong, Councillor Mian, Councillor Penner, Councillor Spencer, Mayor Gondek, and Councillor Sharp

Absent from Roll Call: Councillor Wyness

2. OPENING REMARKS

Councillor Sharp provided opening remarks and a traditional land acknowledgment.

3. CONFIRMATION OF AGENDA

Moved by Councillor Mian

That the Agenda for the 2024 July 29 Regular Meeting of the Infrastructure and Planning Committee be confirmed.

MOTION CARRIED

4. CONFIRMATION OF MINUTES

4.1 Minutes of the Regular Meeting of the Infrastructure and Planning Committee, 2024 July 3

The following clerical corrections were noted for the Minutes of the 2024 July 3 Regular Meeting of the Infrastructure and Planning Committee:

- On page 7 of 8, by deleting the words "A confidential presentation was distributed with respect to Confidential Report IP2024-0757." under the heading "10.1.1 Government of Alberta Funding Agreements for Bridgeland Place and Mount Pleasant Affordable Housing Projects, IP2024-0757"; and
- On page 8 of 8, by adding the heading "CONSENT AGENDA" followed by "Government of Alberta Funding Agreements for Bridgeland Place and Mount Pleasant Affordable Housing Projects, IP2024-0757" under the "The following Items have been forwarded to the 2024 July 30 Regular Meeting of Council:" header.

Moved by Councillor Chabot

That the Minutes of the 2024 July 3 Regular Meeting of the Infrastructure and Planning Committee be confirmed, **as corrected.**

MOTION CARRIED

5. CONSENT AGENDA

5.1 DEFERRALS AND PROCEDURAL REQUESTS

None

6. POSTPONED REPORTS

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 Prairie Economic Gateway - Statutory Plan Amendments, IP2024-0866

Councillor Penner (Remote Member) left the meeting at 9:12 a.m.

Councillor Penner (Remote Member) joined the meeting at 9:14 a.m.

Moved by Mayor Gondek

That with respect to Report IP2024-0866, the following be approved:

1. That the Infrastructure and Planning Committee forward this Report to the 2024 September 10 Public Hearing Meeting of Council; and
2. That the Infrastructure and Planning Committee recommend that Council:

UNCONFIRMED

a. Give FIRST READING to the proposed bylaw for the amendments to the Rocky View County/City of Calgary Intermunicipal Development Plan (Attachment 2);

b. Adopt, by resolution, proposed amendments to Appendix E 'Glossary' of the Rocky View County/City of Calgary Intermunicipal Development Plan (Attachment 3);

c. WITHHOLD second and third readings of the proposed amendments to the Rocky View County/City of Calgary Intermunicipal Development Plan bylaw until the Intermunicipal Development Plan amendments, the Municipal Development Plan and Calgary Transportation Plan amendments and the Prairie Gateway Area Structure Plan related to the Prairie Economic Gateway have been approved by the Calgary Metropolitan Region Board;

d. Give FIRST READING to the proposed bylaw for the amendments to the Municipal Development Plan and Calgary Transportation Plan (Attachment 4);

e. WITHHOLD second and third readings of the proposed amendments to the Municipal Development Plan and Calgary Transportation Plan until the Intermunicipal Development Plan amendments, the Municipal Development Plan and Calgary Transportation Plan amendments and the Prairie Gateway Area Structure Plan related to the Prairie Economic Gateway have been approved by the Calgary Metropolitan Region Board; and

f. Recommend that the Mayor provide a letter of support, in principle, for Rocky View County's Prairie Gateway Area Structure Plan.

For: (9): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Demong, Councillor Spencer, Mayor Gondek, Councillor Carra, and Councillor Penner

Against: (1): Councillor Wyness

MOTION CARRIED

8. ITEMS DIRECTLY TO COMMITTEE

8.1 REFERRED REPORTS

None

8.2 NOTICE(S) OF MOTION

None

9. URGENT BUSINESS

None

UNCONFIRMED

10. CONFIDENTIAL ITEMS

10.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

None

10.2 URGENT BUSINESS

None

11. BRIEFINGS

None

12. ADJOURNMENT

Moved by Councillor Mian

That this meeting adjourn at 9:37 a.m.

MOTION CARRIED

The following Item has been forwarded to the 2024 September 10 Public Hearing Meeting of Council:

PLANNING MATTERS FOR PUBLIC HEARING

OTHER REPORTS FOR PUBLIC HEARING

- Prairie Economic Gateway - Statutory Plan Amendments, IP2024-0866

The next Regular Meeting of the Infrastructure and Planning Committee is scheduled to be held on 2024 September 18 at 9:30 a.m.

CONFIRMED BY COMMITTEE ON

UNCONFIRMED

CHAIR

CITY CLERK

Planning & Development Services Report to Intergovernmental Affairs Committee
2024 October 16

ISC: UNRESTRICTED
IP2024-0938

Riley Communities Local Area Plan

PURPOSE

This report seeks approval of the proposed Riley Communities Local Area Plan (the Plan).

PREVIOUS COUNCIL DIRECTION

At the 2022 February 15 Combined Meeting of Council, the recommendations of the 2022 City Planning Policy Roadmap (IP2022-0053) were adopted. The Riley Communities Local Area Plan was identified in Attachment 2 of the report under the Local Area Planning Program.

RECOMMENDATIONS:

That Infrastructure and Planning Committee:

1. Forward this Report to the 2024 December 03 Public Hearing Meeting of Council; and

That the Infrastructure and Planning Committee recommend that Council:

2. Give FIRST READING to the proposed bylaw, the proposed Riley Communities Local Area Plan (Attachment 2);
3. WITHHOLD second and third readings of the proposed bylaw until the Riley Communities Local Area Plan has been approved by the Calgary Metropolitan Region Board;
4. Give FIRST READING to the proposed bylaw for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas (Attachment 6);
5. WITHHOLD second and third readings of the proposed bylaw for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas until the Riley Communities Local Area Plan has been approved by the Calgary Metropolitan Region Board; and
6. Following third reading of the proposed bylaw to adopt the proposed Riley Communities Local Area Plan and the proposed bylaw for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas, REPEAL by bylaw the Hillhurst/Sunnyside Area Redevelopment Plan and Hounsfield Heights/Briar Hill Area Redevelopment Plan, and RESCIND, by resolution, the North Bow Design Brief.

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report. The proposed Local Area Plan sets the vision for future growth across the Riley Communities. The Plan supports a range of housing forms, diverse mobility options and distinct commercial areas, as well as improved parks, natural areas and public spaces. The Plan also supports the implementation of Home is Here: The City of Calgary's Housing Strategy, specifically:

- Outcome 1: Increase the supply of housing to meet demand and increase affordability

HIGHLIGHTS

- The Riley Communities Local Area Plan outlines the vision and development policies that will guide new development and investment in the Riley Communities over the next 30 years. The Plan refines and implements the strategic goals and objectives of the Municipal Development Plan (MDP) at the local level.

Planning & Development Services Report to Intergovernmental Affairs Committee 2024 October 16

ISC: UNRESTRICTED IP2024-0938

Riley Communities Local Area Plan

- Calgarians living and working in Hillhurst, Hounsfield Heights-Briar Hill, Sunnyside and West Hillhurst will benefit from strategic and consistent development policies. The Plan also outlines investment priorities and implementation options to support the growth and change in an area strategically located just north of the Bow River and the Greater Downtown.
- Riley Communities are home to some of Calgary's oldest developed areas that have experienced continuous growth and development for several decades. Certain communities of the Plan have policies that pre-date to the adoption of MDP in 2009. Other communities, such as West Hillhurst, have never had a local area plan to strategically guide new developments and outline necessary investments.
- The Plan Area's distinct histories and heritage were key considerations when developing the Plan. The Plan designates Heritage Guideline Areas in heritage-rich parts of the Plan Area and is the first local area plan to develop these residential guidelines in tandem with the formulation of the Plan.
- The greatest proportion of growth and change within the Plan Area is concentrated along the three Neighbourhood Main Streets (Kensington Road NW, 10 Street NW, 14 Street NW), within Activity Centres, along Memorial Drive NW, within portions along 19 Street NW and throughout the Sunnyside and Lions Park LRT transit station areas. Incremental growth is supported across all residential areas.

DISCUSSION

The Riley Communities Local Area Plan includes four inner-city communities: Hillhurst, Hounsfield Heights-Briar Hill, Sunnyside and West Hillhurst. The Plan Area is bounded by 16 Avenue NW, the Southern Alberta Institute of Technology (SAIT) and the Alberta University of the Arts (AUArts) campuses and McHugh Bluff to the north, Centre Street North to the east, the Bow River to the south and Crowchild Trail NW and 28 Street NW to the west.

While each community has its own individual boundaries, the Riley Communities share common assets, amenities, public and transit infrastructure, natural features and parks. They also have easy access to the Greater Downtown and the Bow River. The proposed Plan sets out a long-term vision, policies and objectives for supporting growth that build upon these shared assets.

The Plan's policies are shaped by five core values developed and refined throughout the engagement process:

i) Housing Choice – expanding range of housing options to meet evolving needs, life stages and household compositions;
ii) Moving to and Through the Riley Communities – focusing growth and investment around the mobility network to enhance walking, wheeling and transit experiences;
iii) Parks, Recreation and Public Space – improving the quality of and access to parks, natural areas and public spaces;
iv) Climate Resilience – improving energy use, reducing greenhouse gas emissions and better adapting to climate related hazards; and,
v) Safe and Accessible Communities – ensuring safety and accessibility are key considerations in improvements and investments, especially around transit stations.

Demographic trends were accounted for in the development of the Plan. Despite sustained development activity in specific communities, the overall population in the Plan Area shows a decline of 271 people since its peak in 2018, which represents a total decline of 0.9 percent. The peak population year of individual communities varies across the Plan Area. West

Planning & Development Services Report to Intergovernmental Affairs Committee
2024 October 16

ISC: UNRESTRICTED
IP2024-0938

Riley Communities Local Area Plan

Hillhurst's population peaked in 1968 and Hounsfield Heights-Briar Hill's population peaked in 1971. Most recently, Hillhurst's population peaked in 2016 and Sunnyside's population peaked in 2019. Hounsfield Heights-Briar Hill has experienced the greatest population decline relative to the other Riley Communities with a decrease in population of 15 percent since its 1971 peak.

The Plan's future growth concept aligns with MDP direction and identifies strategic growth areas and specific local development policies for multi-residential, commercial and mixed-use developments along three Neighbourhood Main Streets, within Activity Centres and along Memorial Drive NW and within portions of 19 Street NW. The Plan also provides direction to guide redevelopment within the Sunnyside and the Lions Park LRT transit station areas, including the highest building scales at the North Hill Mall site.

Mobility Study

The Riley Communities Local Area Plan is unique in comparison to other approved and in-progress Local Area Plans as it included an additional Mobility Study. The Mobility Study, a non-statutory document, was identified in the Hillhurst / Sunnyside Area Redevelopment Plan to address growth and change around the Sunnyside LRT transit station area. The scope expanded to the entire Plan Area and it was prepared in tandem with the Plan by an external consultant to inform the policy and implementation options. The Mobility Study examines existing conditions and outlines a series of prioritized mobility improvements to support growth and change. A summary is provided within Attachment 5.

Heritage Guidelines

The Riley Communities Local Area Plan is the first plan to develop Heritage Guidelines in tandem with the Plan. The Heritage Guideline Areas were identified using Council-approved criteria that are applied consistently across the city. Heritage Guidelines will direct new development within these identified areas to be contextually sensitive and consistent with existing residential heritage assets. The Guidelines encourage new residential development to draw design reference from nearby heritage assets while still allowing for contemporary features.

Amendments to Land Use Bylaw 1P2007 are necessary to enable the implementation of the Heritage Guidelines (Attachment 6). These amendments focus on adding maps attached as Schedule "A" as the Heritage Guidelines. Previous amendments to Land Use Bylaw 1P2007, as part of the adoption of the North Hill Communities Heritage Guidelines (IP2022-1045), ensured that all housing types (including Contextual Single Detached Dwelling, Contextual Semi-detached Dwelling and Rowhouse Building), that are allowed within Heritage Guideline Areas become Discretionary Uses. The discretionary development permit application review will apply the Heritage Guidelines to ensure the application meets the policies. More details are captured in the Background and Planning Evaluation, refer to Attachment 3.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- ☒ Public engagement was undertaken
- ☒ Public/interested parties were informed
- ☒ Dialogue with interested parties was undertaken
- ☐ Public communication or engagement was not required

Riley Communities Local Area Plan

Engagement Overview

The proposed Plan was developed over two years using a phased engagement approach to advance neighbourhood planning in Calgary. Public input gathered through an extensive engagement and communications plan identified opportunities and challenges, as well as solutions to guide growth and change in this area. In addition, a Working Group consisting of 35 members from four Community Associations, area residents and industry representatives met a total of nine times to provide detailed feedback through each phase of engagement.

Administration also undertook a pro-active relationship-building approach throughout all phases of the work. This strategy aimed to build mutual trust and respect between all those involved and enhance understanding of the planning continuum. The proposed Plan incorporates feedback and ideas from Community Associations, Working Group members and internal Technical Advisory Committee members from various City business units. A detailed summary of the engagement and communications strategy, tactics and what we heard and how feedback was actioned are included as part of Attachment 4.

Calgary Planning Commission (CPC) Workshop

A closed session workshop with CPC was held on 2024 January 25. The workshop focused on the draft Plan including the Urban Form and Building Scale maps, development policies supporting growth and implementation options. There was support for the draft Plan and feedback provided informed revisions. CPC also supported Administration's efforts to focus development in and around key nodes and corridors and transit stations areas, particularly the Lions Park LRT station. Attachment 7 provides a summary of the CPC workshop.

IMPLICATIONS

Social

Equity is one of the five key considerations when a Local Area Plan is created, alongside trends, participant input, professional expertise and City policies. The Riley Communities Local Area Plan supports a range of housing options to meet the evolving needs, life stages and household compositions of individuals. The Plan also supports the creation of non-market and mixed-market housing in transit station areas through incentives, including but not limited to, using direct control bylaws for floor area exemptions for areas of a new development that provide non-market housing. This approach benefits individuals from both an affordable housing and affordable mobility lens, allowing more individuals to be able to call these communities home. The Plan also is informed by Mobility Study to ensure that mobility improvements are looked at holistically across all communities and to facilitate equitable mobility choices for all residents.

Environmental

Situated along the Bow River, the Riley Communities are already experiencing the impacts of climate change hazards, which are increasing in intensity and frequency. These hazards may be significant in cost to communities and infrastructure. As a result, the Plan focuses on climate resilience with calls for actions that minimize the adverse effects of climate change on people, businesses, homes and the environment. The Plan also provides direction to protect, maintain and support the urban tree canopy while supporting the preservation and restoration of riparian areas using natural infrastructure to enhance resilience to river flooding. The Plan enables more people to live in closer proximity to their daily needs by strategically focusing growth in transit station areas and along Main Streets and key corridors. This type of redevelopment makes

sustainable travel options, such as walking, wheeling and transit, more viable and assists in broader efforts to reduce greenhouse gas emissions.

Economic

The Plan will guide development and investment in the community over the next 30 years and is intended to be updated regularly. Policies support multi-residential, commercial and mixed-use developments in key nodes and corridors of the Plan Area in addition to supporting incremental growth in primarily residential areas. To support increased population growth, Chapter 3 of the Plan provides high-level strategic direction to inform investment decisions across all communities. These area improvement options are in addition to ongoing City investments and projects in the Plan Area.

Service and Financial Implications

No anticipated financial impact. Investments will be reviewed during future service plans and budgets.

RISK

Over the past two years, there has been a significant investment of time and effort from The City and members of the public, the Working Group, Community Associations and industry towards the development of the proposed Plan. If it is not approved, community trust, support and involvement may be negatively impacted and individuals may have less willingness to participate in future City initiatives. Council's approval of the Plan is necessary to ensure implementation and action planning can commence to realize the vision and policies of the proposed Plan.

ATTACHMENTS

1. Previous Council Direction
2. Riley Communities Local Area Plan
3. Background and Planning Evaluation
4. Engagement Summary
5. Riley Communities Mobility Study - Brief
6. Proposed Amendments to the 1P2007 Land Use Bylaw
7. Calgary Planning Commission Review
8. Presentation
9. Public Submissions

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Debra Hamilton	Planning & Development Services	Approve

Author: F. McLeod, F. Elahi, Community Planning

Previous Council Direction

Context

The Riley Communities Local Area Plan is part of the Local Area Planning Program, which seeks to update and modernize local area plans in Calgary. The Riley Communities Local Area Plan is the fourth local area plan to come forward since the Local Area Planning Program was launched.

Previous Council Direction

The table below provides details of Council direction since 2019 that have guided Administration's work on the Riley Communities Local Area Plan proposed in this report.

Timeline of Previous Council Direction

DATE	REPORT NUMBER	DIRECTION/DESCRIPTION
2021 February 08	PUD2021-0046	At the 2021 February 08 Combined Meeting of Council, Council approved consent agenda item 7.3 City Planning and Priorities and Workplan Report 2021. Within the City Planning and Priorities and Workplan Report 2021, the Riley Communities Local Area Plan was identified as "North Bank (Hillhurst/Sunnyside) – Area 4 Multi-Community Plan" and was provided a start date of Q2 2018 and an end date of Q2 2022.
2022 February 15	IP2022-0053	At the 2022 February 15 Combined Meeting of Council, Council adopted item 11.4.3 (IP20022-0053) City Planning Policy Roadmap 2022. The Riley Communities Local Area Plan was identified in Attach 2 of the report under the Local Area Planning Program and was identified with a completion date of Q4 2023. The document also stated that the length of local area plan development can vary based on the plan area context and other City project coordination. Project timelines were shifted to allow appropriate time for collaboration with the community and to allow the *Housing for Rezoning* initiative to proceed without conflict.
2022 March 29	C2022-0372	The top three priorities from Council's Refined Strategic Direction 2023-2026 (C2022-0372) identified the following three top priorities: • Transit • Downtown Revitalization; and • Land Use and Local Area Planning Process Review (Housing)

Riley Communities

Local Area Plan

Publishing Information

Title
Riley Communities Local Area Plan

Author
The City of Calgary

Status
Proposed October 2024

Additional Copies
The City of Calgary
Records & Information Management (RIM)
Calgary Building Services
P.O. Box 2100, Station M, Mail Code: 8115
Calgary, AB T2P 2M5

Phone
311 or outside of Calgary 403-268-2489

Fax
403-268-4615

calgary.ca

23-0034774-CRV-25872

Contents

1 Visualizing Growth 8

1.1 Introduction 9
1.2 Vision and Core Values 11
1.3 Community Context 13

2 Enabling Growth 20

2.1 Introduction 21
2.1.1 Future Growth Concept 22
2.2 Urban Form Categories 26
2.2.1 Neighbourhood 27
2.2.2 Vehicle-Oriented Commercial 34
2.2.3 Parks, Civic, and Recreation 38
2.2.4 Comprehensive Planning Sites 43
2.3 Scale Modifiers 47
2.3.1 Limited Scale 48
2.3.2 Low Scale – Modified 48
2.3.3 Low Scale 49
2.3.4 Mid Scale 49
2.3.5 High Scale 50
2.3.6 Highest Scale 50
2.3.7 Scale Transition 51
2.4 General Policies 52
2.4.1 Climate Mitigation and Adaptation 52
2.4.2 Built Form 53
2.4.3 Additional Design Considerations 59
2.5 Area Specific Policies 60
2.5.1 Main Streets 60
2.5.2 Neighbourhood Main Streets 62
2.5.3 Urban Main Streets 66
2.5.4 Transit Station Areas 67
2.5.5 Activity Centres 73
2.5.6 Community Corridors 74
2.6 Heritage 76
2.6.1 Heritage Resources 76
2.6.2 Heritage Guideline Areas 78
2.7 Density Bonusing Transition 82
2.8 Mobility 83
2.8.1 Pedestrian 83
2.8.2 Cycling 84
2.8.3 Transit 84
2.8.4 Parking 85
2.8.5 Street Network 86

3 Supporting Growth 87

3.1 Overview 88
3.2 Goals, Objectives and Implementation Options 90
3.2.1 Housing Choice 90
3.2.2 Moving to and Through the Riley Communities 92
3.2.3 Parks, Recreation, and Public Space 99
3.2.4 Climate Resilience 102
3.2.5 Safe and Accessible Communities 106

4 Implementation and Interpretation 101

4.1 Policy Framework **109**
4.2 Local Area Plan Interpretation **110**
4.3 Local Area Plan Implementation Monitoring, Review and Amendments **112**
4.4 Glossary **113**

A Appendices 107

Appendix A: Investment Options **117**
Appendix B: Regional Corridors and Context Map **122**
Appendix C: Mobility **126**
Appendix D: Constraints **132**
Appendix E: Additional Historical Information **134**

Maps

Map 1: **Community Context** 10
Map 2: Community Characteristics 19
Map 3: Urban Form 23
Map 4: Building Scale 24
Map 5: Heritage Guideline Areas 79
Map B1: Regional Transmission Corridors and Context 123
Map B2: Regional Transportation Corridors and Context 124
Map B3: Growth Plan Placetype Alignment 125
Map C1: Pedestrian Corridors 127
Map C2: Cycling Network 128
Map C3: Transit Network 129
Map C4: Goods Network 130
Map C5: Road and Street Network 131
Map D: Constraints 133

Figures

Figure 1: Policy Relationship **7**
Figure 2: Plan Context **9**
Figure 3: Complete Communities **21**
Figure 4: Modified Building Scale Areas **25**
Figure 5: Neighbourhood Urban Form Categories **27**
Figure 6: Vehicle-Oriented Commercial Urban Form Categories **34**
Figure 7: Commercial Centre Bird's Eye View **37**
Figure 8: Parks, Civic, and Recreation Urban Form Categories **38**
Figure 9: Riley Park Village Modified Building Scale **45**
Figure 10: Concentrations of Commercial Heritage Assets **61**
Figure 11: 10 Street NW Modified Building Scale Area **63**
Figure 12: Kensington Road NW and 10 Street NW Modified Building Scale Area **64**
Figure 13: Memorial Drive NW and 10 Street NW Modified Building Scale Area **64**
Figure 14: 14 Street NW Modified Building Scale Area **65**
Figure 15: Lions Park LRT Transit Station Area **69**
Figure 16: Sunnyside LRT Transit Station Area **70**
Figure 17: 3 Avenue NW and 9A Street NW Modified Building Scale Area **71**
Figure 19: 9A Street NW Modified Building Scale Area **71**
Figure 18: 3 Avenue NW and 10 Street NW Modified Building Scale Area **71**
Figure 20: Example of Front Setback and Tree Plantings **78**
Figure 21: Example of Roof and Building Massing **80**
Figure 22: Example of Front Façades **80**
Figure 23: Example of Windows, Materials and Details **81**

Land Acknowledgment

Calgary is situated within the ancestral lands and traditional territories of the people of the Nations that made Treaty 7. These Nations in Southern Alberta are: the Siksika, Piikani, Amskaapipiikani, and Kainai First Nations, who, altogether, form the Siksikaitsitapi (Blackfoot Confederacy); the Îethka Nakoda Wîcastabi (Stoney Nakoda) First Nations, comprised of the Chiniki, Bearspaw, and Goodstoney First Nations; and the Tsuut'ina First Nation. The city of Calgary is also homeland to the historic Northwest Métis and to the Otipemisiwak Métis Government, Métis Nation Battle River Territory, Nose Hill Métis District 5, and Elbow Métis District 6. The Plan acknowledges all Indigenous people who have made Calgary their home.

Guided by the White Goose Flying Report, The City's response to the findings and calls to actions of the Truth and Reconciliation Commission, and the Indigenous Policy, a Council-approved policy which outlines meaningful ways forward and policy opportunities to grow from and build common ground, The City is beginning to explore how to better understand and act on our shared foundations with Indigenous peoples. While discussions continue regarding our own actions and efforts, The City is committed to beginning to actively explore ways to redefine our understandings, our assumptions, our relationships, and our abilities to build a more inclusive and equitable city based on our shared foundations.

What is the Riley Communities Local Area Plan?

The Riley Communities Local Area Plan, or Plan, provides the long-term vision specific to the Riley Communities and presents a broad strategy for community growth and change. With guidance from the **Municipal Development Plan**, this Plan provides community-specific policies related to land use planning and development. The following provides a summary of how everyone from the public to a developer can best use this document. Key content of the Plan is summarized below.

The Municipal Development Plan

Calgary's **Municipal Development Plan** is a statutory plan that lays out a vision for how the city will grow and develop over the next 30 to 60 years. Alberta's Municipal Government Act requires that the council of every municipality must adopt a **Municipal Development Plan** by bylaw.

Together with the Calgary Transportation Plan, the **Municipal Development Plan** sets a long-term strategy of a more sustainable city form for Calgary and the transportation networks to serve it. To do so, the **Municipal Development Plan** encourages growth within the city to make the best use of existing land, reduce the cost of City services, locate residents closer to where they work, shop, and play, and support increased mobility options. The long-range target set in the **Municipal Development Plan** is to accommodate 50% of Calgary's future population growth to the Developed Areas over the next 60 to 70 years, starting in 2009.

(Source: The City of Calgary, **Municipal Development Plan** 2020).

Chapter 1 Visualizing Growth

Chapter 1 of the Plan contains contextual information, the Plan vision, and core values that support this vision. The vision and community context guide the application of this Plan and will continue to direct planning and development in the Riley Communities through the implementation of the core values.

Chapter 2 Enabling Growth

To achieve the vision and core values of Chapter 1, Chapter 2 of the Plan sets out the Future Growth Concept for the Riley Communities. The Plan applies urban form categories and scale modifiers, as well as **built form**, general, and area-specific policies to the local context.

Urban Form Categories

Map 3: Urban Form shows the urban form categories in the Plan Area and should be used as a starting point when determining the general function envisioned for a specific area. Readers should review 2.2 Urban Form Categories, which, provides further details and applicable policies that apply to each urban form category.

Scale Modifiers

Scale modifiers are used to complement an urban form category to provide additional **built form** policies for specific locations. Map 4: Building Scale shows where the different scale modifiers are applied. Readers should review 2.3 Scale Modifiers, which introduces each scale modifier and its associated policies.

General and Area Specific Policies

The remaining sections in Chapter 2 provide general policies and additional design considerations that apply on a Plan-wide or site-specific basis. This Plan provides general policies, which primarily focus on the interface of the **public space** with buildings, and more specific policies that apply to areas such as **Main Streets**, **transit station areas**, and **Activity Centres.** The additional design consideration provides policy guidance on planning matters such as mobility, heritage, and sustainable development.

Chapter 3 Supporting Growth

Chapter 3 of this Plan identifies specific objectives and investment priorities for supporting growth and change within the Riley Communities. This Chapter is intended to set out high-level, strategic direction to inform how investments in the Plan Area are made to support the Future Growth Concept.

Chapter 4 Implementation and Interpretation

Chapter 4 contains policies regarding the legal interpretation, status, and limitations of the Plan. The Plan is a statutory plan, as outlined in the Municipal Government Act, and must be read in conjunction with the **Municipal Development Plan**, Calgary Transportation Plan**,** and other City of Calgary policy documents. Chapter 4 also contains a Glossary of common terms used throughout the Plan which are bolded throughout the text.

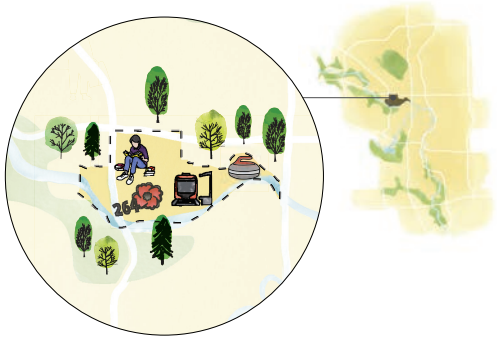
Appendices

Additional non-statutory plan information can be found in the Appendices including Appendix A: Investment Opportunities, Appendix B: Regional Corridors and Context Map, Appendix C: Mobility, Appendix D: Constraints, and Appendix E: Additional Historical Information. The appendices contain information intended to support the vision and core values of the Plan.

Figure 1: Policy Relationship

Citywide: Looking ahead 60 years

Calgary's **Municipal Development Plan** outlines a broad vision and long-term goals for how Calgary should grow and develop over the next 60 years.



Local: Looking ahead 30 years

Local area plans identify and guide where and how future growth, change, and reinvestment could happen within a specific area.

Local area plans must align with the broader direction of the **Municipal Development Plan**, but provide more localized and specific guidance.

1 Visualizing Growth

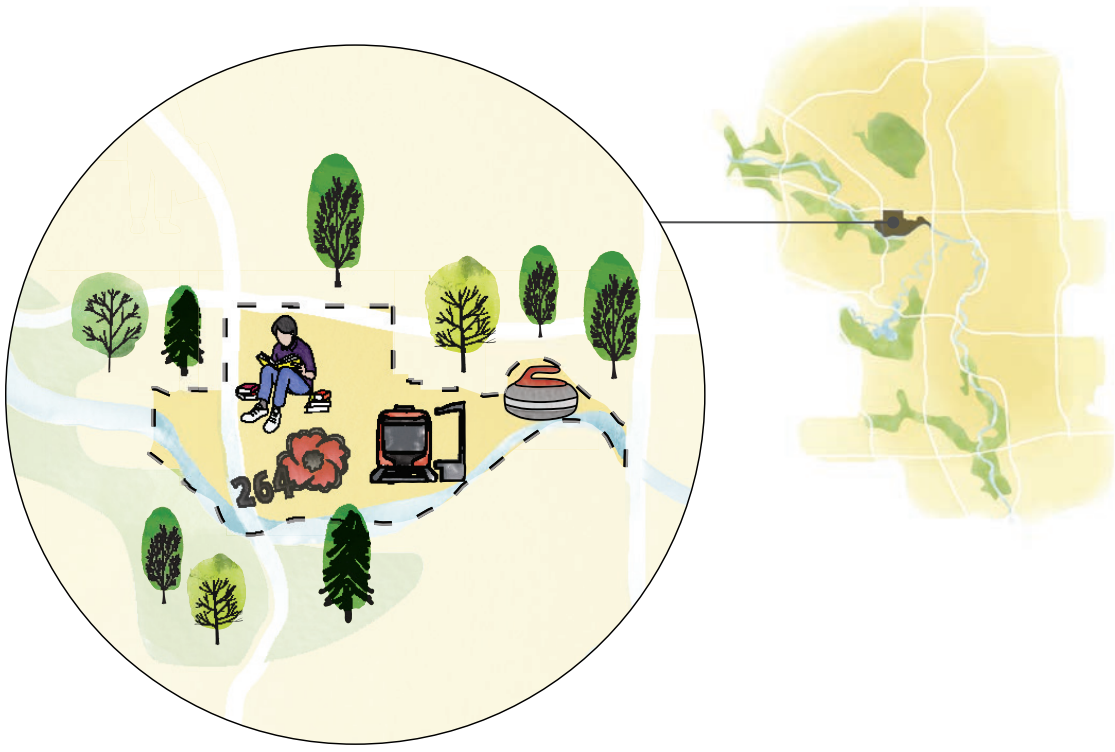
1.1 Introduction

The Riley Communities Local Area Plan (Plan) is a statutory policy document that sets out a long-term vision and identifies opportunities to create a framework for growth and change in the Plan Area. The Plan Area includes four residential communities bounded by 16 Avenue NW, the Southern Alberta Institute of Technology (SAIT) and the Alberta University of the Arts (AUArts) campuses, and the bluff to the north, Centre Street North to the east, the Bow River to the south, McHugh Bluff, and Crowchild Trail NW and 28 Street NW to the west (Figure 2: Plan Context).

The Riley Communities are comprised of the communities of Hillhurst, Hounsfield Heights - Briar Hill, Sunnyside, and West Hillhurst (Map 1: Community Context). These four communities each have their own unique history.

The Plan guides growth and change and identifies amenities and **infrastructure** required to support growth in these communities to achieve the Plan's vision. The Plan takes a multi-community approach that recognizes and builds upon the shared assets, amenities, and natural features that go beyond the boundaries of a single community and benefit the broader area. The Plan is meant to be updated periodically as development and change occur.

Figure 2: Plan Context



Map 1:
Community Context

Legend

- Community Boundary
- Plan Area Boundary

ISC: Unrestricted

The City of Calgary

1.2 Vision and Core Values

Vision

The Riley Communities are a network of connected and celebrated neighborhoods situated north of the Bow River. With easy access to the Greater Downtown and the Bow River, these communities provide a range of housing options, diverse mobility options, distinct commercial and retail areas flowing from the Kensington Business Area, and a network of inspiring parks and destinations that connect Calgarians.

Core Values

Housing Choice

Expand the range of housing options in the Riley Communities to meet the evolving needs, life stages, and household compositions of Calgarians. Ensure that as new housing is developed, it suits the evolving context of each of Riley's individual communities and provides opportunities for the recognition, celebration, and retention of **heritage assets**.

Moving to and Through the Riley Communities

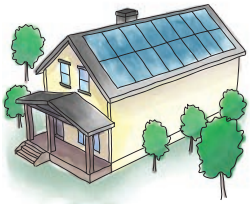
Focus growth and investment around the Sunnyside Station, Lions Park Station, 19 Street NW, 14 Street NW, 10 Street NW, Kensington Road NW, and the Always Available for All Ages and Abilities **(5A) Network**, further enhancing peoples walking, wheeling, and transit experience as they move to and through the Riley Communities.

Parks, Recreation, and Public Space

Improve the quality of and access to parks, natural areas, and **public spaces** throughout the Riley Communities to meet the needs of the current and future residents with a focus on creating recreational and communal spaces.

Climate Resilience

Improve energy use, reduce greenhouse gas emissions and better adapt to climate-related hazards in buildings through a range of initiatives such as building design, increasing the urban tree canopy, and creating more complete communities.



Safe and Accessible Communities

Ensure that safety and accessibility are key considerations in **public space** improvements, new building design, and in considering improved transportation options, especially around **transit station areas**.

1.3 Community Context

History

Calgary was originally centered at the confluence of the Bow and Elbow Rivers, which was an important site for Indigenous peoples for thousands of years. With its sheltering river flats, plentiful wood and water, and warm Chinook winds in the winter, the confluence area was a preferred seasonal campsite. This area was part of Indigenous life for at least 10,000 years, dating back to the end of the last ice age. Rivers functioned as natural navigational landmarks, and the area includes at least two trails that were used by Indigenous people before the making of Treaty 7 in 1877. Since then, much of the physical evidence of Indigenous life has been disturbed, mostly through agricultural use and subdivision development, which preceded the passage of the Alberta Historical Resources Act in 1972. However, some areas still have potential for undiscovered **heritage resources** relating to Indigenous ways of life.

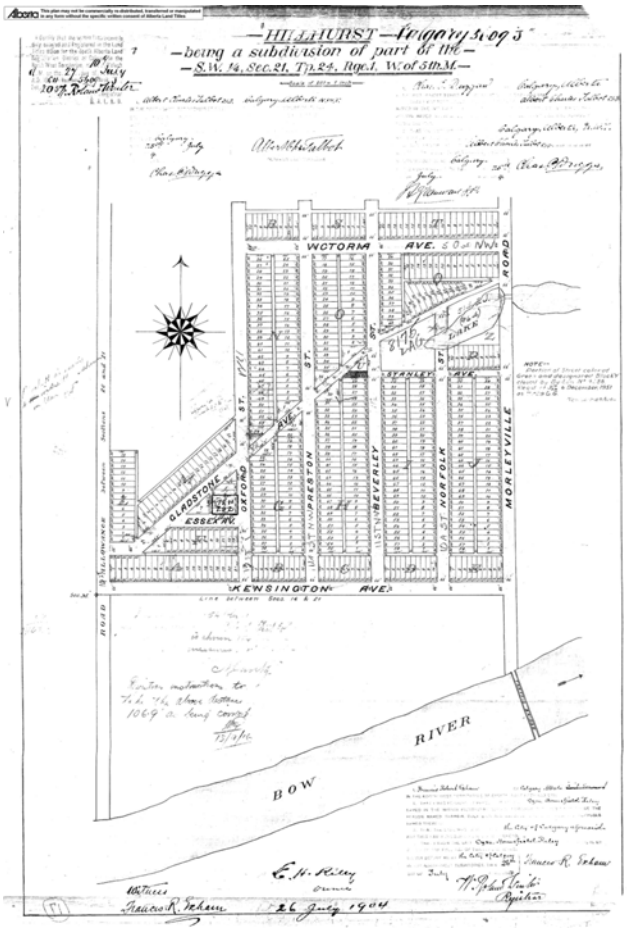


Illustration: Hillhurst Subdivision. Courtesy of Service Alberta

Photo: Streetcar heading west on Kensington Road at 15 Street NW, 1950. "Calgary Municipal Railway car 62, Calgary, Alberta," 1950 (CU1207637) by Unknown. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.

Calgary emerged in 1875 as a North-West Mounted Police post. The fort was built on unceded land two years before the making of Treaty 7 occurred in 1877. By the time the transcontinental Canadian Pacific Railway (CPR) arrived in 1883, Calgary had developed as an unincorporated settlement on the land that would eventually become the community of Inglewood. The CPR laid out a new townsite on its own property east of the Elbow River and south of the Bow River, and the settlement moved west at the beginning of 1884. Calgary was incorporated as a town later that year, and in 1894 it became a city.

The Bow River functioned as Calgary's northern boundary until around 1907. Around that time, federal government land grants were issued to homestead farmers and to the Canadian Pacific Railway, the latter receiving 25-million acres of land in western Canada as part of a government incentive to build the transcontinental railway. Early landowners in the Riley area included—most notably—the family of English-born Thomas E. Riley (1842–1909) and his wife, Georgiana Jane (née Hounsfield, 1843–1907). The Rileys had initially settled in Quebec before homesteading north of Calgary in 1888.

Besides farming and ranching, activity in the Riley Communities area included sandstone quarrying in what is now the community of Sunnyside and construction of an irrigation ditch through what is now the communities of Hillhurst and West Hillhurst. The Bow Marsh Bridge (precursor to the Louise Bridge) was built in 1888 and named for the river and for its primary advocate, George C. Marsh, providing an important link to the rest of Calgary. The location of the bridge is the same river crossing location that had long been used by Indigenous peoples.

Non-agricultural settlement began north of the Bow River late in the 19th century and spread further east. Ottawa built the Langevin Bridge in 1888 (later renamed the Reconciliation Bridge in 2017) to facilitate transportation along the Edmonton Trail, and, by 1900, Calgarians began building homes in what later became the community of Bridgeland-Riverside. Before long, landowners and speculators began to subdivide their properties in the area to allow for potential residential developments. The most notable of the area's founders are various members of the Riley family including Ezra Hounsfield Riley (1866–1937) and Georgina, who were responsible for the initial subdivisions in 1907 of the southern portion of current-day Hillhurst as well as the northern portion of current-day West Hillhurst. In addition, they provided significant endowments to the area including the Riley Park and its cricket facilities, as well as Saint Barnabas Church.

In 1907, Arthur Bennett (1865–1946), in partnership with William Ross (1858–1914), subdivided Sunnyside as well as land to the east (which was named New Edinburgh) and land to the west of 14 Street (which was named Broadview). All the subdivision plans included roads and blocks aligned with the compass directions as well as areas positioned on an oblique angle following a curve in the riverbank. Construction of the Louise Bridge in 1906, the annexation of this area to Calgary in 1907, and the inauguration of the Calgary Municipal Railway in 1909 (and its extension to Sunnyside by 1912) provide the context for the neighborhood's establishment and development as thriving mixed-use commercial and residential area with a strong and well-connected mass transit system.

Photo: A streetcar passes through the business district on 10 Street NW at Kensington Road, circa 1920s. Courtesy of Calgary Transit

In 1911, William Ross also built two historically significant buildings in the area. The Ross Block remained a significant landmark until it was destroyed be a fire in 1988. The Sunnyside Grocery, which his son William Ferguson Ross owned until 1939, remained a local landmark until it was demolished in 2018.

Most of present-day West Hillhurst was initially granted by the Crown to the Canadian Pacific Railway (CPR) as an incentive to construct a transcontinental railway. Subdivision development began in 1906, creating many of the smaller communities that were eventually amalgamated in to the West Hillhurst community area of today, namely Upper Hillhurst (between 14 Street and 19 Street NW), Grand Trunk (from 19 Street to 24 Street, now Crowchild Trail), Westmont (south of Westmount Road), Happy Land (west of Crowchild Trail), and a portion Parkdale (north of Happy Land). Extension of the streetcar network into the area in the early 1900s helped to create the connected community we know of today.

The growth of Hounsfield Heights started when The City annexed the land in 1910. Two of the Riley brothers owned this land and honored their late mother by using her birth name when naming this new subdivision: Hounsfield Heights. The land was promoted as an exclusive neighbourhood with a commanding view, but residential growth was slowed to a halt by the Great Depression and two world wars. An exception to this lack of growth that occurred just outside of the Plan Area was the construction of the Provincial Institute of Technology and Art (PITA) campus, which later became the Southern Alberta Institute of Technology (SAIT). Civilian use of this facility was superseded between 1940 to 1945 as part of the British Commonwealth Air Training Plan to train radio operators that would support the war effort.

After the end of the Second World War, growth in Hounsfield Heights increased and the western portion, Briar Hill, began growing in the early 1950s. Growth consisted exclusively of single-detached housing except for the 16 Avenue commercial area that was designated in alignment with the development of the Trans-Canada Highway, which was completed in 1962.

Throughout the 1950s, many of the larger institutions and amenities that the Plan Area and directly adjacent areas are known for were constructed, including Calgary's first purpose-built indoor shopping centre known today as North Hill Shopping Centre, and the Southern Alberta Jubilee Auditorium, as well as Lions Park and the Senator Burns Memorial Garden.

Historically, Memorial Drive had several names as it passed through the Riley Communities area, including Broadview Boulevard, Calgary Boulevard, Sunnyside Boulevard, and Westmount Boulevard; further east, it was known as Riverside Boulevard. In 1922, Riverside Boulevard was renamed to honour those who served and died in the First World War, and trees were planted along the boulevard in memory of individual soldiers. In 1963, the road was unified under the common name of Memorial Drive east of present-day Crowchild Trail.

The flats along the Bow River were vulnerable to catastrophic flooding, which occurred periodically, until the construction of the Bearspaw Dam in 1953. However, floods in 2005 and 2013 caused extensive damage.

A further account of the history for each of the neighborhoods that make up the Riley Communities is included in Appendix E: Additional Historical Information.

Photo: Sunnyside home at 518-7th Avenue NW in which Violet King grew up & her family lived for over 50 years: 1930-1974 (Courtesy of Hillhurst Sunnyside Community Association.

Photo: Violet King, the first Black woman admitted to the Alberta Bar, and to practise law in Canada. E.J. McCormick, with whom she articled, shakes her hand, 2 June 1954. "Violet King, lawyer, Calgary, Alberta," 1954 (CU1140946). Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.

Photo: "North Hill Shopping Centre, Calgary, Alberta," 1962 (CU1124313) by Duffoto. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.

Community Characteristics and Attributes

The Plan Area and surrounding land contain characteristics and attributes that were considered as part of the development of the Plan's foundations in Chapter 1. Key features are shown on Map 2: Community Characteristics and Attributes. These characteristics and attributes should be considered throughout all subsequent phases of planning and development.

Topography

The Riley Communities are historically characterized by valley side slopes and wide lower terraces in the valley bottom. Within certain areas, including where 10 Street NW and 17A Street NW traverse up the hill, coulees that cut into the valley slopes likely existed at one time. Over the years, these features were slowly altered through land development activities to reduce the slope for new roads. Although the valley bottom lands across the Plan Area appear uniform and flat, historical documents and archival accounts, including oral histories, indicate lower lands were characterized by greater variability. There are indications of at least three or more terrace levels that were further divided by smaller erosional gullies and wetlands. The impact of gradual development and change has impacted the complexities of the topography of the Plan Area as former terrace levels now appear as a single, uniform area from the Bow River's edge to the base of the valley side slopes.

Natural Features and Open Areas

The Plan Area falls within the Bow River Basin Watershed. Development occurring adjacent to the Bow River may be subject to flooding as these areas are identified as part of the 1:100 Inundation Boundary. Chapter 2: Enabling Growth will include policies to strengthen resiliency and minimize development impact on the river while supporting intended growth and change. The 1:100 Inundation Boundary is outlined in Appendix D: Constraints.

The Riley Communities includes a range of natural areas and open spaces, including the McHugh Bluff, Riley Park, Hillhurst Sunnyside Park, West Hillhurst Park, Broadview Park, Grasshopper Hill, and Hounsfield Heights Park. The Bow River also features several natural and programmed open spaces along its edge, including Poppy Plaza and the Field of Crosses at the Sunnyside Bank Park that anchor the Memorial Drive – Landscape of Memory project that ensures the corridor's legacy as a living memorial.

Urban Forest

The Riley Communities have a mature tree canopy that consists of trees on public and private lands. Healthy tree canopies are critical to climate change mitigation and enhance community wellbeing. Tree canopies also contribute to sense of place and collective histories of the Plan Area.

Trees along Memorial Drive NW hold significance not only to the Plan Area, but also to the City's collective history as part of a larger living memorial. Beginning in May 1922, The City and various interested parties came together to plant a tree for each fallen soldier of the First World War. The first tree was planted along the former Sunnyside Boulevard (now Memorial Drive NW) and planting continued until 1928 when a total of 3,278 trees were planted. The ongoing regeneration and revitalization of the corridor continues along with the introduction of new trees as part of ongoing work along Memorial Drive NW.

Main Streets

There are four **Main Streets** in the Plan Area as identified by the **Municipal Development Plan**. The **Municipal Development Plan** includes general policies and development intensity targets for **Main Streets** that vary depending on whether they are identified as Urban **Main Streets** or Neighbourhood **Main Streets**. Kensington Road NW, 14 Street NW, and 10 Street NW are identified as Neighbourhood **Main Streets** while 16 Avenue NW is an Urban **Main Street**.

Activity Centres

There are several **Activity Centres** located in the Plan Area, including two Community **Activity Centres**. The first Community **Activity Centre** is the North Hill Mall site, which is bounded by 16 Avenue NW to the north, 14 Street NW to the east, 14 Avenue NW to the south and 19 Street NW to the west. The second Community **Activity Centre** includes the former Grace Hospital site alongside the adjacent institutional and entertainment amenities outside the boundaries of Plan Area, including the SAIT and the AUArts campuses. This Plan identifies a series of Neighbourhood **Activity Centres** located at key intersections such as along 12 Avenue NW, 5 Avenue NW, Kensington Road NW, and 7 Avenue NW. The **Municipal Development Plan** includes general policies for **Activity Centres**.

Community Corridors

Community Corridors are **pedestrian**-focused streets that are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors are higher-classification streets that connect other growth areas including **Main Streets**, **Activity Centres**, and **transit station areas**. The only identified Community Corridor in the Plan is 19 Street NW.

Public Transit Infrastructure

The Riley Communities are served by a range of transit services, including local bus service, Light Rail Transit (LRT), and Bus Rapid Transit (BRT). The Red Line LRT system has two stations in the Plan Area: Lions Park LRT Station and Sunnyside LRT Station. Lions Park LRT Station is a key transit hub connecting LRT with BRT and local bus services.

The Plan Area is also served by bus rapid transit (BRT) with MAX Orange along 16 Avenue NW. Local bus routes also provide connections Plan Area throughout the Riley Communities to neighboring areas and communities.

Pedestrian and Cycling Infrastructure

The Riley Communities are well served by a range of pathways and bikeways, which are inter-connected with the city-wide **Always Available for All Ages and Abilities (5A) Network**, providing safe, accessible, affordable, year-round options for transportation and recreation for all Calgarians. These connections include regional pathways along the Bow River, through Lion's Park, adjacent to west portions of Crowchild Trail NW, along McHugh Bluff and Sunnyside Bank Park. Local pathways and engineered walkways provide some additional connectivity across communities. Shared on-street bikeways are located along collectors and residential streets, including portions of 14 Avenue NW, 5 Avenue NW, 7 Avenue NW, 6 Avenue NW, 4 Avenue NW, 3 Avenue NW, 2 Avenue NW, 21 Street NW, 19 Street NW, 17A Street NW, 10 Street NW, 9A Street NW, Juniper Road NW, 12 Avenue NW, Broadview Road NW, and 7 Street NW among other identified streets.

Heritage Resources

Some of the Plan Area's **heritage resources** have been formally identified on The City of Calgary's **Inventory of Evaluated Historic Resources**, while others have heritage value and may merit future inclusion on the **Inventory**. The **Inventory** does not prevent a **heritage resource** from being altered or demolished, but properties listed on the **Inventory** that request legal protection may be eligible for development and/or financial incentives through The City and the Province of Alberta.

Only two archaeological resources have been recorded within the Plan Area to date, both of which are historical in nature reflecting early settlement activities. However, there have been many accounts of bison bones and Indigenous artifacts found in the neighborhood and there is still potential for undiscovered **heritage resources** in some areas. These resources must be considered as redevelopment occurs in accordance with the Historical Resources Act and may impact/influence future development.

The Plan Area also includes three Historic Landscaped Boulevards. These three Historic Landscaped Boulevards were evaluated and were added to The City of Calgary's **Inventory of Evaluated Historic Resources**. All three are lilac medians that are planted with regular spacing of purple flowering lilacs. The Historic Landscaped Boulevards are as follows: 6 Avenue NW medians, from 16 Street to 18 Street NW, planted in 1929; 11 Street NW median, from 5 Avenue NW to Riley Park, planted in 1919; and Bowness Road NW medians, from 14 Street to 17 Street NW, planted in 1932.

Civic Facilities

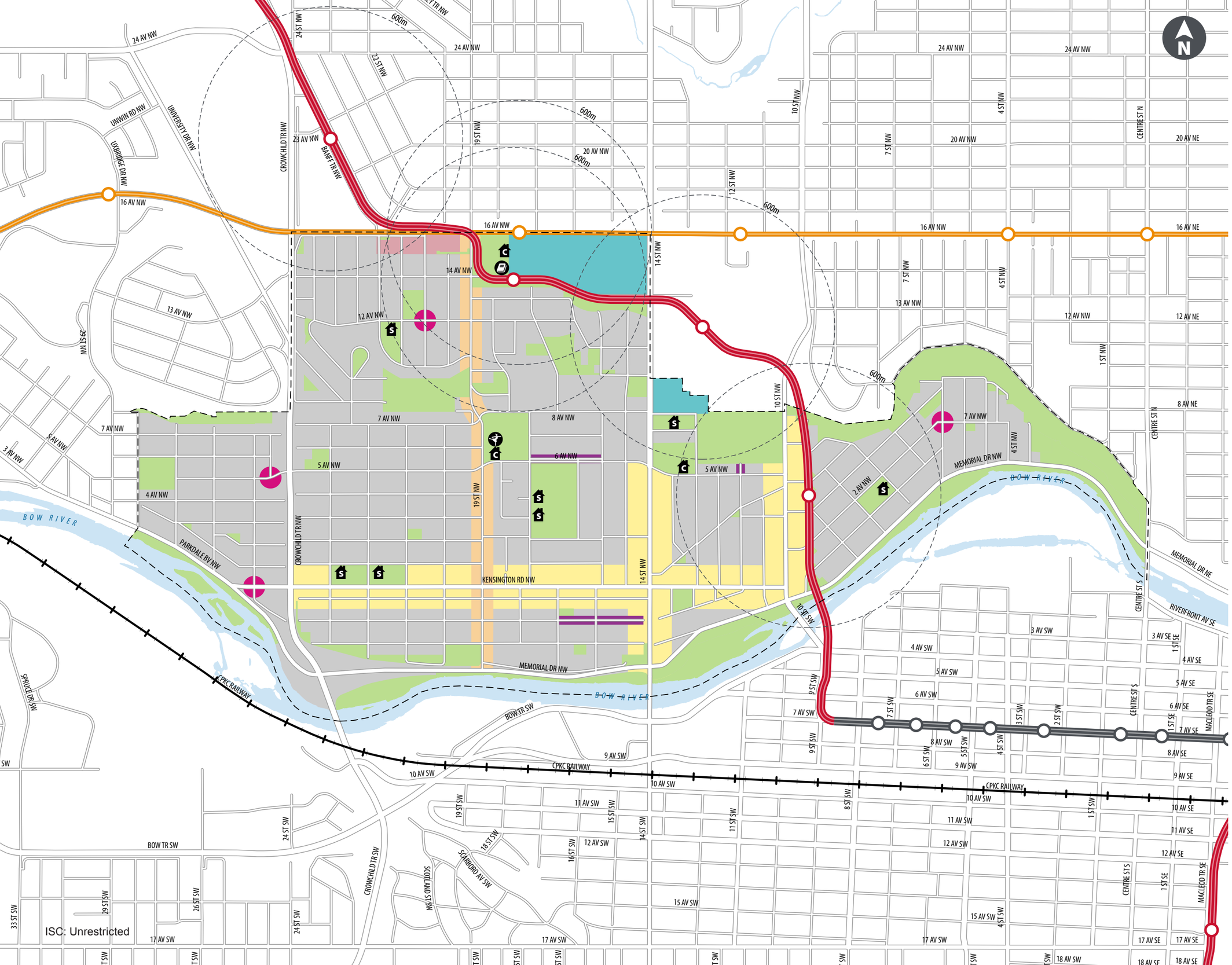
The Plan Area has a range of civic and recreation facilities, including the Calgary Curling Club, the Bowview outdoor pool, the Riley Park outdoor wading pool, and the Louise Riley Library. Other amenities and facilities include community association buildings, and schools.

Climate Risk

The City of Calgary assesses climate risk on a community-scale, by considering how the characteristics of the community, buildings, and natural areas will amplify or reduce the impacts of current and future climate change. The average climate risk for the Riley Communities is above the Calgary average and will nearly double by 2050. Currently, the greatest climate risk is higher average temperatures, as there has already been a significant increase in temperatures compared to pre-industrial times. By 2050, heavy rainfall is projected to be the greatest risk climate hazard, as rainfall periods become more intense and less frequent. Also of significant risk in the Riley Communities is extreme heat periods and severe storms.

The Plan seeks to reduce climate risk by encouraging and supporting the development of climate resilience features in buildings and **infrastructure**; creating resources and spaces that can support citizens as they prepare for, cope with, and respond to climate hazards; and leveraging the innate resiliency of natural assets.

Map 2:
Community Characteristics



Legend

- Arena
- Community Centre
- Library
- School
- Red Line LRT
- Multi Line LRT
- MAX Orange
- Distance from Station
- Freight Rail Corridor
- Heritage Boulevard
- Community Corridor
- Neighbourhood Activity Centre
- Community Activity Centre
- Urban Main Street
- Neighbourhood Main Street
- Parks, Civic and Recreation
- Plan Area Boundary

ISC: Unrestricted

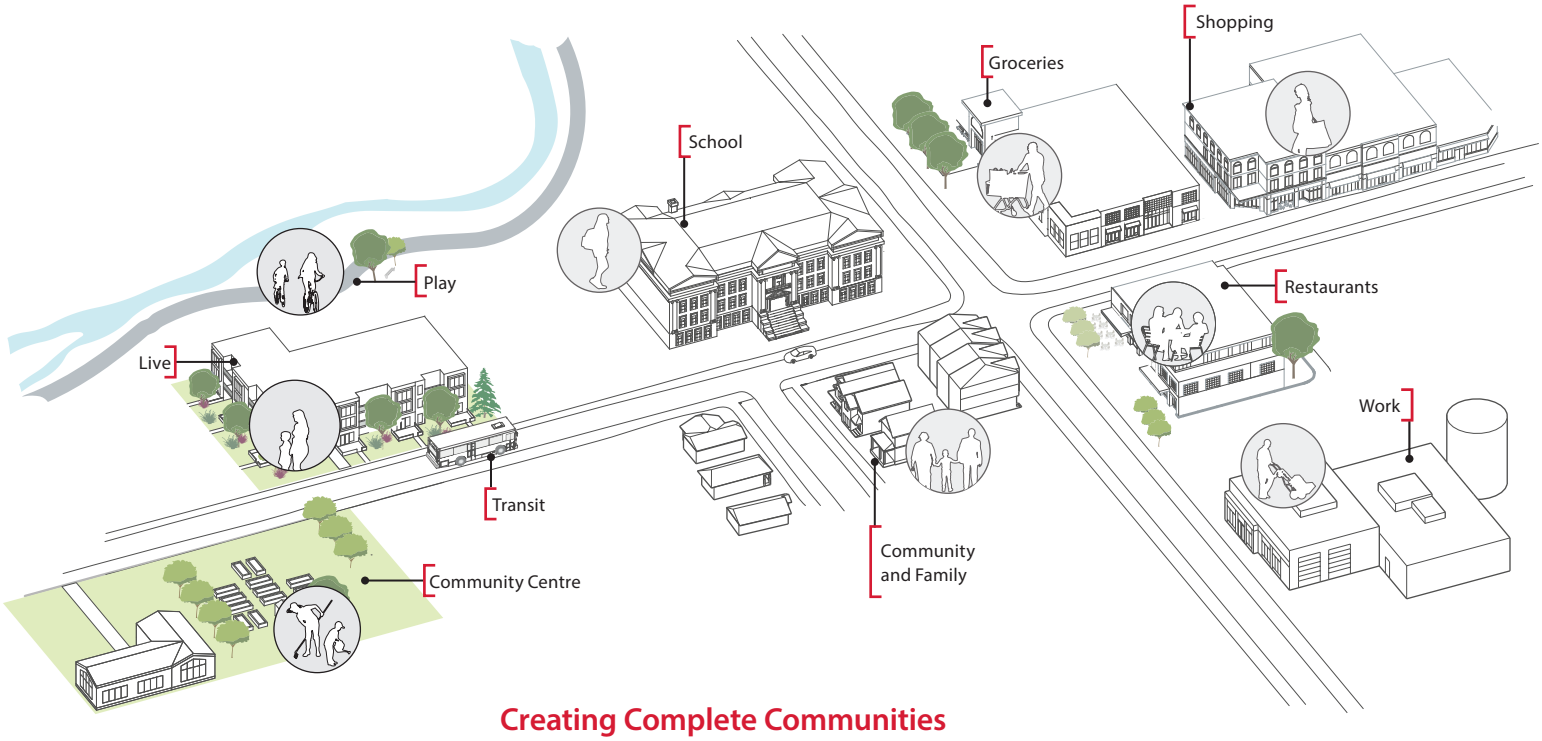
2 Enabling Growth

2.1 Introduction

The Plan sets out a future framework for growth and change that recognizes and celebrates the elements that represent and connect the Riley Communities. Policies in this section provide the direction to realize the Vision and Core Values of the Plan and are guided by the **Municipal Development Plan**.

The unique characteristics of each of the Riley Communities are the core building blocks as the area continues to grow and evolve over the next 30 years. Easily walkable neighbourhoods with convenient access to amenities, recreational opportunities, and employment centres will continue to be significant factors that make the Riley Communities a highly desirable place to live, work, and play in the city.

Figure 3: Complete Communities



Creating Complete Communities

Our journeys are supported by the city around us—the sidewalks, lights, buildings, open space, roads, and transit service. The way a community is built-out and evolves should support the activity of the people who are there and those who will be there in the future.

2.1.1 Future Growth Concept

The Future Growth Concept in this Plan envisions accommodating growth and change in key areas such as the Sunnyside and Lions Park **transit station areas**, **Main Streets** along 10 Street NW, 14 Street NW and Kensington Road NW, important corridors such as 19 Street NW, and commercial areas throughout the Riley Communities. This plan applies the **Municipal Development Plan** goals and policies at a local scale that responds to the unique attributes of each of the Riley Communities. The Plan is further informed by planning and technical analysis as well as engagement conducted during the drafting of this Plan.

The Plan envisions **Main Streets** and **transit station areas** as key locations supporting a range of commercial and residential development. These areas will continue attracting a significant amount of activity in terms of shopping and recreation in the Riley Communities. New development in these areas will contribute to high-quality **public spaces** and have larger scale buildings than the surrounding areas. Over time this type of development is envisioned to expand into parts of the area's **Main Streets** that currently have lower-scale development or activity. Development within the two **transit station areas** will consider opportunities to add increased activity, public, and private amenities, as well as scales of development that complement the surrounding neighbourhood.

Other corridors and locations, such as 19 Street NW, 5/6 Avenue NW, 2 Avenue NW, and portions of Memorial Drive NW and Parkdale Boulevard NW have been identified for growth. These locations are envisioned to have modest growth that is primarily residential and supported by local commercial development and amenities. The commercial components of developments in these areas are seen to primarily serve local populations and provide amenities near those living in the area.

The Future Growth Concept is represented on Map 3: Urban Form and Map 4: Building Scale. Together, these two maps indicate where different types of growth and activity will be focused in the Plan Area and define the general functions in different parts of the Riley Communities. The specific urban form categories and scale modifiers are described in relation to the overall Vision of the policy sections that address the distinct areas of the Riley Communities. To understand the type and scale of development that is appropriate in the Plan Area both maps must be read together.

Map 3: Urban Form illustrates the general location of urban form categories and how they apply across the Plan Area. These categories describe the primary community functions and land uses (housing, commercial, industrial, parks, civic and recreation, and natural areas) and policy considerations for the Plan Area. The urban form categories general policies are provided in Section 2.2 Urban Form Categories and must be read together with locally specific policies.

Map 4: Building Scale illustrates the general building height and massing within the Plan Area, which supports the primary function shown in Map 3: Urban Form. Policies for building scale are provided in Section 2.3 Scale Modifiers.

In addition to the urban form and scale policies, the Plan includes general policies in Section 2.4 and area-specific policies in Section 2.5. General policies will apply across the Plan Area, while the specific policies are designed for locations where more specific policy direction is required to achieve desired outcomes. Building scales may be further modified through area specific policy. For additional policy guidance on modified building scale areas, refer to Section 2.2.4 Comprehensive Planning Sites and Section 2.5 - Area Specific Policies. Figure 4: Modified Building Scales outlines where building scales are further modified by policies in the Plan.

Map 3:
Urban Form

Legend

Urban Form

- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local
- Commercial Centre
- Natural Areas
- Parks and Open Space
- City Civic and Recreation
- Private Institutional and Recreation
- No Urban Form Category

Additional Policy Guidance

- Comprehensive Planning Site
- Active Frontage
- Plan Area Boundary

ISC: Unrestricted

Map 4:
Building Scale

Note: Building scales may be further modified through area specific policy. For additional policy guidance on modified building scale areas, refer to Section 2.2.4 Comprehensive Planning Sites and Section 2.5 - Area Specific Policies.

Legend

- Limited (up to 3 Storeys)
- Low - Modified (up to 4 Storeys)
- Low (up to 6 Storeys)
- Mid (up to 12 Storeys)
- High (up to 26 Storeys)
- Highest (over 26 Storeys)
- No Scale Modifier
- Parks, Civic and Recreation
- Plan Area Boundary

ISC: Unrestricted

Figure 4: Modified Building Scale Areas

Legend

- Modified Building Scale Areas
- Plan Area Boundary

2.2 Urban Form Categories

This Plan identifies the location of urban form categories in Map 3: Urban Form. These urban form categories identify and categorize the purpose and general function (land use) of different parts of a community. The relationships between the urban form categories demonstrate how the different areas of a community relate to and support each other.

There are nine urban form categories that guide land use and **built form** in the Riley Communities. This section identifies the characteristics of the urban form categories and where they apply as well as land use and site, building and landscape design policies for each category.

Each urban form category has general policies associated with it. When an individual urban form category is applied to a specific area of the Plan, the general policies of that category apply in addition to any area specific policies outlined in the Plan. The following section provides general policies for each applicable urban form category as well as additional general **built form** policies to be applied.

Urban Form Categories

Neighbourhood

- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local

Vehicle-Oriented Commercial

- Commercial Centre

Parks, Civic and Recreation

- Natural Areas
- Parks and Open Space
- City Civic and Recreation
- Private Institutional and Recreation

Additional Policy Guidance

Only applies to an urban form category where noted:

- Active Frontage

May overlay any urban form category:

- Comprehensive Planning Site

Figure 5: Neighbourhood Urban Form Categories

- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local

2.2.1 Neighbourhood

There are four Neighbourhood urban form categories: Neighbourhood Commercial, Neighbourhood Flex, Neighbourhood Connector, and Neighbourhood Local. These areas are characterized by smaller blocks where buildings are typically oriented to the street. Neighbourhood Commercial and Neighbourhood Flex are most likely in areas with a grid-like street pattern.

Neighbourhood Commercial areas support a range of commercial uses on the ground floor, with the most active areas requiring uses such as shops, services, and restaurants. Neighbourhood Flex areas support a mix of uses on the ground floor. Neighbourhood Connector and Neighbourhood Local areas are primarily residential, with a strong delineation between the private and **public spaces**. At all development scales the **pedestrian** experience in Neighbourhood areas should be supported and enhanced by a range of uses with comfortable **street wall** heights and **public spaces** with features such as landscaping, sidewalks, public trees, cycling **infrastructure,** and on-street parking.

Residential redevelopment will occur in all communities in a variety of housing forms, such as single-detached, semi-detached, rowhouse, multi-residential, and mixed-use buildings. As scale increases, a larger range of unit types may be accommodated. At all scales, redevelopment should consider existing context, parcel layout, building massing, and landscaping to sensitively integrate into the community. Residential areas may also accommodate a range of commercial activities, including childcare and home-based businesses.

2.2.1.1 Neighbourhood Commercial and Neighbourhood Flex

Neighbourhood Commercial and Neighbourhood Flex represent the more commercially oriented areas of the Riley Communities, where people go to shop and gather. While people also live in these areas, **public spaces** and **built form** are designed to support frequent **pedestrian** interaction with the buildings and a moderate to high volume of **pedestrian** movement along the street.

Policy

Land Use

a. Development in Neighbourhood Commercial and Neighbourhood Flex areas may include a range of uses in stand-alone or mixed-use buildings.

b. Vehicle-oriented uses are discouraged:

- **i.** in areas of high **pedestrian** activity;
- **ii.** within **transit station areas**; or,
- **iii.** where the use interferes with access to cycling **infrastructure**.

Site, Building, and Landscape Design

In addition to the general site, building, and landscape design policies in Section 2.4, the following policies apply:

c. Development in Neighbourhood Commercial and Neighbourhood Flex areas should:

- **i.** be oriented towards the street;
- **ii.** not locate parking between a building and a higher activity street;
- **iii.** provide access to off-street parking and loading areas from the lane;
- **iv.** provide frequent entrances and windows that maximize views to and from the street;
- **v.** use building articulation to provide a well-defined, continuous **street wall** and improve the **pedestrian** experience using varied textures, high-quality building materials, and setback; and,
- **vi.** accommodate small variations in the **street wall** to integrate amenity space.

d. Where vehicle-oriented uses are provided, development should be designed to:

- **i.** minimize the number of locations where vehicles cross the sidewalk;
- **ii.** minimize driveway width or locate driveways on a lower activity street;
- **iii.** incorporate landscaped areas;
- **iv.** provide well-defined **pedestrian** routes and wayfinding signage to transit stops and stations or adjacent residential areas; and,
- **v.** provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas.

e. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.

f. **Public spaces** should provide continuous, unobstructed **pedestrian** routes supported by high-quality landscaping for **pedestrian** comfort.

g. Landscaped areas should be located to enhance and complement the interface between the building and **public space**.

h. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:

- **i.** accommodate a range of uses;
- **ii.** provide on-site **pedestrian** routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
- **iii.** provide windows with views to the street or lane.

2.2.1.2 Neighbourhood Commercial

Neighbourhood Commercial areas are characterized by the widest range of commercial uses compared to other urban form categories. Buildings are oriented to the street with units that support commercial uses on the ground floor facing the higher activity street with a range of uses integrated behind or located above. Commercial frontages have frequent entrances and windows along the street to encourage **pedestrian** activity.

Policy

Land Use

a. Commercial uses on the ground floor should be located facing the higher activity street.

b. Residential uses on the ground floor should be located facing lower activity streets or lanes.

c. Vehicle-oriented uses should not be located in Active Frontage areas.

Site, Building, and Landscape Design

In addition to the general site, building, and landscape design policies in Section 2.4, the following policies apply:

d. Development in Neighbourhood Commercial areas should:

   i. integrate larger commercial or residential uses behind or above smaller units facing the street; and,

   ii. provide well-marked primary entrances for ground floor units facing the street.

e. **Public spaces** in Neighbourhood Commercial areas should be designed to support high volumes of **pedestrians** through features such as wide sidewalks, street furniture and lighting.

f. Active Frontage areas should not provide vehicle access to off-street parking or loading from the higher activity street.

g. Development in Active Frontage areas should support **active uses**. This may include, but is not limited to:

   i. frequent entrances and windows that maximize views to and from the street;

   ii. setbacks to accommodate an extension of the use outside of the building, such as patios and display areas; and,

   iii. a floor-to-ceiling height that supports a range of **active uses**.

h. Development in Active Frontage areas should maintain views in and out of buildings through a high degree of transparency (windows and doors) at street level.

2.2.1.3 Neighbourhood Flex

Neighbourhood Flex areas are characterized by a mix of commercial and residential uses. Buildings are oriented to the street with units that may accommodate commercial uses, offices, personal services, institutional uses, recreation facilities, and residential uses on the ground floor. Uses may be mixed horizontally or vertically within a building or a block.

Policy

Land Use

a. Development in Neighbourhood Flex areas should support a range of uses on the ground floor facing the street.

Site, Building, and Landscape Design

In addition to the general site, building, and landscape design policies in Section 2.4, the following policies apply:

b. **Public space** in Neighbourhood Flex areas should be designed to support moderate to high volumes of **pedestrians**.

2.2.1.4 Neighbourhood Connector and Neighbourhood Local

Neighbourhood Connector and Neighbourhood Local represent the more residentially oriented areas of the Riley Communities. While some commercial and home-based business opportunities exist here, **public space** is designed to support low to moderate volumes of **pedestrian** movement along the street and the **built form** typically supports privacy and separation for residential uses.

Policy

Land Use

a. Development in Neighbourhood Connector and Neighbourhood Local areas of a community should:

- **i.** be primarily residential uses; and,
- **ii.** support a broad range and mix of housing types, unit structures, and forms.

b. Development in Neighbourhood Connector and Neighbourhood Local areas may include a range of **work-live units** or home-based businesses.

Site, Building, and Landscape Design

In addition to the general site, building, and landscape design policies in Section 2.4, the following policies apply:

c. Development in Neighbourhood Connector and Neighbourhood Local areas should:

- **i.** consider the local **built form** context;
- **ii.** be oriented towards the street;
- **iii.** consider shadowing impacts on neighbouring properties; and,
- **iv.** provide access to off-street parking and loading areas from the lane, where possible.

d. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.

e. Where residential units are located on the ground floor along lower activity streets or lanes, development should be designed to:

- **i.** locate amenity spaces along the lane;
- **ii.** provide on-site **pedestrian** routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
- **iii.** provide windows with views to the street or lane.

2.2.1.5 Neighbourhood Connector

Neighbourhood Connector areas are characterized by a broad range of housing types along higher activity, predominantly residential streets. These areas may accommodate small-scale commercial uses to meet residents' daily needs and often provide connections to other communities. **Public spaces** may include features such as wide sidewalks and cycling **infrastructure**.

Policy

Land Use

a. Development in Neighbourhood Connector areas should support a higher frequency of units and entrances facing the street.

b. Development in Neighbourhood Connector areas may include local commercial uses to serve nearby residents such as cafes, corner stores, **retail**, personal service uses, **work-live units,** or home-based businesses.

c. Commercial uses in Neighbourhood Connecter areas should be small format and designed to mitigate impacts on adjacent residential uses.

d. Commercial uses outside of **work-live units** and home-based businesses in Neighbourhood Connector areas should be limited to corner parcels and located along collector roadways, or those of a higher classification.

Site, Building, and Landscape Design

In addition to the general site, building, and landscape design policies in Section 2.4, the following policies apply:

e. Non-residential development in Neighbourhood Connector should:

- **i.** provide a **built form** and scale that considers the surrounding residential context; and,
- **ii.** mitigate impacts, such as noise and vehicle circulation, on adjacent residential uses.

2.2.1.6 Neighbourhood Local

Neighbourhood Local areas are characterized by a range of housing types and building scales. Neighbourhood Local areas have developed in a variety of ways with characteristics that shape how these areas change and grow, including when the community was built, existing **heritage assets**, established development pattern and access to parks, open space, and other amenities. **Public spaces** may include features such as landscaped boulevards and public street trees.

Limited Scale Policies

The policies in this section only apply to Neighbourhood Local areas with the Limited Scale modifier. Limited Scale policies recognize that single-detached housing may be developed anywhere within Neighbourhood Local, Limited Scale areas.

Policy

a. Secondary suites are permitted where already allowed by the existing land use designation and are not considered a unit in the following policies within this section.

b. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage, and setbacks on the following:

- **i.** Access to sunlight and shade on adjacent parcels; and,
- **ii.** Protection of existing, healthy trees or landscaping on the parcel, where appropriate.

c. Multi-residential building forms should not be supported within areas shown in Map 3: Urban Form as Neighbourhood Local and Map 4: Building Scale as Limited Scale.

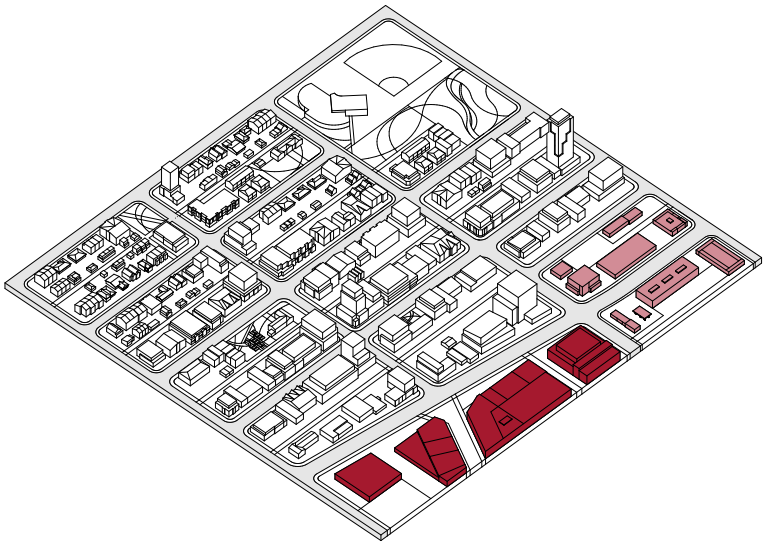


Figure 6: Vehicle-Oriented Commercial Urban Form Categories

Commercial Centre
Commercial Corridor

2.2.2 Vehicle-Oriented Commercial

Vehicle-Oriented Commercial areas are characterized by larger blocks and parcels typically arranged in a non-grid street pattern. Vehicle-Oriented Commercial areas may accommodate a range of commercial uses, offices, personal services, institutional uses, recreation facilities, and light industrial uses that may be oriented to the public street or internal publicly-accessible private streets or parking areas.

Vehicle-Oriented Commercial areas are expected to evolve to support intensification and a comfortable **pedestrian** experience that improves connectivity to and within these sites. The incremental improvements policy in section 2.4.2.2 guides discretion, where limited redevelopment is proposed.

Policy

Land Use

a. Development in Vehicle-Oriented Commercial areas of a community should support commercial uses on the ground floor facing the public street, internal publicly-accessible private street, or parking areas.

b. Development in Vehicle-Oriented Commercial areas may:

   i. include stand-alone or mixed-use buildings; and,

   ii. accommodate low-impact industrial uses.

c. Development in Vehicle-Oriented Commercial areas may include residential uses on sites that have the following characteristics:

   i. access to moderate to frequent transit service;

   ii. access to higher quality **pedestrian** routes and cycling **infrastructure**; or,

   iii. proximity to a residential area.

d. Vehicle-oriented uses are discouraged:

   i. in areas of high **pedestrian** activity;

   ii. within **transit station areas**; or,

   iii. where the use interferes with access to cycling **infrastructure**.

Site, Building, and Landscape Design

In addition to the general site, building, and landscape design policies in Section 2.4, the following policies apply to Vehicle-Oriented Commercial areas:

e. Development in Vehicle-Oriented Commercial areas should:

- **i.** identify a hierarchy of **pedestrian** routes that connect destinations on the site;
- **ii.** locate commercial uses along higher activity public streets or internal publicly-accessible private streets;
- **iii.** position buildings to face public streets or internal publicly-accessible private streets;
- **iv.** not locate parking between a building and a higher activity street;
- **v.** provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas;
- **vi.** locate access and service areas away from public streets and screen with landscaped areas;
- **vii.** provide well-marked, individual entrances for units which face a public street or internal publicly-accessible private street;
- **viii.** use building articulation to provide a well-defined, continuous **street wall** and improve the **pedestrian** experience using varied textures, high-quality building materials, and setbacks; and,
- **ix.** position landscaped areas to enhance and complement the interface between the building and **pedestrian** routes.

f. Industrial activities should be fully enclosed within a building.

g. Development that contains industrial uses should limit off-site impacts, such as heat, odour, dust, vibration, light, or waste impacts that are disruptive to adjacent uses.

h. Developments with institutional, office or industrial uses located on the ground floor facing a public street or internal publicly-accessible private street should provide:

- **i.** windows with views to the street and access to natural light;
- **ii.** amenity spaces that could be used for daily activity or seasonal programming; and,
- **iii.** lobbies that have well-marked entrances and allow for clear sight lines to and from the building.

i. Where vehicle-oriented uses are provided, development should be designed to:

- **i.** minimize the number of locations where vehicles cross the sidewalk;
- **ii.** minimize driveway width or locate driveways on a lower activity street;
- **iii.** incorporate landscaped areas;
- **iv.** provide well-defined and direct **pedestrian** routes to transit stops and stations or adjacent residential areas; and,
- **v.** provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas.

2.2.2.1 Commercial Centre

Commercial Centre areas are characterized by hubs and corridors that support regional commercial activity, typically arranged in larger blocks in a non-grid pattern. These locations are serviced by public transit and are defined by direct vehicular access and large parking areas. **Pedestrian** activity primarily occurs along internal, private **pedestrian** routes. As redevelopment occurs, these sites are intended to support intensification through new buildings that frame public and private streets, improve connectivity and provide a comfortable **pedestrian** experience.

Policy

Land Use

a. Development in Commercial Centre areas should:

- **i.** support commercial uses on the ground floor facing a public street or internal publicly-accessible private street;
- **ii.** support residential uses on the ground floor or above commercial uses; and,
- **iii.** accommodate stand-alone residential, office, and institutional buildings on lower activity public streets or internal publicly-accessible private streets.

Site, Building, and Landscape Design

In addition to the general site, building, and landscape design policies in Section 2.4, the following policies apply to the Commercial Centre areas:

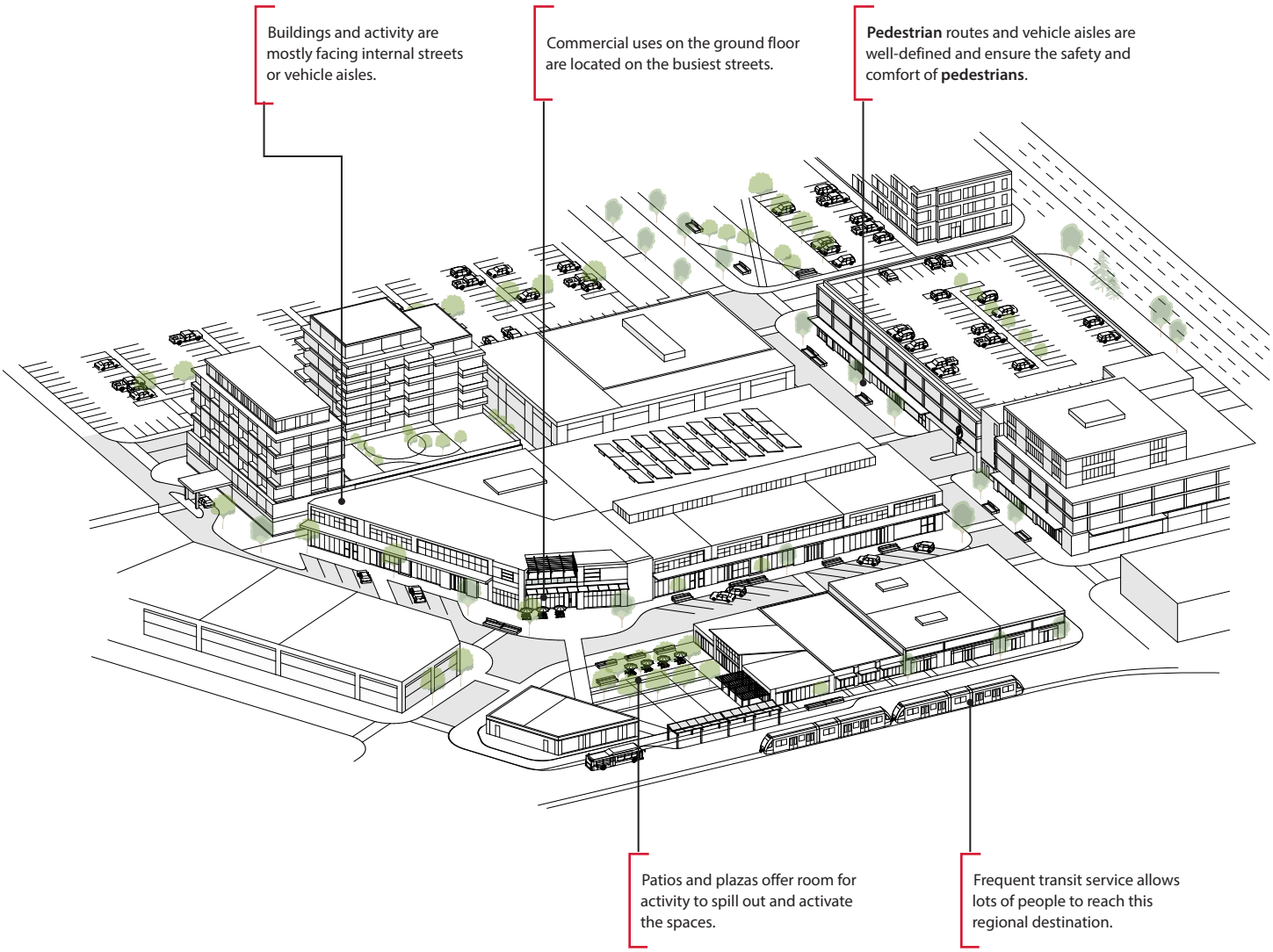
b. Development on higher activity public or internal publicly-accessible private streets should support a range of small- to medium-scale commercial uses on the ground floor. This may include, but is not limited to:

- **i.** frequent entrances and windows that maximize views to and from the street;
- **ii.** setbacks to accommodate an extension of the use outside of the building, such as patios and display areas;
- **iii.** larger commercial uses integrated behind, or located above, smaller commercial units facing a street; and,
- **iv.** a floor-to-ceiling height that supports a range of uses.

c. Sites should provide low-barrier transitions between vehicle aisles and **pedestrian** routes using elements such as raised planters, bollards, light standards, changes in materials, and changes in elevation to improve safety and comfort along **pedestrian** routes.

d. As redevelopment occurs, existing surface parking areas should be replaced by underground or structured parking.

Figure 7: Commercial Centre Bird's Eye View



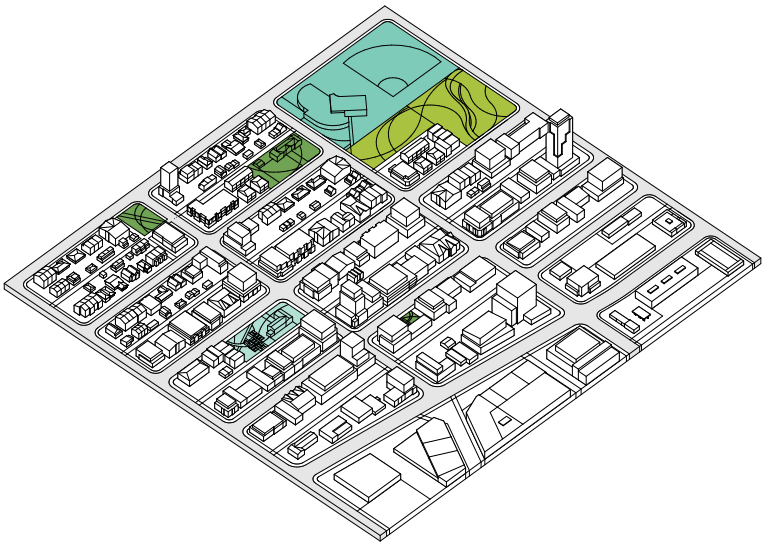


Figure 8: Parks, Civic, and Recreation Urban Form Categories

- Natural Areas
- Parks and Open Space
- City Civic and Recreation
- Private Institutional and Recreation

2.2.3 Parks, Civic, and Recreation

Parks, Civic, and Recreation areas are centres of neighbourhood activity and provide a range of opportunities for people to play, relax, recreate, and connect. These areas foster community cohesion and cultural vitality and support individual health and well-being. These areas also support efforts to address climate change and enhance resiliency.

Policy

Site, Building, and Landscape Design

In addition to the general site, building, and landscape design policies in Section 2.4, the following policies apply:

a. Developments within Parks, Civic, and Recreation areas should:

- **i.** connect to the community, including other parks and open spaces by active transportation and transit networks;
- **ii.** use climate resilient plant material that includes native and low maintenance plant species;
- **iii.** consider the use of winter-specific design;
- **iv.** consider operations and maintenance requirements, such as snow clearing and storage; and,
- **v.** consider opportunities for wayfinding.

b. Buildings and facilities within Parks, Civic, and Recreation areas should:

- **i.** be located to maximize accessibility;
- **ii.** be oriented to minimize negative impacts, such as shadowing, on surrounding park or open space areas;
- **iii.** be made of materials that complement surrounding parks or open space;
- **iv.** provide shelter to allow for year-round use, where appropriate;
- **v.** consider design that allows indoor spaces to open to the outdoors; and,
- **vi.** include opportunities to improve building performance, including reducing energy consumption and improving stormwater management.

c. Parks, Civic, and Recreation areas should consider incremental site improvements to be assessed at the time of application, including but not limited to:

- **i.** providing additional services, programming or facilities;
- **ii.** protecting or rehabilitating natural areas;
- **iii.** improving accessibility;
- **iv.** adding additional servicing, such as electrical and water service to allow for future facilities and capacity to support festival activities, where feasible; and,
- **v.** providing public art or cultural spaces.

2.2.3.1 Natural Areas

Natural Areas in the city are characterized as areas that provide a range of ecological functions and benefits, from improving air and water quality to supporting biodiversity. These areas may include select amenities such as pathways, river access points, washrooms, gathering spaces, and interpretative features.

Policy

Site, Building, and Landscape Design

In addition to the general site, building, and landscape design policies in Section 2.4, the following policies apply to Natural Areas:

a. Natural Areas should:

- **i.** support the protection, preservation, and rehabilitation of ecological processes and functions;
- **ii.** support the presence of wildlife and pollinators by connecting parks and open spaces with natural areas to support the ecological network and provide habitat and movement corridors; and,
- **iii.** be accessible by **pedestrian** and cycling **infrastructure** in a manner that does not inhibit the overall ecological function of the space.

b. Pathways adjacent to Natural Areas should be designed and constructed to minimize disturbance to the Natural Area and create a buffer between the Natural Area and adjacent development.

c. Natural Areas may identify and integrate cultural landscapes in their design and layout.

d. Riparian areas should be preserved and restored to enhance resilience to river flooding using natural **infrastructure**.

e. Prioritize conservation and restoration along the Bow River riparian corridor and the McHugh Bluff escarpment.

f. Naturalize and expand parks and open spaces adjacent to the Bow River riparian corridor and the McHugh Bluff escarpment, where possible.

g. Developments of 12 storeys or higher should use bird-friendly urban design strategies to reduce potential bird-window collisions. Bird-friendly design considerations should be made for:

- **i.** transparent windows and panels along the lower levels of the building;
- **ii.** soft landscaping and glazing around the rooftop amenity areas; and,
- **iii.** building lighting.

2.2.3.2 Parks and Open Space

Parks and Open Space areas are characterized by publicly-accessible outdoor space and provide some **ecosystem services**. These areas may include amenities such as gathering places, urban plazas, sport fields, playgrounds, and off-leash areas. Parks and Open Space areas may also contain civic uses, such as schools, community associations, and significant historical, cultural, archaeological, or Indigenous sites.

Policy

Land Use

a. Parks and Open Space areas may accommodate:

- **i.** a range of uses that support the primary function of the site, such as schools and community associations;
- **ii.** educational, athletic, cultural, creative, and social programming;
- **iii.** commercial services or pop-up and temporary uses that complement the primary function of the site;
- **iv.** public education programming and interpretive information about local natural history and ecosystems.

b. The City should explore the acquisition of school sites should they be declared surplus by the respective school boards, consider adaptive reuse or redevelopment of buildings, and retain playfields as park space.

c. School and open space sites not designated as such per the **Land Use Bylaw** should be redesignated to reflect and maintain their uses.

Site, Building, and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4 the following policies apply to the Parks and Open Space areas:

d. Parks and Open Space areas should be designed to:

- **i.** provide access to both sunlight and shade;
- **ii.** protect existing trees and ensure adequate soil volume to support tree health and growth;
- **iii.** explore opportunities to restore natural ecosystem structures, networks, functions, and dynamics;
- **iv.** use landscaped areas to delineate open space and property boundaries;
- **v.** account for visibility within and around the site, including lighting where appropriate; and,
- **vi.** provide accessible connections within the site.

e. Parks and Open Space areas should support:

- **i.** opportunities for activities for people in all seasons;
- **ii.** adaptable spaces, such as urban plazas, which support a broad range of programming and amenities to meet the needs of an increasingly diverse city;
- **iii.** winter-specific design and programming; and,
- **iv.** opportunities for publicly-accessible drinking fountains and washrooms.

f. Plazas and other hardscaped parks or open space should be designed to consider and reflect their specific local context, consider maintenance and operational requirements and provide year-round programming.

g. Regional, local and multi-use pathways should be integrated into Parks and Open Space areas to serve a recreational and mobility function.

h. Where appropriately sized and located, Parks and Open Space areas may support community gatherings, festivals, cultural activities, and special events by providing adequate servicing, access, space and facilities based on the function of the site.

i. Buildings within Parks and Open Space areas may integrate a range of uses and programming.

j. Parks and Open Space areas may identify and integrate cultural landscapes and **heritage resources** in their design and layout.

k. The design of Parks and Open Space areas may integrate the provision and incorporation of space for local food production, processing, sales, and programming on-site or within community facilities.

2.2.3.3 City Civic and Recreation

City Civic and Recreation areas are characterized by indoor and outdoor facilities located on public land. These areas may include a range of programmed spaces, such as athletic, arts, and cultural amenities, or museums. Some schools and community association buildings may be found in these areas where there are no significant on-site park or open spaces. Schools or community association buildings that are co-located or integrated with other civic uses, such as libraries and protective and emergency services are appropriate in this category.

City Civic and Recreation areas may include amenities where membership or user fees are a requirement of access, such as golf courses. The private sector, public sector, non-profit agencies, charities, and partnerships may play a role in the ownership, operation, and development of these community assets.

Policy

Land Use

a. City Civic and Recreation areas should support:

- **i.** a range of recreation, civic, arts, and cultural opportunities to meet the needs of an increasingly diverse city in all seasons; and,
- **ii.** commercial services that complement the primary function of the site.

b. All types of care facilities and **non-market housing** are appropriate in this category and are encouraged to locate in integrated civic facilities where there is convenient access to community services and amenities.

Site, Building, and Landscape Design

In addition to the general site, building, and landscape design policies in Section 2.4, the following policies apply to the City Civic and Recreation areas:

c. City Civic and Recreation areas should:

- **i.** support adaptable spaces and amenities designed to be multi-purpose and accommodate a range of uses that respond to diverse needs in the community;
- **ii.** be designed in a manner that is safe and accessible by all ages and abilities;
- **iii.** identify and integrate cultural landscapes in their design and layout;
- **iv.** consider opportunities for publicly-accessible drinking fountains and washrooms; and,
- **v.** support community gatherings, festivals, cultural activities, and special events by providing adequate servicing, access, space, and facilities based on the size and function of the area.

d. City facilities should be built in alignment with the Sustainable Buildings council policy.

e. City Civic and Recreation areas may support the presence of wildlife and pollinators by providing habitat.

f. The provision of space for local food production, processing, sales, and programming is encouraged on-site or within community facilities.

g. Building Scale modifiers are not applied within the City Civic and Recreation areas for uses that comprise recreation, civic, arts, and cultural opportunities, emergency services or municipal **infrastructure**.

2.2.3.4 Private Institutional and Recreation

Private Institutional and Recreation areas are characterized by indoor and outdoor facilities on private land. These areas may include a range of programmed spaces, such as athletic, arts, and cultural amenities, recreation centres, private schools, or colleges, or places of worship. These amenities may require membership or user fees for access. These privately-owned sites can be dynamic and may be subject to redevelopment.

Policy

Land Use

a. Development in Private Institutional and Recreation areas should allow for a range of uses, such as recreation, commercial, education, worship, culture, and arts opportunities.

b. Multi-residential and non-market housing is appropriate in this category where it complements the primary function of the Private Institutional and Recreational site (e.g., Calgary Curling Club).

c. Private Institutional and Recreation areas are appropriate in, or near, industrial areas where they support uses such as special events. Development on these sites likely generate higher volumes of traffic and off-site impacts and should consider the following:

- **i.** **pedestrian** connection to adjacent transit stops;
- **ii.** provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas;
- **iii.** the location of parking areas to support activities on site; and,
- **iv.** screening from adjacent uses.

Site, Building, and Landscape Design

d. In addition to the general site, building and landscape design policies in Section 2.4, Private Institutional and Recreation areas should support community gatherings, festivals, cultural activities, and special events by providing adequate servicing, access, space, and facilities based on the size and function of the area.

2.2.4 Comprehensive Planning Sites

Comprehensive Planning Sites identify and provide direction for one or more parcels where additional planning or supplementary site design will be needed to support future planning applications. These sites may have private **infrastructure**, such as internal publicly accessible private streets that service the site. They are envisioned to redevelop over time and are expected to integrate with the surrounding community, where feasible.

Policy

Site, Building, and Landscape Design

a. Comprehensive Planning Sites should undertake a master planning exercise prior to, or at the time of, a planning application and should:

- **i.** identify an appropriate transition of use and scale to adjacent areas;
- **ii.** identify a hierarchy of streets and permeable **pedestrian** routes through the site that connect destinations on and to the site;
- **iii.** identify and include mobility **infrastructure** and missing links to connect to adjacent areas;
- **iv.** identify active transportation supportive amenities, such as secure bicycle parking, and shower facilities;
- **v.** identify phasing for future development, including how parking areas and parking demand and supply may change over each phase;
- **vi.** include opportunities to reduce greenhouse gas emissions in the construction and operation of the development and improve climate resiliency;
- **vii.** identify climate risks and explore tools to mitigate and adapt to these risks;
- **viii.** use site design to activate edge conditions, including setbacks, lot patterns, building siting, and landscaping;
- **ix.** identify the location of publicly-accessible open space;
- **x.** identify opportunities to create a sense of place;
- **xi.** integrate transit **infrastructure**; and,
- **xii.** identify utility connections.

2.2.4.1 North Hill Mall

The North Hill Mall site, located to the south of 16 Avenue NW, east of 19 Street NW, north of 14 Avenue NW and west of 14 Street NW, is identified as a Comprehensive Planning Site, as shown on Map 3: Urban Form.

This site is envisioned to be a vibrant, mixed-use area, providing current and future residents with more housing choice and a variety of amenities while expanding upon its current commercial uses. A range of building scales are envisioned, including both buildings of varying heights up to twenty-six storeys and taller towers greater than twenty-six storeys. While the assigned building scale is twenty-six storeys or above, buildings less than the identified twenty-six storeys or more in Map 4: Building Scale may be located on site. By improving the **public space** around the station area and encouraging intensification on the mall site, this area is anticipated to incrementally evolve through retaining existing amenities and adding new development that meet the needs of an evolving city.

Policy

a. Development should provide publicly accessible gathering spaces and open spaces that integrate winter design elements with well-defined **pedestrian** and cycling connections to the Lions Park LRT Station.

b. Appropriate building heights, densities and transitions should be determined through a master planning exercise of the site at the discretion of the Development Authority. A comprehensive planning analysis and rationale should also be provided to support the future concept.

c. The minimum building height of new development should be two storeys, except for commercial uses that generate a high degree of **pedestrian** activity at the discretion of the Development Authority.

d. The design of the development site should provide a network of internal streets and lanes that:

- **i.** establishes a hierarchy of activity among streets, including streets that can accommodate transit access to Lions Park LRT Station and the MAX Orange BRT station;
- **ii.** locates accesses on 16 Avenue NW that align with the street network to the north;
- **iii.** locates higher-activity commercial uses at-grade on higher-activity streets;
- **iv.** locates residential uses and lower-activity commercial uses on lower-activity streets;
- **v.** provides safe and convenient **pedestrian** circulation through the site;
- **vi.** enhance **pedestrian** and cycling **infrastructure** connections from the site to adjacent communities and the Southern Alberta Institute of Technology (SAIT) and Alberta University for the Arts (AUArts) campuses; and,
- **vii.** utilize existing access/egress points to 16 Avenue NW.

e. Development should prioritize **active uses** at-grade on primary **pedestrian** routes and along 14 Avenue NW.

f. Development should explore setbacks from 14 Avenue NW where additional space is required to improve **public space** and support **active uses** at-grade.

g. Development should account for winter design principles and ensure convenient **pedestrian** movement between buildings during all seasons.

h. Development should consider opportunities to partner with SAIT and/or AUArts to provide uses and **built forms** that would support emerging campus planning needs.

i. Development may locate residential units on the ground floor of buildings facing lower activity streets or public open spaces.

j. In addition to the requirements of a master planning exercise outlined in section 2.2.4.a., at the time of submission of a formal application for the comprehensive redevelopment of the North Hill Mall site, the applicant should provide:

- **i.** a detailed massing study outlining specific building heights for the entire site; and,
- **ii.** a shadow study that includes the location of the highest buildings to minimize shadows on **public spaces** of higher-activity streets.

k. All types of care facilities, **non-market housing,** and **mixed-market housing** are appropriate and are encouraged to locate in this comprehensive planning site.

l. Loading and servicing areas should be located at the rear of buildings and screened from public streets and higher activity private streets.

m. New surface parking areas should not be provided adjacent to the 16 Avenue NW **Main Street**, 19 Street NW or 14 Avenue NW.

n. Redevelopment may occur on the City-owned lands to provide a new library and other civic facilities in advance of a master planning exercise for the entire Comprehensive Planning Site area. City-owned lands shall be planned to prioritize interfaces with adjacent development.

2.2.4.2 Riley Park Village

The Riley Park Village site, located to the east of 14 Street NW, north of 8 Avenue NW, south of Jubilee Crescent NW, and generally west of 12 Street is identified as a Comprehensive Planning Site, as shown on Map 3: Urban Form. This site is the home of the former Grace Hospital, also known as Riley Park Village. Development of the Riley Park Village site is subject to mobility improvements as approved by Council in both this section of the Plan and the Direct Control District. Both documents should be read in conjunction when exploring implementation for the subject site.

Riley Park Village is envisioned as a vibrant sustainable urban village within an attractive, walkable, inner-city community; a community allowing different age groups and lifestyles to live, work, play, heal, and closely interact with each other in a setting that provides a range of community services. Various market and attainable housing options will provide community residents with housing alternatives that allow them to stay in the community throughout their lives. The redevelopment of the Village site will celebrate its close relationship with the community through high-quality neighbourhood-friendly streetscapes, **built form,** and architecture, maintaining key vistas from the escarpment to the southwest and enhancing **pedestrian** connections through appropriate site and building design.

Policy

a. Development on this site should:

- i. incorporate mixed-used development in a multi-storey format;
- ii. ensure that commercial and **retail** development within this area should primarily be intended to serve the day-to-day needs of residents, support medical uses, and be compatible with adjacent uses;
- iii. incorporate development along the 8 Avenue NW frontage that consist of commercial or residential uses contributing to the vitality of the street;
- iv. consider the provision of private open space throughout the Village site including accessible plazas, courtyards, and/or pocket parks that provide active and passive recreation opportunities for all age groups; and,
- v. ensure that all new development achieves a minimum height of 2 storeys.

b. Development on the site north of the intersection of 8 Avenue NW and 12 Street NW, as identified in Figure 9, should be limited to 15 storeys or less to account for lower density to the west.

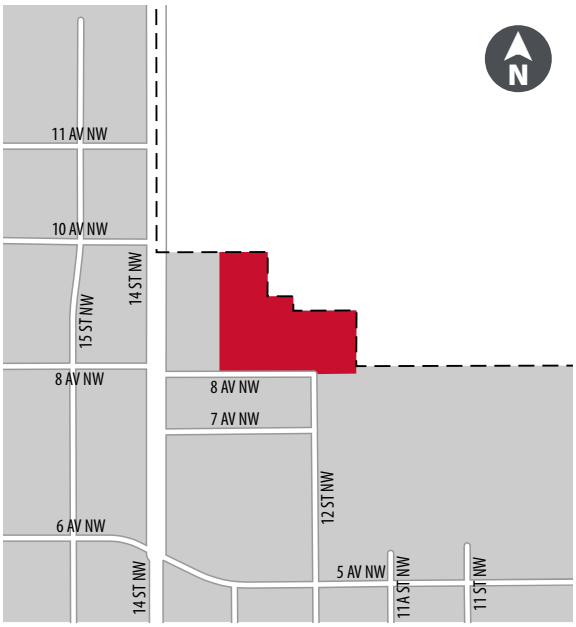


Figure 9: Riley Park Village Modified Building Scale

c. **Public space** improvements should be provided along 12 Street NW, between 5 Avenue NW and 8 Avenue NW to create a more comfortable experience for those who choose to walk or wheel along this street. Such improvements could include:

   i. creating a **pedestrian** sidewalk or multi-use pathway along the east side of the street;
   ii. an on-street, protected bicycle facility;
   iii. curb-bulb extensions and **pedestrian** crossings at 7 Avenue NW and 8 Avenue NW;
   iv. street furniture such as benches and public bicycle parking facilities;
   v. landscaping improvements and wayfinding signage to Riley Park and Riley Park Village; and,
   vi. on-street parking and only where walking and wheeling improvements are not negatively impacted.

d. **Public space** improvements should be provided along and adjacent to 8 Avenue NW to create a more comfortable experience for those who choose to walk or wheel along this street. Such improvements could include:

   i. **pedestrian** sidewalks from 12 Street NW to 14 Street NW;
   ii. a bicycle facility (e.g., multi-use pathway, cycle track);
   iii. on-street bicycle facility from 12 Street NW to 14 Street NW;
   iv. wayfinding signage to Riley Park and Riley Park Village; and,
   v. **pedestrian** crossing improvements on 8 Avenue NW between 12 Street NW and 14 Street NW should be explored to improve connectivity to the adjacent school site – including, but not limited to curb extensions, improved signage and marking, rectangular rapid flashing beacons (RRFBs), and other traffic calming measures.

e. **Pedestrian** crossing improvements on 7 Avenue NW between 12 Street NW and 14 Street NW should be explored to improve connectivity to the adjacent school site – including, but not limited to curb extensions, improved signage and marking, RRFBs, and other traffic calming measures.

f. In addition to the requirements outlined in section 2.2.4.a., the following details shall be submitted as part the master planning exercise prior to, or at the time of, a planning application:

   i. an implementation strategy that relates identified mobility improvements to development phasing, to the satisfaction of the Development Authority; and,
   ii. a concept to indicat how the overall site can be redeveloped over time to meet the intent of the vision.

g. Enhance **pedestrian** and cycling **infrastructure** connections from the site to the Southern Alberta Institute of Technology (SAIT) and Alberta University for the Arts (AUArts) campuses.

2.3 Scale Modifiers

Scale refers to the combination of height and building mass that influences the experience on the ground floor. Scale modifiers apply to the Neighbourhood and Vehicle-Oriented Commercial areas and are grouped by compatible **built forms** with similar design expectations to manage the experience of height and massing.

All buildings, regardless of scale, are expected to meet the standards of design excellence as articulated by the Urban Design Elements in the **Municipal Development Plan**.

At every scale, it is important to establish an appropriate **street wall** to reduce building bulk, reduce wind impact, provide access to sunlight, and create a sense of enclosure for **public spaces**. Stepbacks above the **street wall** should be at an appropriate height to respond to the existing street context and reduce shading on **public spaces** while ensuring a well-defined **street wall**. At higher scales, this will reduce the overall perception of mass and articulate the building to maximize sunlight penetration and create visual interest.

The **Land Use Bylaw** will supplement building scale modifiers by regulating height, density, and setbacks.

The building heights identified on Map 4: Building Scale are maximum allowable building heights. These heights may not be achievable or appropriate for all development applications. Factors such as, but not limited to, parcel consolidation, technical feasibility, utility conflicts, transportation considerations, shadowing, and geotechnical constraints may limit the maximum height that can be achieved. The allowable maximum building height for each respective development application is to be reviewed and confirmed through the land use amendment and development application process.

Limited

- Buildings of three storeys or less.
- May limit building mass above the second storey in Neighbourhood Local areas.
- Typically characterized by single-detached, semi-detached, duplex, and rowhouse residential development, and small stand-alone commercial or mixed-use buildings.

Low – Modified

- Buildings of four storeys or less.
- Typically characterized by range of low and limited building forms such as, but not limited to, single-detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhouses, and stand-alone or small mixed-use buildings.

Low

- Buildings of six storeys or less.
- Typically characterized by apartments, stacked townhouses, mixed-use, and light industrial buildings.

Mid

- Buildings of twelve storeys or less.
- Focus on appropriate **street wall** height and **public space** interface.
- Typically characterized by apartments, offices, and mixed-use buildings.

High

- Buildings of twenty-six storeys or less
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

Highest

- Buildings of twenty-seven storeys or more.
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

2.3.1 Limited Scale

Limited Scale accommodates developments that are three storeys or less. This modifier includes a broad range of ground-oriented building forms, including single-detached, semi-detached, rowhouses, townhomes, stacked townhomes, mixed-use buildings, commercial, and some industrial buildings.

Policy

a. Development in Limited Scale areas should be three storeys in height or less.

b. Development in Limited Scale areas may limit building mass above the second storey in Neighbourhood Local areas.

c. In Neighbourhood Connector and Neighbourhood Local areas, each residential unit in Limited Scale areas should have an individual entrance at grade.

2.3.2 Low Scale – Modified

Low Scale – Modified accommodates developments that are four storeys or less. This modifier includes forms such as, but not limited to, single-detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhouses, stand-alone, or small mixed-use buildings.

Policy

a. Development in Low Scale – Modified areas should be four storeys or less in height.

2.3.3 Low Scale

Low Scale accommodates developments that are six storeys or less. This modifier includes forms such as apartments, stacked townhouses, mixed-use, office, and industrial buildings.

Policy

a. Development in Low Scale areas should be six storeys or less in height.

b. Development in Low Scale areas should:

- **i.** be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
- **ii.** use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages, and create architectural interest.

c. Development in Low Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.

2.3.4 Mid Scale

Mid Scale accommodates developments up to twelve storeys in height. This modifier includes forms such as apartments, offices, and mixed-use buildings in a variety of configurations.

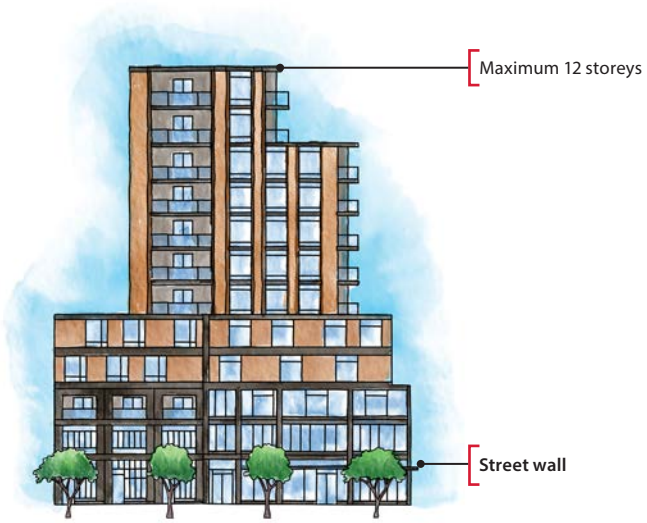
Policy

a. Development in Mid Scale areas should be twelve storeys or less in height.

b. Development in Mid Scale areas should:

- **i.** be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
- **ii.** use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages, and create architectural interest.

c. Development in Mid Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.



2.3.5 High Scale

High Scale accommodates developments up to twenty-six storeys.

Policy

a. Development in High Scale areas should be twenty-six storeys or less in height.

b. Development in High Scale areas should:

- **i.** be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
- **ii.** use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages, and create architectural interest.

c. Development in High Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.

d. Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.

e. Development that contains a point tower should:

- **i.** be designed to mitigate the impact of wind on **public spaces**; and,
- **ii.** be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance **public spaces**.

2.3.6 Highest Scale

Highest Scale accommodates developments up to twenty-seven storeys or more in height.

Policy

a. Development in Highest Scale areas may be twenty-seven storeys or more in height.

b. Development in Highest Scale areas should:

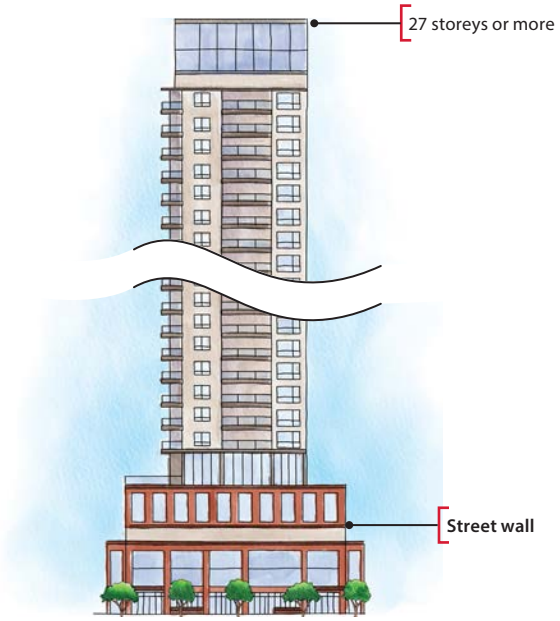
- **i.** be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
- **ii.** use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages, and create architectural interest.

c. Development in Highest Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.

d. Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.

e. Development that contains a point tower should:

- **i.** be designed to mitigate the impact of wind on **public spaces**; and,
- **ii.** be designed to Incorporate publicly-accessible amenity spaces at the ground level to enhance **public spaces**.



2.3.7 Scale Transition

When adjacent parcels have different scale modifiers, development in these areas should be designed to respect their neighbourhood context. This includes considering existing site context, parcel layout, building massing, and landscaping in the design of the development, while still achieving the future Vision for where growth is accommodated in the community. Alternative methods may be explored and should be considered on their individual merits with consideration for site-specific characteristics, such as heritage.

Policy

a. Development should provide transitions in building height and massing where different scale modifiers are located adjacent to each other in Map 4: Building Scale. This may include, but is not limited to, a combination of the following strategies:

- **i.** Using similar **street wall** heights and building massing along a street;
- **ii.** building stepbacks and angular planes to step down heights and decrease scales incrementally through a block to shift building massing away from adjacent lower-intensity development;
- **iii.** reducing the **street wall** height to transition the visible mass of a taller building to match the cornice line for a shorter building;
- **iv.** setbacks and landscaping to buffer higher-intensity development from lower-intensity development; or
- **v.** the use of smaller or narrower floorplates and increased distances between towers to reduce shadowing impact, provide more light for surrounding residential units, and allow flexibility for potential conversion of office buildings to residential.

b. Higher density development that shares a property line or lane with low density residential development should stepback the building where it interfaces with the lower density development. The stepback should provide a clear and distinct transition in scale between the two development types.

2.4 General Policies

2.4.1 Climate Mitigation and Adaptation

The following policies help guide the Development Authority to explore alternative outcomes with regards to regulation, enabling better climate-friendly outcomes.

Policy

a. The Development Authority may support relaxations to the **Land Use Bylaw** to enable or incentivize the:

- **i.** development of **net-zero** buildings;
- **ii.** reduction of greenhouse gas emissions through energy efficiency improvements and/or the introduction of renewable energy, or;
- **iii.** inclusion of community resilience assets, including green roofs and walls, on-site stormwater management features that reduce net stormwater runoff volume to zero or less using cisterns, or **low impact development** features.

b. New development, major renovation, and retrofits are encouraged to participate in measuring and disclosing their energy performance through The City of Calgary's Energy Benchmarking Program.

2.4.2 Built Form

The following policies focus on the interface of **public space** with buildings. By focusing on this interface, the Plan supports an area's primary uses while promoting development that supports increased activity, comfort, and safety. The design of buildings, sites, and **public space** contribute to local identity and a sense of place.

The **built form** policies in this section apply to Neighbourhood, Vehicle-Oriented Commercial, and Parks, Civic, and Recreation urban form categories at all scales.

Unless otherwise stated, these policies must be read in conjunction with the policies for each specific policy in the subsequent sections. These policies are to be applied primarily through the planning applications process and are intended to guide future development.

2.4.2.1 Site Design

The following policies help guide the development of sites by considering the location of buildings, **pedestrian** routes, amenity spaces and vehicular movement.

Policy

a. Development should:

- **i.** locate buildings to frame public streets;
- **ii.** limit the area of a site that is dedicated to vehicular movement by minimizing drive aisles, driveway width, and the number of locations where vehicles cross the sidewalk;
- **iii.** locate access and service areas off a lane;
- **iv.** provide well-defined and direct **pedestrian** routes to nearby transit stops and stations;
- **v.** identify a hierarchy of **pedestrian** routes that connect destinations within and to the site;
- **vi.** provide on-site **pedestrian** routes that minimize conflicts with vehicles, particularly near access and service areas;
- **vii.** position landscaped areas that enhance and complement the interface between the building and **pedestrian** routes;
- **viii.** retain existing, healthy public trees and landscaping on, or adjacent to, development sites;
- **ix.** explore retaining existing, healthy private trees and landscaping on development sites, particularly in street-facing setback areas;
- **x.** design and locate **infrastructure** in a manner that minimizes disturbances to existing public trees;
- **xi.** consider design and site layouts that accommodate snow storage and removal;
- **xii.** maximize permeable surfaces, enhance greenspace, and exceed required tree and soft landscaping requirements within the **Land Use Bylaw** to limit the impacts of extreme heat events and stormwater infiltration;
- **xiii.** integrate transit waiting amenities into development, such as transit plazas, benches, and patios, when adjacent to transit routes,; and,
- **xiv.** provide noise mitigation strategies when adjacent to or near Crowchild Trail NW.

b. Where uses are located on the ground floor along a lane, development should be designed to accommodate on-site **pedestrian** routes to minimize conflicts with vehicles.

c. **Pedestrian** access and internal circulation for all new development with multiple buildings should be designed for universal accessibility.

d. Development should utilize slope-adaptive design solutions on sites with significant grade changes.

e. Development should support shared mobility options in proximity to a **transit station area**, where appropriate and in a manner that minimizes impacts on transit movement or **pedestrian** access to transit **infrastructure**.

f. Development should provide secure bicycle parking and other active transportation supportive amenities.

g. Development is encouraged to provide shading and cooling amenities for people on private land, especially at:
   i. heavily paved areas and contiguous paved spaces, such as large parking lots and near wide roadways;
   ii. high traffic **pedestrian** and cycling corridors; and,
   iii. areas with lower tree canopy coverage.

h. Alternative solutions or innovative designs may be considered for:
   i. **pedestrian** access and internal circulation, where challenging topography or other site constraints exist; and,
   ii. accessing and servicing a development, where standard requirements cannot be met.

i. Development adjacent to or facing parks and open space, including interfaces separated by a lane or street, should:
   i. activate the park and open space through site and building design;
   ii. provide amenity space facing the park or open space;
   iii. provide views into the park and open space;
   iv. minimize shadow impacts;
   v. consider opportunities for commercial frontages facing the park and open space in commercial or mixed-use developments;
   vi. integrating **pedestrian** routes to the park or open space;
   vii. consider opportunities for residential units facing the park and open space; and,
   viii. use landscaped areas to delineate open space and property boundaries.

j. A shadow study may be required at the planning application stage to ensure minimal daytime spring and fall shadow impacts.

k. Development adjacent to Parks and Open Spaces, City Civic and Recreation, and Natural Areas that are separated by a lane are encouraged to pursue lane reconfigurations or alternative lane treatments to facilitate development that fronts directly onto the lane and open space and/or provide improved **pedestrian** access and movement between the open space and adjacent development.

l. Existing mature trees should be protected and maintained on City-owned lands, including boulevards, parks, and other parcels.

m. Utility upgrades should be coordinated, when feasible and appropriate, with other **infrastructure** improvements, particularly along **Main Streets** and in **transit station areas**.

n. Development on streets with public realm setbacks should use the setback area to provide improved **public spaces** and create a comfortable and safe active modes experience. Design considerations are subject to technical feasibility and may include, but are not limited to:
   i. improved sidewalks (width, surface treatment, accessibility);
   ii. enhanced landscaping;
   iii. street trees that meet the standards for tree planting, including the use of high-quality soil material, sufficient soil volume, and other best practices to support the growth and survival of new trees;
   iv. temporary uses;
   v. street furniture; and,
   vi. integration with transit stops.

o. Development is encouraged to make use of shared driveways where rear lanes do not exist to reduce vehicle crossings of the sidewalk.

p. Development relaxations may be supported based on site context, location, and proposed **transportation demand management** measures.

q. Development should connect to district energy systems where feasible. The Development Authority may require a district energy connection analysis, prepared by a qualified professional, at the time of Development Permit application.

2.4.2.2 Building Design

Well-designed buildings contribute to a sense of place and a positive **pedestrian** experience. Building massing influences how people perceive the height and volume of a building. A consistent **street wall** rhythm and height creates a sense of enclosure and continuity that contributes to **pedestrian** comfort. The use of materials, colour and building features help to give a building character and visual interest. Buildings should be designed to create high-quality living and working environments and foster vibrant and active **public spaces**.

Activity on the street is influenced by the design of the ground floor of a building and the interface with **public spaces**. Building frontage design will vary based on the uses in the building. Commercial uses on the ground floor should be accessible to the street with frequent entrances and windows to maximize views to and from the street and allow for opportunities to extend those uses into **public spaces**. Residential frontages should provide a transition from a home to the **public spaces**, usually with landscaped areas. Lanes typically provide for servicing and access, but they also provide a unique opportunity in some circumstances to animate the lane through uses such as **work-live units** or light industrial activities.

Policy

a. Development should be designed to:

- **i.** provide a well-defined, continuous **street wall** of a height proportionate to the width of the street and appropriate to the scale and uses of the area to provide a sense of enclosure;
- **ii.** use building articulation to define the **street wall** and improve the **pedestrian** experience using varied textures, change in building materials, façade articulation and setbacks;
- **iii.** differentiate the **street wall** from upper portions of a building using varied textures, change in materials, façade articulation and setbacks;
- **iv.** use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;
- **v.** shift building massing away from adjacent low-density development;
- **vi.** integrate transit stop amenities;
- **vii.** reduce the negative impacts of wind at the ground floor and to optimize sunlight access to **public spaces**, open spaces and amenity spaces;
- **viii.** integrate mechanical equipment as part of the overall design of the building; and,
- **ix.** use durable and climate resilient building materials.

b. In multi-residential, commercial, or mixed-use developments, rooftop amenity spaces and associated structures may exceed the maximum heights outlined in Map 4: Building Scale by one storey.

c. Development is encouraged to integrate on-site renewable energy generation and/or other alternative energy sources, such as solar photovoltaic systems like rooftop solar and solar walls, and/or geo-exchange heating and cooling.

d. Development should incorporate climate mitigation building features, which can include:

- **i.** reducing energy consumption beyond minimum energy code requirements by integrating high performance mechanical systems and building envelope wall-assemblies;
- **ii.** lowering emissions and waste production caused by new construction through supporting adaptive reuse of existing buildings;
- **iii.** integrating energy efficient technologies like motion detector lights; and,
- **iv.** integrating electric vehicle charging **infrastructure**.

e. Development should have sufficient electrical capacity and structural stability to allow for electric vehicle charging, rooftop solar installations, and electrical heating and cooling, to enable the installation of these features at time of construction or in the future.

f. Development is encouraged to be **net zero** or **net zero ready**.

g. Development located outside of the **Floodway** or **Flood Fringe** but within the 1:100 **Flood Inundation Area** should be designed in accordance with **Flood Fringe** policies of the **Municipal Development Plan**.

h. Development may require onsite stormwater retention within private land to improve community flooding resiliency.

i. Building frontages should:
   i. provide well-marked primary entrances that are barrier-free;
   ii. provide entrances and windows that maximize views to and from the street; and,
   iii. include building features that shelter **pedestrian**s, provide weather protection and visual interest, and support year-round activity.

j. Building frontages on corner parcels should:
   i. provide well-marked primary entrances along the higher activity street or at the corner;
   ii. provide entrances to uses on both street frontages;
   iii. wrap building features and materials around a building corner; and,
   iv. continue public or publicly-accessible amenity space around a building corner, where provided.

k. Residential frontages on the ground floor should provide:
   i. well-marked, individual entrances for units which face a public street or internal **pedestrian** route;
   ii. windows with views to the street and access to natural light; and,
   iii. setbacks that allow for a transition from **public space** to residential units that incorporate landscape and design elements or amenity spaces.

2.4.2.3 Amenity Space

Amenity spaces provide opportunities for people to gather, socialize, play and relax. There are three types of amenity space: publicly-accessible, shared private, and private. Shared private and private amenity spaces provide a place for people who live or work in a development to interact, recreate and relax, while public-accessible amenity spaces can by enjoyed by all.

Policy

a. Publicly-accessible amenity spaces should be located and designed to enhance **public spaces**.

b. Where provided, shared private amenity spaces should be for the use of all occupants of a development and universally-accessible.

c. Building façades adjacent to publicly-accessible or shared private amenity spaces should:

- **i.** complement the space using high-quality materials;
- **ii.** be of an appropriate scale to support user comfort; and,
- **iii.** provide windows and entrances that offer views to and from the building where it is adjacent to shared or publicly-accessible interior space.

d. Publicly-accessible and shared private amenity spaces should:

- **i.** be adequately sized to accommodate the anticipated number of users;
- **ii.** be flexible and adaptable to a variety of activities and programming;
- **iii.** include lighting and furniture;
- **iv.** provide access to drinking water;
- **v.** provide access to universally-accessible washrooms; and,
- **vi.** provide weather protection to support year-round use.

e. Private amenity spaces should:

- **i.** be adequately sized to accommodate furniture;
- **ii.** consider both sunlight and shade access; and,
- **iii.** provide weather protection to support year-round use.

f. Publicly-accessible and shared private amenity spaces are encouraged to provide opportunities for urban agriculture.

2.4.2.4 Landscape Design

Landscaped areas have many benefits, including improving stormwater management, supporting urban wildlife and offering a place for people to connect to nature. Landscaped areas can be incorporated into amenity spaces and provide green **infrastructure**, such as green roofs.

Policy

a. Landscaped areas should:

- **i.** provide a transition from **public spaces**;
- **ii.** enhance and complement the interface between the building and **public spaces**;
- **iii.** incorporate existing, healthy trees and landscaping;
- **iv.** delineate open space and property boundaries;
- **v.** provide shade in areas of high sun exposure; and,
- **vi.** identify site entrances and **gateway sites** with distinctive landscape design features.

b. Plant material selected for landscaped areas should:

- **i.** use climate resilient plant material, including native, drought tolerant, and locally adaptive species;
- **ii.** avoid the use of invasive species;
- **iii.** ensure sufficient soil volumes and adequate spacing to support healthy plant growth;
- **iv.** locate plants in areas suitable to their specific growing needs;
- **v.** incorporate a range of plant species to promote biodiversity;
- **vi.** use plants that provide food for people or wildlife;
- **vii.** use a range of tree species to contribute to the urban tree canopy;
- **viii.** provide year-round visual interest; and,
- **ix.** be low maintenance.

c. Water conservation strategies are encouraged in landscaped areas. These may include, but are not limited to:

- **i.** the use of drought tolerant or low water use plants;
- **ii.** grouping plants with similar maintenance needs together;
- **iii.** incorporating design features that collect and retain or infiltrate rainwater;
- **iv.** the use of high-efficiency irrigation systems; and,
- **v.** redirecting surface runoff to landscaped areas, where appropriate.

2.4.3 Additional Design Considerations

The following policies provide additional design considerations to guide the use of discretion during planning applications. The policies in the following sections apply to all urban form categories.

2.4.3.1 Innovation and Creativity

Calgary is an innovative city that supports creativity by residents, communities, businesses, and developers. Innovative approaches to development are encouraged where they achieve the Vision and Core Values of the Plan above what is standard or required.

Policy

a. The Development Authority should support relaxations to the **Land Use Bylaw** to enable or incentivize:
   i. the development of **non-market housing**; or
   ii. outcomes consistent with the Vision and Core Values of this Plan or the **Municipal Development Plan**.

b. Regulatory changes are encouraged where they reduce or eliminate barriers to innovative and alternative design and planning.

2.4.3.2 Incremental Improvements

The **built-out areas** present challenges where existing developments no longer conform to current standards, objectives or desired design outcomes. To implement the Vision and Core Values of the Plan, the following policies encourage incremental improvements within the constraints of an existing development.

Policy

a. Where limited or incremental redevelopment is proposed, improvements to the existing development should be considered and consistent with the scope of the application.

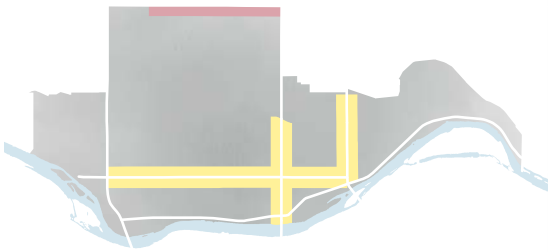
b. The use of discretion to allow relaxations to **Land Use Bylaw** regulations or alternative solutions to City standards should be considered to support incremental improvements.

2.4.3.3 Interim Development

Interim development may be temporary or part of a phased development. This type of development may be appropriate in areas anticipated to have significant development in the future, such as **transit station areas**, **Main Streets,** or Comprehensive Planning Sites, but where there is no short-term market demand to support the ultimate development outcomes.

Policy

a. Interim development should:
   i. contribute to the overall Vision for the area and anticipated activity levels, without compromising the future viability of the site or broader area for full build out of the development;
   ii. provide a high-quality interface that enhances **public spaces**; and,
   iii. be designed to support flexible redevelopment or adaptation in the future.



2.5 Area Specific Policies

The following policies provide specific direction in areas where there are opportunities for various types of growth and change in the Riley Communities, including, but not limited to: the Urban **Main Street**, **community corridors**, **transit station areas,** and **Activity Centres**.

2.5.1 Main Streets

This section will include policies that apply to all development that has frontage on the area's **Main Streets** including 10 Street NW, Kensington Road NW east of Crowchild Trail NW, 14 Street NW south of 10 Avenue NW, and 16 Avenue NW east of 21A Street NW and west of 14 Street NW. These policies are intended to encourage the creation of high-quality buildings on **Main Streets** that enhance the **pedestrian** experience and **public space** while supporting medium to high levels of **pedestrian** activity.

Policy

a. High-quality, durable exterior finishing materials such as masonry, metal, glass, and/or concrete should be used on the **street wall**. Cinder block and vinyl siding are discouraged.

b. To encourage a continuous street frontage and mitigate vehicle and **pedestrian** conflicts on **Main Streets**, relocation and/or closure of lanes that run perpendicular to the **Main Street** may be considered subject to technical feasibility.

c. Development on **Main Streets** should improve **public spaces** and create a safe, welcoming **pedestrian** environment. Design considerations should include, but are not limited to:

- **i.** sidewalk widths that accommodate safe and comfortable **pedestrian** movement for the volume of anticipated users, while considering elements such as adjacent outdoor patios or transit station **infrastructure**;
- **ii.** increased landscaping including green stormwater **infrastructure**;
- **iii.** add street trees using standards for tree planting including the use of high-quality soil material, sufficient soil volume, and other best practices/techniques to promote long-term sustainability of newly planted trees;
- **iv.** publicly accessible amenity space, street furniture, and/or street lighting, especially adjacent to **transit station areas**;
- **v.** closure or merging of existing driveways;
- **vi.** curb extensions at intersections and **pedestrian** crossings;
- **vii.** alignment with any City Streetscape Master Plans or other City initiated **public space** plans; and,
- **viii.** opportunities to provide for interim streetscape enhancements within road rights-of-way setbacks.

d. Development should create a well-defined **street wall** to support a human-scaled street environment on **Main Streets**. Design strategies may include, but are not limited to:

- **i.** building stepbacks at or below the sixth storey;
- **ii.** overall reduction of building mass at or above the sixth storey; and
- **iii.** building articulation using building materials, massing, and projections.

e. New low-intensity uses such as single-detached, semi-detached, and duplex housing are strongly discouraged.

f. Consolidating parcels along **Main Streets** is encouraged for greater development potential, to provide for comprehensively planned development and avoid isolating parcels that would restrict the feasibility of redevelopment on adjacent properties.

g. Parking relaxations should be supported for development on constrained sites (such as individual lots that cannot feasibly consolidate) to make development more feasible. Where parking relaxations are supported, **transportation demand management** measures including increased bicycle and alternative mobility storage should be provided.

h. New automotive-focused uses such as automotive sales, **retail** with large surface parking areas, and drive-through restaurants or services should not be permitted along **Main Streets**.

i. New development should integrate with and improve transit stops. Design strategies may include, but are not limited to:

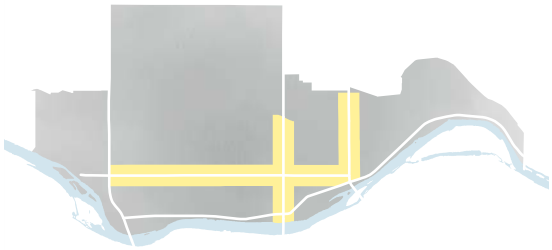
- **i.** providing paved **pedestrian** connections;
- **ii.** incorporating transit stops into the overall site design;
- **iii.** avoiding blank walls, exhaust vents, or new driveway crossings facing or near transit stops; and,
- **iv.** using siting of building structures, facades, and trees to maximize sun exposure and mitigate wind at transit stops.

j. Development within areas with identified concentrations of commercial **heritage assets** on Kensington Road NW and 10 Street NW, as identified in Figure 10, should:

- **i.** draw design reference from adjacent and nearby **heritage assets**, and should not overwhelm the form and massing of those assets;
- **ii.** be compatible with and complement the building material and forms of the existing **heritage asset**;
- **iii.** prioritize the retention and incorporation of the existing **heritage asset** into the new development; and,
- **iv.** include design solutions such as setbacks, building articulation, and material variation to provide a sensitive interface between new development and **heritage assets**.

Figure 10: Concentrations of Commercial Heritage Assets

k. The review of applications within areas with concentrations of commercial **heritage assets**, as identified in Figure 10, would benefit from the input of a relevant consultant specializing in historic buildings and heritage conservation. Additionally, the Development Authority may request a building condition report or materials testing and salvage study (prepared by a consultant with demonstrated heritage experience) during the application review process.



2.5.2 Neighbourhood Main Streets

Portions of 10 Street NW, 14 Street NW and Kensington Road NW are identified as Neighbourhood **Main Streets**, as identified on Map 2: Community Characteristics.

2.5.2.1 Kensington Road NW Neighbourhood Main Street

Kensington Road NW Neighbourhood **Main Street**, as identified in. Map 2: Community Characteristics, serves as an important east-west connection between Parkdale Boulevard NW and 10 Street NW. It includes **pedestrian**, transit, and vehicular routes. West of 14 Street NW, it also serve as an important commercial and **retail** destination.

Policy

a. Uses interior to the site should have direct **pedestrian** access to Kensington Road NW.

b. New development should provide sightlines to Kensington Road NW and avoid privacy fences.

c. Development should minimize new driveway access and the visual impact of garage doors against the public sidewalk and consolidate existing vehicular accesses.

d. Development between Kensington Road NW and Westmount Road NW should:

- **i.** locate the front of mid-block buildings onto Kensington Road NW;
- **ii.** contribute to enhanced **public spaces** along both roads;
- **iii.** provide direct sidewalk connection to Kensington Road NW;
- **iv.** have vehicular access off Westmount Road NW and/or applicable adjacent streets;
- **v.** create vibrant street corners addressing both streets;
- **vi.** locate waste and recycling inside of buildings, or where not feasible providing enclosures that are of similar materials to that of the building;
- **vii.** integrate through block **pedestrian** connections between Westmount Road NW and Kensington Road NW; and,
- **viii.** articulate building facades and vary building materials to provide visual interest.

e. Development between Crowchild Trail NW and 14 Street NW should exceed tree requirements outlined in the **Land Use Bylaw** and locate trees along Kensington Road NW or Westmount Road NW to support an expanded tree canopy along the Neighbourhood **Main Street.**

f. Development on the south side of Kensington Road NW and west of 14 Street NW should provide sidewalk enhancements and widening.

g. New development on the south side of Kensington Road NW should provide a minimum building setback of 1.5 metres from the back of property line in order to enhance **public space**.

h. If the former Louise Dean School site redevelops, new development should:

- **i.** integrate an adequately sized, central publicly-accessibly and programmable open space;
- **ii.** enhance **public spaces**, including but not limited to wider sidewalks, along Kensington Road NW;
- **iii.** provide multi-residential development;
- **iv.** provide **active uses** that front onto Kensington Road NW;
- **v.** provide a high-quality transit shelter that is integrated into the development; and,
- **vi.** ensure no vehicular accesses are provided off Kensington Road NW.

2.5.2.2 10 Street NW Neighbourhood Main Street

The 10 Street NW Neighbourhood **Main Street**, as identified in Map 2: Community Characteristics, is an important commercial destination that also provides connection between the Greater Downtown, communities to the north, and the SAIT / AUArts campuses. It includes transit, **pedestrian,** and vehicular routes. Red Line LRT and bicycle routes are located along 9A Street NW, which is one block to the east of the **Main Street**. There is a range of mixed-use development along 10 Street NW. Commercial uses include **retail**, restaurants, and grocers.

Policy

a. Buildings should minimize shadow impacts onto the sidewalk and **public spaces** on the opposite side of the street, measured during the spring and fall equinoxes.

b. Street trees should be provided along 10 Street NW to improve **public spaces** and expand the tree canopy.

c. Where **retail** parking is provided along the lane, direct **pedestrian** access to 10 Street NW should be provided.

d. New development on the east and west sides of 10 Street NW, south of Gladstone Road NW, should provide a minimum building setback of 1.5 metres from the back of property line in order to enhance **public space**.

e. Development on the west side of 10 Street NW between 3 Avenue NW and the east-west lane to the north of Kensington Road NW, as identified in Figure 11, should be 10 storeys or less and account for transition into adjacent low density residential areas.

Figure 11: 10 Street NW Modified Building Scale Area

f. New development along the west side of 10 Street NW should respond to the surrounding development context through design strategies that include:

- **i.** setting back the building from the lane a minimum of 5.0 metres;
- **ii.** stepbacks at the rear of the building starting at or below the fourth storey;

iii. reduction of building floorplate above the fifth storey;

iv. improvements in the lane that include lay-bys, **pedestrian** facilities and burial of overhead utilities; and,

v. breaking up and articulating of the massing of large buildings.

g. Development at the northwest intersection of 10 Street NW and Kensington Road NW, as identified in Figure 12, should be 16 storeys or less.

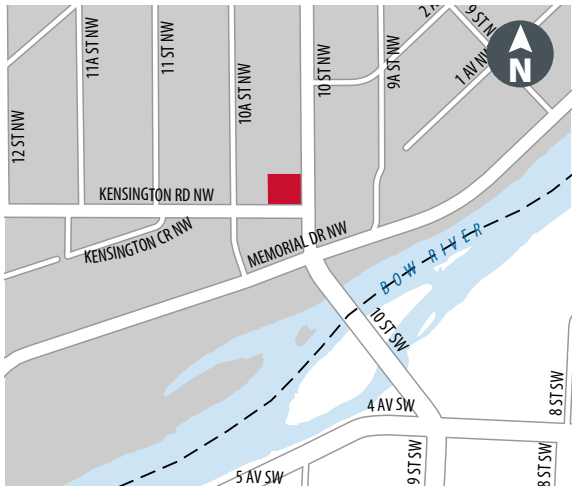


Figure 12: Kensington Road NW and 10 Street NW Modified Building Scale Area

h. Development at the corners of Kensington Road NW and 10 Street NW should provide high-quality architecture that visually defines the corners and emphasizes the meeting of the two **Main Streets**.

i. Development on the east side of 10 Street NW and north of Memorial Drive NW, as identified in Figure 13, should be 8 storeys or less.

Figure 13: Memorial Drive NW and 10 Street NW Modified Building Scale Area

2.5.2.3 14 Street NW Neighbourhood Main Street

The 14 Street NW Neighbourhood **Main Street**, as identified in Map 2: Community Characteristics, provides a north-south connection between areas to the south of the Riley Communities, SAIT / AUArts campuses and areas to the north of the Plan Area. It is currently a vehicle-oriented corridor with transit routes, a range of commercial, residential, and light industrial developments of various scales along it.

Policy

a. Buildings should minimize shadow impacts onto the sidewalk and public spaces on the opposite side of the street, measured during the spring and fall equinoxes.

b. Street trees should be provided along 14 Street NW to improve **public spaces** and expand the tree canopy.

c. Where **retail** parking is provided along the lane, direct **pedestrian** access to 14 Street NW should be provided.

d. New development along 14 Street NW should respond to the surrounding development by:

i. setting back the building from the lane;

ii. stepbacks at the rear of the building at or below the fourth storey;

iii. reduction of building floorplate above the fifth storey; and,

iv. breaking up and articulating of the massing of large buildings.

e. The redevelopment of surface parking lots to support the creation of **non-market housing** or **mixed-market housing** is encouraged.

f. Underground parking within required public realm setbacks and/or front setback area may be allowed subject to confirmation of technical feasibility (e.g., location of utilities or presence of street trees).

g. Development between Kensington Road NW and 6 Avenue NW, as identified in Figure 14, should be 10 storeys or less and account for transition into adjacent low density residential areas.

h. Development at the corners of Kensington Road NW and 14 Street NW is encouraged to provide high-quality architecture that emphasizes the corner and the meeting of the two **Main Streets**.

i. Development north of 6 Avenue NW should incorporate slope adaptive design.

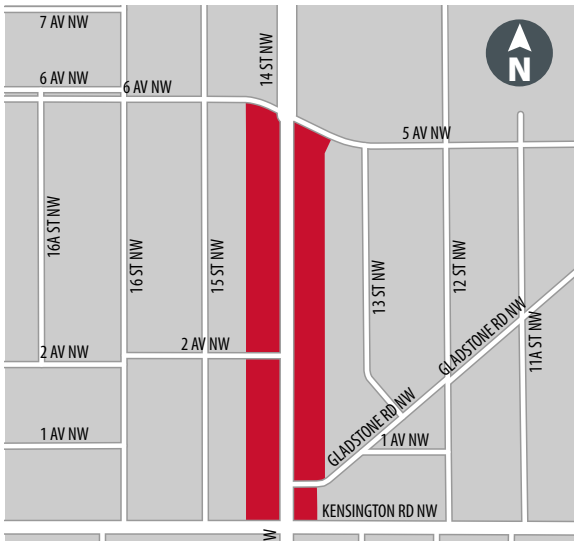
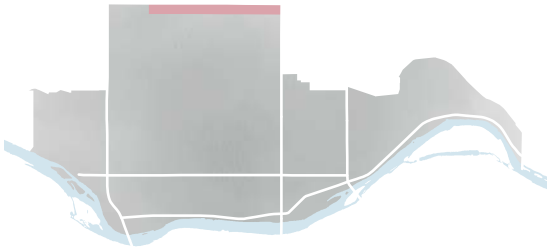


Figure 14: 14 Street NW Modified Building Scale Area



2.5.3 Urban Main Streets

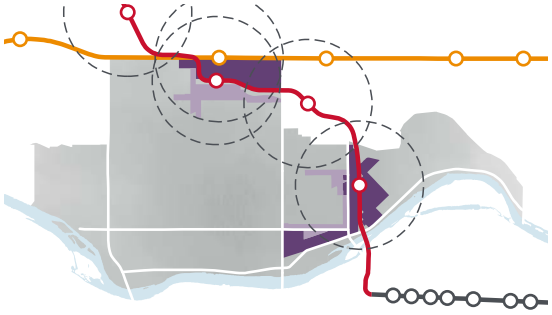
16 Avenue NW Urban Main Street

Portions of 16 Avenue NW, in the northernmost part of the Plan Area, form an Urban **Main Street**, as identified on Map 2: Community Characteristics. Parts of the street front onto commercial areas such as the North Hill Mall and commercial areas in Hounsfield Heights-Briar Hill. There is also a portion of the **Main Street** that has a sound barrier between it and residential portions of Hounsfield Heights-Briar Hill. This plan envisions accommodating improved **public spaces** and **pedestrian** facilities along the commercially-oriented portions of the **Main Street**. Additional policy pertaining to the 16 Avenue NW Urban **Main Street** can be found in 2.2.4.1 Comprehensive Planning Sites.

Policy

a. Underground parking within required public realm setbacks and/or front setback area may be allowed subject to confirmation of technical feasibility (e.g. location of utilities or presence of street trees).

b. Underground parking that extends underneath a public lane may be considered, subject to confirmation it is technically feasible and the successful transfer of ownership for that portion of the lane to the applicant/developer. The City should retain an access easement over the land to keep the lane available for public use, where feasible.



2.5.4 Transit Station Areas

The Riley Communities include two **transit station areas** along the Red Line LRT. These **transit station areas** are located at 9A Street NW and 4 Avenue NW (Sunnyside LRT Station) and at 14 Avenue NW and 17A Street NW (Lions Park LRT Station). Additionally, there are two MAX Orange BRT transit stations along 16 Avenue NW: going westbound at 17 Street NW and going eastbound at 19 Street NW. The MAX Orange stations provide connections to the Lions Park LRT Station.

The Plan envisions Red Line LRT **transit station areas** as focal points and gateways to the Riley Communities. These **transit station areas** are intended to provide a concentration of private and public amenities that are supported by higher density development, higher levels of **pedestrian** activity, and connections to different mobility options. Buildings, streetscapes, and **public spaces** in these areas should be designed to accommodate this high level of activity through a wide variety of uses, activities, and mobility options.

The Plan identifies two zones of development intensity around transit stations. **Core Zones** are where building scale and **pedestrian** activity are envisioned to be the highest. Building scale and **pedestrian** activity will decrease in **Transition Zones**.

Policy

a. Development adjacent to an LRT or BRT station should provide for high-quality **public spaces** that encourage social gathering, cultural and recreation activities through elements such as:

- **i.** publicly accessible private open space or transit plazas;
- **ii.** street furniture and seating areas;
- **iii.** public art;
- **iv.** access to shade and cooling;
- **v.** drinking fountains, public washrooms, and electrical servicing; and,
- **vi.** enhanced landscaping, including public trees.

b. Development adjacent to an LRT or BRT station should include design measures that enhance the transit interface and make the area comfortable for people waiting for transit by:

- **i.** locating uses that support high levels of activity, such as **retail** frontages, immediately adjacent to transit stops; and,
- **ii.** including architectural features that provide weather protection for current and future climate conditions and create human-scaled environments.

c. Long blank walls are discouraged facing a street or public sidewalk. Where they are provided,the visual impact should be mitigated through design measures such as murals, landscaping, artistic screening, and/or façade articulation where they are provided.

d. Where surface parking is provided, it should be well landscaped and should avoid being located between a building and a street.

e. Parking relaxations should be supported for development on constrained sites (such as individual lots that cannot feasibly consolidate) to make development more feasible. Where parking relaxations are supported, **transportation demand management** measures including increased bicycle and mobility alternative storage should be provided.

f. Development should consider activation of lanes to encourage additional activity through strategies such as:

   i. providing uses that front the lane;

   ii. enhanced landscaping and mobility features;

   iii. incorporating street art; and,

   iv. enhanced design features that improve safety and accessibility.

g. Development should mitigate the off-site impacts of any additional height, massing, and shadowing within the surrounding area through:

   i. limited floor plate sizes on upper storeys;

   ii. increased stepbacks and/or reduced massing on upper storeys; and

   iii. building orientation.

h. Development in **Transition Zones** should provide connections to adjacent mobility **infrastructure** to support a comfortable and safe **pedestrian** and cycling experience and convenient transfers between different transit lines.

i. New automobile service centers, drive-through businesses, and service stations shall not be located in **Core Zones** and **Transition Zones**.

j. New large format **retail** uses:

   i. may locate in **Core Zones** where parking for the use is provided underground and the **retail** use is located on the second floor or above; and,

   ii. may be located on the ground floor where blank facades are reduced using smaller **retail** units or at-grade residential units to wrap the larger format **retail** use.

k. Vehicle parking in **Core Zones** should be located underground or in a parking structure.

l. Development in **Core Zones** should provide connections to support a comfortable and safe **pedestrian** and cycling experience and complete missing links to the transit station and to transit stops.

m. Applications for new development over 12 storeys in **transit station areas** should provide a **pedestrian** wind comfort and safety study at the application stage. The study should:

   i. outline **pedestrian** level wind impact on **public space** including sidewalks and street frontages, building entrance areas, surrounding open spaces, and rooftop amenity areas; and,

   ii. identify mitigation strategies to decrease the negative effects of wind such as building massing, podium articulation, canopies, and landscaping.

n. Within areas identified as **transit station areas**, applications for height above those shown on Map 4: Building Scale may be supported, subject to further analysis and engagement, as part of an application that includes **heritage resource** conservation through use of heritage density transfer, based on the following criteria at the application stage:

   i. there must be a single source site with one or more **heritage resources identified** for **heritage resource** conservation, which should be located along **Main Streets**, **community corridors**, in **transit station areas**, in **Activity Centres**, or other locations deemed acceptable by The City;

   ii. sites receiving additional height should be in **Core Zones** of **transit station areas**, but may also be considered within **Transition Zones** of **transit station areas**;

   iii. sites receiving additional height and sites identified for **heritage resource** conservation should be within the same community as the source site;

   iv. sites identified for **heritage resource** conservation must be designated as **Municipal Historic Resources**;

   v. a Direct Control District shall be required for the sites receiving additional height as well as the source sites identified for **heritage resource** conservation; and,

   vi. the amount of additional floor area transferred between the receiver and source site must be proportional to the undeveloped floor area of the source site.

o. To encourage the development of **non-market housing** and **mixed-market housing** within **transit station areas**, incentives at time of application may be explored and implemented through direct control bylaws, including, but not limited to, floor area exemptions for areas of a development that provide sustained **non-market housing**.

2.5.4.1 Lions Park LRT Transit Station Area

The Lions Part LRT **Transit Station Area**, as identified in Figure 15, is envisioned to have two distinct areas: the area north of the station on the North Hill Mall site and the area south and west of the station and Lions Parks. Guidance for the future redevelopment of the North Hill Mall site is provided under section 2.2.4 Comprehensive Planning Sites. Any development in the south station area is envisioned to be of modest intensification with a focus on areas adjacent to parks spaces, ensuring they enhance safety and provide appropriate height transitions. Future redevelopment of the Lions Park LRT **Transit Station Area** should incorporate convenient access to the nearby Lions Park LRT Station and MAX Orange BRT stop.

Policy

a. Policies for development on the North Hill Mall site, located to the south of 16 Avenue NW, east of 19 Street NW, north of 14 Avenue NW, and west of 14 Street NW, can be found in 2.2.4 Comprehensive Planning Sites.

b. Development within the **core zone** should implement recommended **5A mobility network** enhancements and improve active modes mobility connections to Lions Park LRT Station as well as along 14 Avenue NW, 17A Street NW, 14 Street NW, 16 Avenue NW, and 19 Street NW.

c. Development within the **Transition Zone** should incorporate slope adaptive design.

d. Development within the **Transition Zone** along 19 Street NW should:

- **i.** provide at-grade units that front on to 19 Street NW; and,
- **ii.** exceed tree requirements outlined in the **Land Use Bylaw** and locate trees along 19 Street NW to support an expanded tree canopy.

e. Development within the **Transition Zone** along 13 Avenue NW should prioritize **pedestrian** connectivity between 13 Avenue NW and Lions Park.

f. Multi-unit development on the north side of 13 Avenue NW should:

- **i.** provide at-grade units that front onto the lane towards Lions Park and 13 Avenue NW;
- **ii.** reduce shadow impacts on Lions Park by using strategies such as setting back primary buildings from the north property line and providing upper level stepbacks;
- **iii.** be designed to provide natural surveillance onto the park;
- **iv.** articulate building facades and vary building materials to provide visual interest;
- **v.** locate waste and recycling inside of buildings, or where not feasible providing enclosures that are of similar materials to that of the building;

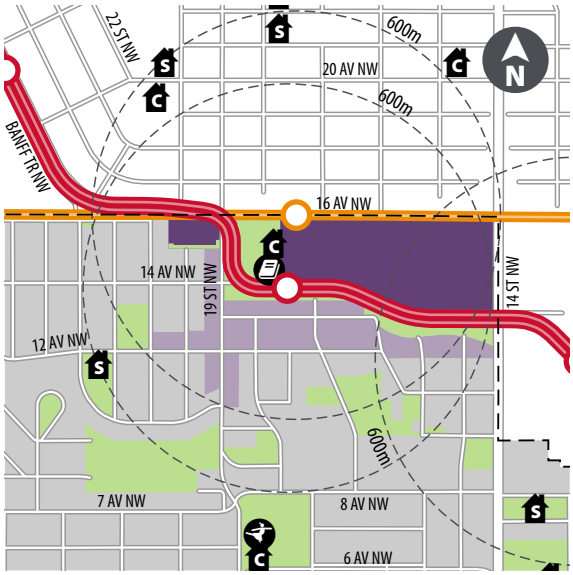


Figure 15: Lions Park LRT Transit Station Area

- **vi.** provide landscaping and amenity areas between the lane and buildings;
- **vii.** integrate through block **pedestrian** connections between 13 Avenue NW and Lions Park; and,
- **viii.** ensure designs for corner lots adjacent to 19 Street NW and 17A Street NW address both public street frontages with clearly articulated building corners and landscaping design treatments.

g. Multi-unit development on the north side of 13 Avenue NW should activate the rear lane through design strategies that may include:

- **i.** removing or consolidating direct vehicle access onto the lane;
- **ii.** upgrading of the lane; and,
- **iii.** relocating accesses to side streets or 13 Avenue NW.

2.5.4.2 Sunnyside LRT Transit Station Area

Located near the communities of Sunnyside and Hillhurst, the Sunnyside LRT Station, as identified in Figure 16, is located along the east side of 9A Street NW between 3 Avenue NW and 4 Avenue NW. To the west of the station is the 10 Street NW **Main Street**, which has mixed-use development along it. To the east is Sunnyside, which has a range of development types and scales. The area is envisioned to continue developing as a mixed-use neighbourhood with densities that support the transit **infrastructure** and promote a highly-walkable, well connected neighbourhood.

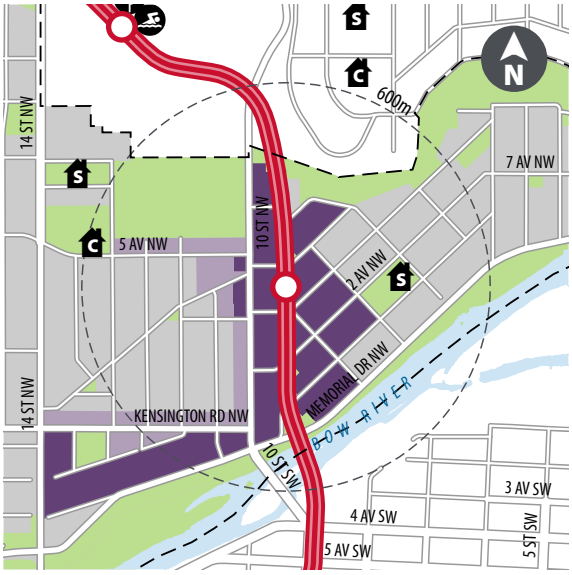


Figure 16: Sunnyside LRT Transit Station Area

Policy

a. Development should consider recommended **5A mobility network** enhancements and improve active modes mobility connections along 9A Street NW, 10 Street NW, 5 Avenue NW, 4 Avenue NW and, 2 Avenue NW, and to Sunnyside Station.

b. Development between 10 Street NW and 9A Street NW, north of 4 Avenue NW should activate the lane through measures such as:

- **i.** providing ground-level windows and units that front onto the lane;
- **ii.** locating secondary residential and commercial entries on the lane for buildings on the west side of the lane;
- **iii.** locating waste and recycling inside of buildings, or where not feasible providing enclosures that are of similar materials to that of the building;
- **iv.** providing landscaping, and amenity areas between the lane and buildings;
- **v.** providing murals on blank walls of buildings along the lane;
- **vi.** providing vehicle loading zones and lay-bys along the lane;
- **vii.** limiting at-grade vehicular parking and screening of parking areas from the lane; and,
- **viii.** focusing on facilitating safe traffic movement and support a comfortable **pedestrian** and cycling experience; and,
- **ix.** providing lighting that is oriented toward the lane.

c. Development on the site north of 2 Avenue NW, west of 9 Street NW and east of 9A Street NW should:

- **i.** enhance the existing pedestrian pathway along the western boundary, incorporating seating and enhanced landscaping that forms an integrated transition between the public and private realms; and,
- **ii.** integrate a publicly-accessible community arts and cultural space.

d. Development on the site south of 4 Avenue NW, west of 9A Street NW, north of 3 Avenue NW, and east of 10 Street NW, as identified in Figure 17, should be limited to 15 storeys or less to account for transition to lower density areas to the east.

Figure 17: 3 Avenue NW and 9A Street NW Modified Building Scale Area

e. Development on the site north of 2 Avenue NW, west of 9 Street NW and east of 9A Street NW, as identified in Figure 18, should be limited to 15 storeys or less to account for transition to lower density areas to the east and south.

Figure 18: 9A Street NW Modified Building Scale Area

f. Development on the site south of 3 Avenue NW, west of 9A Street NW and east of the lane in between 10 Street NW and 9A Street NW, as identified in Figure 19, should be limited to 15 storeys or less to account for transition to lower density areas to the east and south.

Figure 19: 3 Avenue NW and 10 Street NW Modified Building Scale Area

2.5.4.3 Future Transit Station Areas

The following policies apply to future **transit station areas** within the Plan Area..

Policy

a. Should a new LRT or BRT station be provided, an amendment to this Plan should be made to address **transit station area** policies on the following:

- **i.** apply **Core and Transition Zones** within approximately 600 metres of the station;
- **ii.** include transit supportive urban form categories and building scale;
- **iii.** identify opportunities for a transit plaza and other open space amenities;
- **iv.** support a high-quality **public space** and mobility connections; and,
- **v.** prioritize multi-modal mobility connections with an emphasis on **pedestrian** and cycling connections to the surrounding communities.

2.5.5 Activity Centres

In addition to the urban form, building scale, and general policies of this Plan, the following policies apply to development in Community **Activity Centres** and Neighbourhood **Activity Centres**. The policies are intended to support compact, mixed-use developments in locations where high-quality transit and a diversity of commercial, residential, and service uses currently exist, or where they could be encouraged.

2.5.5.1 Community Activity Centres

Community **Activity Centres** are identified on Map 1: Urban Structure Map of the **Municipal Development Plan**. These are areas of moderate job and population growth with connections to primary transit such as LRT. There are two Community **Activity Centres** in the Riley Communities. One is located at North Hill Mall while the other is located at Riley Park Village, also known as the Grace Hospital site.

Policy

a. Policies for the Community **Activity Centre** located at the North Hill Mall site are contained in section 2.2.4 Comprehensive Planning Sites.

b. Policies for the Community **Activity Centre** at the Riley Park Village (Grace Hospital) site are contained in the Comprehensive Planning Sites section.

2.5.5.2 Neighbourhood Activity Centres

Neighbourhood **Activity Centres** are small mixed-use areas located within communities that provide opportunities for local job and population growth as well as varied community activities.

Neighbourhood **Activity Centres** have a small residential catchment area, are walkable destinations for local communities, and are intended to accommodate moderate intensification.

There are four Neighbourhood **Activity Centres** in the Riley Communities, which are conceptually identified on Map 2: Community Characteristics. They are located at Parkdale Boulevard NW and 25 Street NW, 5 Avenue NW and 24A Street NW, 12 Avenue NW and 20A Street NW, and 2 Avenue NW and 5A Street NW.

Policy

a. Development in Neighbourhood **Activity Centres** should include improvements to **public spaces** to create a safe and welcoming **pedestrian** environment. Design considerations include, but are not limited to:

   i. Wider sidewalks that exceed minimum standards and the provision of street trees and green stormwater **infrastructure**, where feasible;

   ii. Publicly-accessible amenity areas, public open space, street furniture, street lighting, and/or supporting **infrastructure**;

   iii. Closure or consolidation of existing driveways on streets; and,

   iv. Curb extensions and other traffic calming measures, where appropriate.

2.5.6 Community Corridors

Community corridors are **pedestrian**-focused streets that connect the Riley Communities and are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors are higher-classification streets that connect other growth areas including **Main Streets**, **Activity Centres,** and **transit station areas**. In the Riley Communities, 19 Street NW has been defined as a community corridor.

2.5.6.1 19 Street NW Community Corridor

19 Street NW, as identified in Map 2: Community Characteristics, provides a key north-south corridor through the Plan Area with a northern boundary of 16 Avenue NW and southern boundary of Memorial Drive NW. It also provides important connections to key streets and destinations, including Memorial Drive NW, Kensington Road NW, Lions Park LRT Station and the Max Orange BRT along 16 Avenue NW.

The street has long been a commercial hub for the community of West Hillhurst, with Dairy Lane Café originally opening in the 1950s. Recently, 19 Street NW has seen new development, specifically between Kensington Road NW and 2 Avenue NW. Between 6 Avenue NW and Kensington Road NW, the community corridor will continue to experience redevelopment incrementally in the form of both residential and mixed-use developments that contribute to an enhanced **pedestrian** experience along this key linear destination in the city.

Policy

a. High-quality, durable exterior finishing materials such as masonry, metal, glass, and/or concrete should be used on the **street wall**. Cinder block and vinyl siding are discouraged.

b. Developments are encouraged to share mutual vehicle accesses.

c. New single-detached, semi-detached, and duplex housing forms with front garages should not be located between Kensington Road NW and 5 Avenue NW.

d. Development that shares a property line or lane with parcels developed with single detached, semi-detached, or duplex residential development should step back the building above the third storey along the shared property line with the lower density development.

e. Consolidation of parcels is encouraged for greater development potential, to provide for comprehensively planned development and avoid isolating parcels that would restrict the feasibility of redevelopment on adjacent properties.

f. Development along 19 Street NW should exceed tree requirements outlined in the **Land Use Bylaw** to support an expanded tree canopy.

g. Development fronting onto 19 Street NW should provide a well-defined **street wall**, a widened sidewalk, street trees, and contribute to an enhanced, **pedestrian**-oriented **public spaces**.

h. Development of four storeys or more may require at time of a planning application offsite provisions for improved **pedestrian** crossings and active modes connections across 19 Street NW and/or at adjacent crosswalks.

i. Development on the commercial site located along 16 Avenue NW between 19 Street NW and 20A Street NW should provide for height transitions across the site towards adjacent low-density residential areas.

j. Buildings located along 19 Street NW at the key intersections of Memorial Drive NW, Kensington Road NW and 16 Avenue NW should be designed to recognize these locations as **gateway sites** by developing the sites with prominent buildings as well as high-quality landscaping and lighting.

k. Any future redevelopment or significant upgrades to the West Hillhurst Community Association building and/or adjoining open space should provide frontage and activity onto 19 Street NW that increases interaction and connection between the site and the street.

l. New development on the City-owned EMS site north of Westmount Boulevard NW, east of 19 Street NW should:

- **i.** integrate **non-market housing** units; and,
- **ii.** enhance adjacent **public spaces**.

m. No additional vehicle access should be added to the lane north of 2 Avenue NW and between 19 Street NW and 18A Street NW, known as Dairy Lane, to ensure it is retained and improved for **pedestrian** movement.

2.6 Heritage

Heritage Resources and **heritage assets** are valued parts of our communities and Calgary as a whole. Both individually and collectively they contribute to community character and help create a sense of identity and place. Heritage tells the story of past generations for present and future generations. Heritage conservation is part of good city building and provides both economic and environmental benefits. Reuse of existing structures can reduce greenhouse gas emissions that would have been produced through construction-related activities including materials and transportation. Historic structures and districts can stimulate commercial activity and increase tourism activity and spending. Energy retrofits can improve the performance of older buildings, reducing greenhouse gas emissions, while preserving heritage character.

Heritage takes various forms in the Riley Communities. These include historic buildings that may be formally recognized on the **Inventory of Evaluated Historic Resources**, historic landscaped boulevards, as well as individual buildings and clusters of character homes (**heritage assets**) within **Heritage Guideline Areas**. This section provides policy for heritage in the Riley Communities.

2.6.1 Heritage Resources

Heritage Resources are defining characteristics of communities and should be retained or protected while balancing the ability to redevelop. New development within the context of **Heritage Resources** should consider opportunities to balance both new and historic forms of development. The City of Calgary recognizes that there are **Heritage Resources** other than buildings and landscaped boulevards that include archaeological and culturally significant areas.

Policy

a. Property owners are encouraged to retain and conserve **heritage resources** through adaptive reuse. This may include, but is not limited to, additional commercial uses and the development of backyard suites.

b. The Development Authority should support **Land Use Bylaw** relaxations to enable the retention of **heritage resources**.

c. Property owners are encouraged to designate **Inventory** properties as **Municipal Historic Resource**s.

d. Any proposed development on sites that include buildings identified on the **Inventory of Evaluated Historic Resources** should prioritize retention and incorporation of the **heritage resource** into the new development.

e. An applicant shall provide photo documentation of **Inventory** properties to The City prior to demolition or redevelopment. Interpretative or commemorative features should be incorporated into the new development.

f. For redevelopment proposals that include **Inventory** properties, other than that of single-detached, semi-detached, or rowhouse development, the applicant should consult with the community and The City's Heritage Civic Partner to determine appropriate commemorative features. Single-detached, semi-detached, or rowhouse development on sites with **Inventory** properties should follow standard approved commemoration practices.

g. Opportunities to mitigate or offset negative outcomes for heritage conservation should be explored at the time of a planning application, including, but not limited to:

- **i.** retention and incorporation of the **heritage resource** into the new development; or,
- **ii.** protection of another **heritage resource** within the surrounding area.

h. Where there are groupings of **heritage resources**, methods to conserve and maintain the groupings should be explored.

i. New development should be compatible with the context of abutting sites on the **Inventory** using setbacks, massing, **street wall** height, and landscaping. When there is new development adjacent to or nearby **heritage resources**, the development should draw design reference from the **heritage resources** and should not overwhelm the form and massing of adjacent **heritage resources**.

j. Signage on buildings listed on the **Inventory of Evaluated Historic Resources** should be to an appropriate scale and style to not overwhelm the character defining elements of the building and to contribute to the historic nature of the building.

k. New development is encouraged to integrate contemporary interpretations of historical design, detail, and materials and not directly copy the design of heritage buildings in the area.

l. New development is encouraged to conserve and integrate **heritage resources**, in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).

m. Additions and alterations to **heritage resources** shall be evaluated in terms of the specific styles and details dictated by the character of the **heritage resource** and in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).

2.6.2 Heritage Guideline Areas

Portions of the Riley Communities have concentrations of residential **heritage assets** that warrant additional study and planning. These residential **heritage assets** are privately owned structures, typically constructed prior to 1945, that significantly retain their original form, scale, massing, window/door pattern, and architectural details or materials. Individual residential **heritage assets** may not warrant inclusion on the **Inventory of Evaluated Historic Resources**.

To recognize and celebrate the unique history and resulting residential **built form** that is seen in parts of the Riley Communities, **Heritage Guideline Areas** have been identified in heritage-rich parts of the Plan Area. In the **Heritage Guideline Areas**, new residential development will be required to be contextually sensitive to surrounding residential **heritage assets**. Policy for this section includes direction for new development in these areas that provides direction items such as: roof pitch or style, front-yard setbacks; window and door patterns, front façade projections, and general building massing.

Policy

General

a. Land use redesignations that would allow for development with permitted use dwelling units should not be supported in the **Heritage Guideline Areas.**

b. Development should draw design references from nearby **heritage assets** within the applicable **Heritage Guideline Areas**.

c. Redevelopment in **Heritage Guideline Areas** should allow for densities equal to or greater than that of existing developments.

Site and Landscape Design

d. Notwithstanding the minimum **Land Use Bylaw** setback, front yard setbacks should be informed by the existing **heritage assets** on the block.

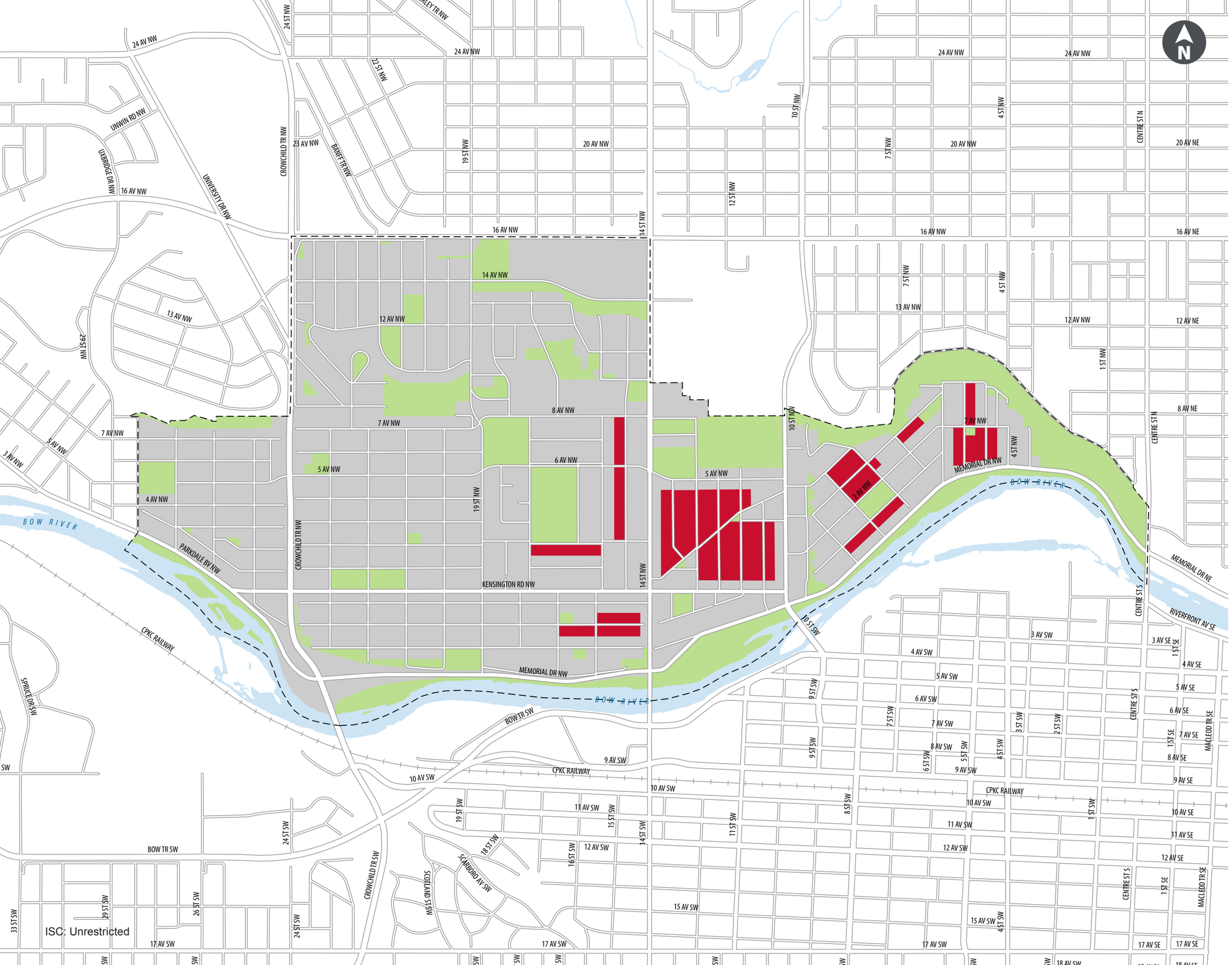
e. Development should provide well-defined and direct pathway connections from front doors to the sidewalk and **public spaces**.

f. Where a public boulevard with canopy trees is not present, landscaping should include at least one deciduous tree in the front setback area or within the boulevard that will contribute to a mature tree canopy.

Figure 20: Example of Front Setback and Tree Plantings

IP2024-0938
Attachment 2

Map 5:
Heritage Guideline Areas



Legend

- Heritage Guideline Areas
- Parks, Civic and Recreation
- Plan Area Boundary

ISC: Unrestricted

Roofs and Massing

g. Roof styles should be informed by and complement the **heritage assets** in the area.

h. Flat roofs are strongly discouraged where visible from the street.

i. The primary roofline visible from the street should have a minimum pitch of 6:12.

j. Where new development is larger than nearby **heritage assets**, the visual impact of upper storeys of buildings should be reduced by employing design measures such as:

- **i.** The use of compound roofs (e.g., cross-gabled) to hide the upper storey;
- **ii.** Shifting massing away from smaller-scale buildings; or,
- **iii.** Reduced building massing on upper storeys.

k. Developments with more than one unit should have distinct rooflines that accentuate individual units.

l. Buildings with a front façade width exceeding 12 metres or height exceeding two storeys should mitigate their visual impact through variations in:

- **i.** massing;
- **ii.** rooflines; or,
- **iii.** materials.

Front Facades

m. Development should provide a front projection on the main floor that may be covered or enclosed and that comprises at least a third of the width of the front main floor façade for each unit visible from the street. This front projection could include elements such as:

- **i.** porches;
- **ii.** patios;
- **iii.** verandas; or,
- **iv.** sunrooms.

Figure 21: Example of Roof and Building Massing

Figure 22: Example of Front Façades

Windows, Materials and Details

n. Large uninterrupted floor-to-ceiling windows are discouraged.

o. Horizontal window openings are encouraged to be divided into groupings of smaller vertically-oriented windows.

p. Windows are encouraged to include wide casings or frames.

q. The use of natural materials, natural-looking building materials, or masonry is encouraged.

r. Where multiple building materials are used, heavier-looking materials (e.g., masonry or masonry veneer) should be used on the base of the building.

Figure 23: Example of Windows, Materials and Details

2.7 Density Bonusing Transition

This Plan recognizes that there are land uses approved prior to the approval of this Plan with density and bonus provisions that are no longer envisioned for the Plan Area.

Policy

a. Existing direct control districts that allow for a density bonus to be earned by the provision of an urban design or off-site improvement should refer to the following off-site improvements:

- **i.** 10 Street NW boulevards and sidewalks;
- **ii.** 14 Street NW boulevards and sidewalks;
- **iii.** 3 Avenue NW from 9A Street NW to 10A Street NW;
- **iv.** 2 Avenue NW sidewalk from 10 Street NW to 9A Street NW;
- **v.** **pedestrian** waiting area on the northwest of 10 Street NW and Kensington Road NW.
- **vi.** Plaza located in front of the movie theatre on Kensington Road NW;
- **vii.** Small parks located immediately east of the LRT line; and,
- **viii.** Other improvements deemed necessary by the Approving Authority.

b. Existing direct control districts that allow for a density bonus to be earned by contributions to the Hillhurst/Sunnyside Community Amenity Fund shall continue to provide contributions as outlined in each respective direct control district.

c. Other contributions as deemed necessary by the Approving Authority may also be appropriate for off-site improvements.

2.8 Mobility

People of all ages, genders, incomes, and abilities should be able to safely and conveniently move around the city. A well-connected mobility network that includes options for walking, cycling, taking transit, and using personal vehicles provides people with mobility choices to meet a variety of needs and preferences year-round. Winter travel preferences and needs are unique and should be accounted for to ensure a safe and accessible mobility network.

The policies in this section provide direction for the development of mobility **infrastructure** that connect people to destinations. These policies guide the review of planning applications for developments that contribute publicly-accessible amenities, **infrastructure,** or facilities.

The policies in this section provide direction for the development of mobility **infrastructure** that connect people to destinations and complement the Always Available for All Ages & Abilities **(5A) Network** identified in Appendix C: Mobility. These policies guide the review of planning applications for development that contributes to publicly-accessible amenities, **infrastructure** or facilities.

2.8.1 Pedestrian

Pedestrian routes are a critical element of a well-connected mobility network. Both public and private **pedestrian** routes should be convenient, safe, comfortable, and accessible, and provide connections within developments, communities and to the city-wide network. The design of **pedestrian** routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

Policy

a. **Pedestrian** routes should:

- **i.** be universally accessible and provided on both sides of any street;
- **ii.** be wide enough for the anticipated volume of **pedestrian**s based on the street function and context and at minimum allow **pedestrian**s to pass one another both on foot and using accessibility aids;
- **iii.** provide continuous, unobstructed paths of travel that minimize conflicts with vehicular accesses;
- **iv.** incorporate streetscape elements, including wayfinding signage;
- **v.** be well-lit; and,
- **vi.** be designed to accommodate year-round use and maintenance.

b. **Pedestrian** routes should be appropriately sized for the anticipated number of **pedestrians**. This includes, but is not limited to:

- **i.** requiring increased building setbacks from a property line shared with a street, where portions of a building below grade or in upper storeys may project into the additional building setback area; or,
- **ii.** increasing the width of **public spaces** within the road right-of-way.

c. New **pedestrian** crossings should be well-defined, well-lit and designed in a manner that is convenient and safe to minimize conflicts with vehicles.

d. **Pedestrian routes** are encouraged to provide a buffer between the sidewalk and the road to enhance the comfort of all users, through strategies such as:

- **i.** providing street furniture;
- **ii.** landscaped boulevards;
- **iii.** cycling **infrastructure**; and,
- **iv.** on-street parking.

2.8.2 Cycling

Cycling routes are a critical element of a well-connected mobility network. Cycling **infrastructure** should be convenient, safe, comfortable, accessible, and provide connections both to and within developments, communities and to the city-wide network. The design of cycling routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

Policy

a. Cycling **infrastructure** should:

- **i.** be wide enough for the anticipated volume of cyclists based on the street function and context;
- **ii.** provide continuous, unobstructed paths of travel that minimize conflicts with vehicular accesses;
- **iii.** incorporate streetscape elements, including wayfinding signage;
- **iv.** be well lit;
- **v.** be designed to accommodate year-round use for all ranges of cyclists;
- **vi.** provide facilities to repair, maintain, and securely store bicycles; and,
- **vii.** be designed to mitigate conflicts with **pedestrian**s and vehicles around transit **infrastructure**.

b. Opportunities to improve the safety and convenience of cycling **infrastructure** should be explored, such as:

- **i.** separated, raised or protected bike lanes, and intersections; and,
- **ii.** bicycle-specific traffic signals.

c. Secure bicycle storage is encouraged in **transit station areas.**

d. Public bicycle parking facilities should be:

- **i.** incorporated into development and public **infrastructure** and covered to support year-round and all-weather cycling; and,
- **ii.** conveniently located, well-lit and prominent.

e. Extensions to the regional pathway network should connect to the broader cycling network to serve a recreation and mobility function.

2.8.3 Transit

Transit service is a critical element of a well-connected mobility network, connecting people to destinations across the city. A range of destinations helps make transit a convenient and attractive alternative to personal vehicles.

Policy

a. Transit routes and transfer points should be direct and convenient.

b. Transit stops and **infrastructure** should be integrated with **pedestrian** and cycling **infrastructure** in a safe and convenient manner.

c. Transit stops should provide high-quality transit **infrastructure**, including weather protection where feasible, that enhances comfort, safety and predictability for transit users.

d. New transit station design should consider opportunities to incorporate integrated civic facilities and plazas.

e. Development located adjacent to transit stops is encouraged to seamlessly integrate with these stops by providing on-site transit amenities or shelters.

2.8.4 Parking

The following parking policies support flexibility in how and where parking is provided to incentivize development in locations that support a range of mobility, housing and commercial options. Managing parking at a district scale, rather than site-by-site, may result in more efficient land use. Parking policies and regulations need to be adaptive to current needs while enabling communities to be more responsive to future trends.

Policy

a. Applications for new multi-residential developments that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when the criteria from the Calgary Parking Policies are met.

b. Parking requirements may be reduced or relaxed where development is located within one or more of the following:

- **i.** **Activity Centres, Main Streets** or other areas of higher activity;
- **ii.** **transit-oriented development** areas and **transit station areas**; or,
- **iii.** **shared mobility operating areas.**

c. Parking requirements should be reduced or relaxed for the following types of development:

- **i.** development that retains historic buildings on the **Inventory of Evaluated Historic Resources**;
- **ii.** development of **non-market housing**;
- **iii.** development of care facilities; and,
- **iv.** development that incorporates low carbon or climate resilient building measures.

d. Parking requirements may be reduced or relaxed where development uses one or both of the following:

- **i.** integrates **transportation demand management** measures; or,
- **ii.** aligns with the principles and goals of this Plan.

e. Parking regulations and user pricing should be used by Administration to support active modes of transportation and transit as viable and attractive mobility options.

f. Provision of vehicle parking **infrastructure** should not inhibit desired **built form** outcomes or the principles and goals of this Plan.

g. Development should provide **transportation demand management** measures to support the achievement of a desired **built form** outcome, including, but not limited to:

- **i.** bicycle parking stalls beyond required minimums;
- **ii.** bicycle lockers or higher quality designed bicycle storage facilities;
- **iii.** bicycle repair facilities;
- **iv.** dedicated vehicle parking stalls for car-sharing services; and,
- **v.** active transportation supportive amenities, such as showers and change facilities.

h. Surface parking should be discouraged. Where surface parking is provided, it should:

- **i.** be located behind or at the side of a building;
- **ii.** be accessed by a lane or lower order street;
- **iii.** include **pedestrian** routes and landscaped areas to minimize visual and environmental impacts; and,
- **iv.** support adaptive reuse or temporary use of space, such as parking for food trucks.

i. No new temporary or permanent at-grade surface parking lots shall be allowed as a stand-alone use along **Main Streets**, **community corridors,** in **transit station areas**, or in **Activity Centres**.

j. The term of renewal for an existing temporary at-grade surface parking lot shall not extend beyond three years.

k. Where temporary at-grade surface parking is renewed, it should:
   i. include at least 25% short stay parking (four hours or less);
   ii. include **pedestrian** routes and landscaped areas to minimize visual and environmental impacts;
   iii. support adaptive reuse or temporary use of space, such as parking for food trucks in a way that provides artful experiences and a unique sense of place; and,
   iv. Incorporate edge treatments that improve the interface with the **pedestrian** realm through landscaping, public art or seating, and incorporate principles of crime prevention through environmental design, that shall be maintained by the landowner for the life of the development.

l. Above-grade parking structures should:
   i. be integrated into developments to minimize their visual impacts on the street;
   ii. be accessed by a lane or lower order street;
   iii. identify opportunities to incorporate commercial, residential and office uses on the ground floor; and,
   iv. consider designs that support future adaptive reuse through strategies such as flat decks and floor-to-ceiling heights that allow for a range of uses.

m. Shared use of parking facilities between developments should be encouraged to maximize the use of existing parking facilities.

2.8.5 Street Network

The street network is an important part of **public space** and should provide functional, safe, and efficient connections throughout the city to support a range of mobility options.

Policy

a. Streets in residential or commercial areas should be designed to be safe, accessible, and inclusive of all mobility users by incorporating:
   i. **pedestrian** routes;
   ii. cycling **infrastructure**;
   iii. **infrastructure** that considers the efficiency of **transit** service along Primary Transit Network (PTN) corridors; and,
   iv. other improvements and upgrades, where identified elsewhere in the Plan or other applicable City policy or strategy.

b. Corner cuts are encouraged to be provided where a lane intersects a street to improve safety and to accommodate vehicle turning movements.

c. New public or internal publicly-accessible private streets are encouraged where connections are missing in a community.

d. Street furniture, functional public art, and publicly-accessible amenity spaces, such as plazas, should be incorporated into the design of higher activity streets.

e. Development adjacent to Crowchild Trail NW shall be reviewed for compatibility with planned Crowchild Trail NW long term upgrades.

3 Supporting Growth

3.1 Overview

The Riley Communities share common amenities, services, parks and open spaces, natural areas, and public facilities. Communities depend on their interconnectedness. There are a range of shared commercial amenities throughout the Riley Communities such as those in the Kensington Business Improvement Area along Neighbourhood **Main Streets**, North Hill Mall as an **Activity Centre**, and 19 Street NW, which is a Community Corridor. There are also a range of parks and recreation spaces enjoyed by the Riley Communities, including three community association sites, Riley Park and the network of parks, open spaces, and natural areas that weave through the communities.

This chapter sets out the goals and objectives for current and future amenities and **infrastructure** related to the Vision and Core Values identified in Chapter 1: Visualizing Growth. It identifies local area plan specific objectives and implementation options for supporting growth. Section 3.2 of this Plan identifies high-level goals that align with key planning direction provided within the **Municipal Development Plan** and includes locally specific objectives that support the Plan's Vision and Core Values. The goals and objectives are long-term, connected to the time horizon of the Plan and represent the future or desired result that this Plan seeks to achieve and they apply community-wide and are intended to be actionable.

This chapter also provides high-level, strategic direction to inform investment in future community improvements. Further detailed analysis and study for each option identified will be required and will include engagement with area residents, community associations, business improvement areas, landowners, and industry, where necessary. The options in this chapter are statutory, while the ones identified in Appendix A are non-statutory.

Appendix A includes a list of additional community improvements that have been identified through the development of the Plan. These implementation options are examples of actions that could be taken by The City of Calgary, developers, business improvement associations, and residents to further the individual goals and objectives in this chapter.

To support the Riley Communities through growth and change, the suggested options identified in this chapter and Appendix A help inform future City business plans and budget decisions. As growth occurs in local areas, these suggested improvements should be regularly reviewed and updated to determine if they help manage growth related pressures that a community may experience, ensuring growth can benefit current and future residents and businesses. These are several considerations for determining if an action merits inclusions in future business plans and budgets, including:

- the current status of **infrastructure** and amenities in the local area;
- the desired service and activity levels in the local area;
- the roles of different city builders in supporting the delivery of **infrastructure** and amenities;
- how the growth in this local area compares with city-wide growth and investment needs;
- alignment with City goals for creating carbon **net-zero** and climate resilient communities;
- equitable access to services and amenities;
- The City's corporate investment priorities and budget availability; and,
- the availability and use of appropriate planning and financial tools to support implementation.

3.2 Goals, Objectives and Implementation Options

The Plan identifies five goal areas that align with the Plan's Core Values and are intended to frame and provide guidance for community improvements to support the Riley Communities' Vision.

3.2.1 Housing Choice

Expanding housing diversity will allow more people to live in the area and help support businesses, schools, services, and amenities. This also includes recognizing a range of housing types and ages that allow a diverse population to live in the area. This also includes **heritage resources** across the Riley Communities, which are encouraged to be protected and maintained.

Objectives

The following objectives are intended to guide decisions for supporting housing choice in the Riley Communities:

- Provide and enable inclusive, diverse, and equitable housing options across the Plan Area.
- Increase opportunities for **non-market housing** and **mixed-market housing** provision that meets the diverse and changing needs, life stages, and financial abilities of individuals.
- Recognize and protect historic homes and buildings.

Implementation Options

The following identify actions to achieve the supporting growth objectives:

Affordable Housing

By providing **non-market housing** and **mixed-market housing**, it creates opportunities for those who may not otherwise be able to afford housing within the Riley Communities. Addressing housing needs across the housing continuum improves individual outcomes related to the social determinants of health and promotes self-sufficiency and builds equity in communities.

a. To improve access to affordable housing in the Riley Communities, the following should be considered:

- **i.** enable inclusion of **non-market housing** units in new residential and mixed-use developments, including mixed-market projects;
- **ii.** include **non-market housing** in the redevelopment of vacant lands or City-owned lands that are considered to be underutilized;
- **iii.** support the intensification, rehabilitation, and retention of existing **non-market housing** developments, ensuring no net loss of units;
- **iv.** encourage strategic partnerships with private and public organizations to address unmet housing needs;
- **v.** encourage strategic partnerships with private and public organizations, including opportunities to build Indigenous housing from local lenses involving local Indigenous governments, Indigenous community leaders, and Indigenous focused housing organizations and service providers, to address unmet housing needs;

vi. encourage co-location of **non-market housing** units within civic development;

vii. support and encourage the development of **non-market housing** and **mixed-market housing** in areas that are well served by the Primary Transit Network and appropriate services, including access to grocery stores and schools;

viii. support programs that work toward the implementation of The City of Calgary's Housing Strategy; and,

ix. encourage and incentivize the provision of **non-market housing** and **mixed-market housing** on identified comprehensive planning sites and in **transit station areas**.

Heritage

There is a range of **heritage resources** and **heritage assets** throughout the Riley Communities. Clusters of commercial heritage properties are located along the Neighbourhood **Main Streets** of 10 Street NW and Kensington Road NW. These are some of the most intact tracts of heritage along commercial streets throughout the city and provide economic, social, and cultural value to the area and the city. There are also residential properties throughout the Plan Area with heritage value. Some of these buildings are identified on the **Inventory of Evaluated Historic Resources** and some have Municipal Heritage Designation. Others are captured within **Heritage Guideline Area**s, while there are also other historically significant buildings throughout the Riley Communities that may not be included on these registers.

b. To help further support the retention and maintenance of **heritage resources** and assets in the Riley Communities, the following should be considered:

i. incentivize the retention of buildings with historic significance.

ii. develop a system to enable heritage density transfers;

iii. enable increased uses and development rights on sites with historically significant buildings, with the intent of maintaining heritage buildings;

iv. actively encourage buildings to seek Municipal Historic Designation and registration on the **Inventory of Evaluated Historic Resources**;

v. develop an incentive program specific to the retention of clusters of historic buildings along the 10 Street NW and Kensington Road NW Neighbourhood **Main Streets**;

vi. enhanced, defined, and safe routes to Queen Elizabeth school, that may include protected bike lanes;

vii. seek Municipal Historic Designations and adaptive reuse of City-owned or public heritage properties, including school buildings;

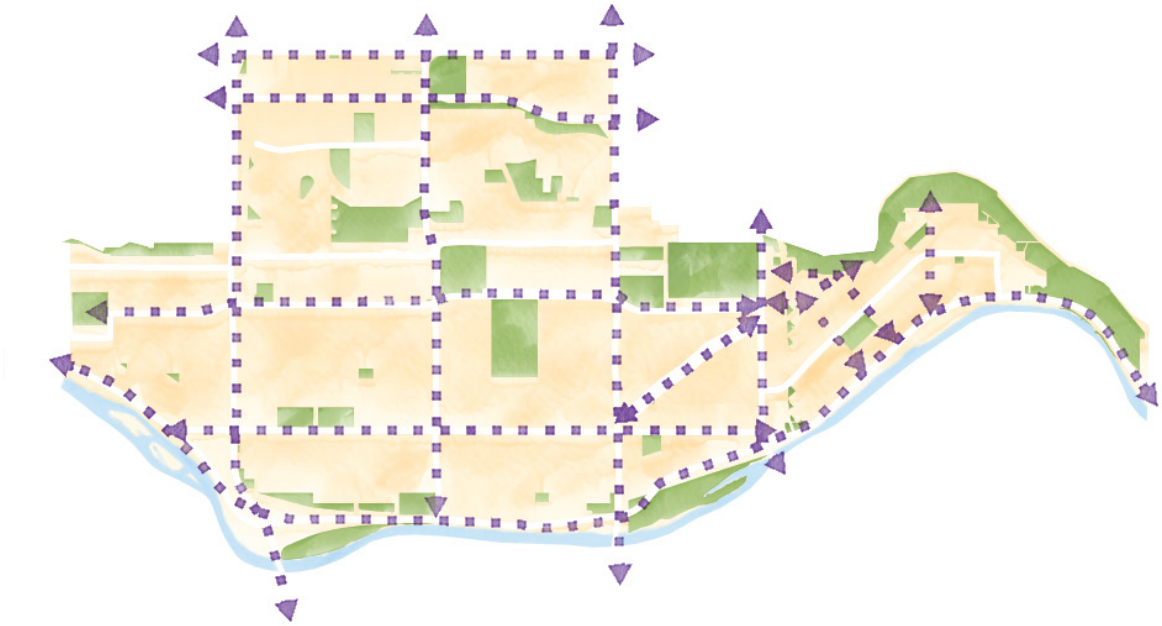
viii. investigate opportunities for placemaking and naming of existing features within the Plan Area, including, but not limited to streets, parks, open spaces, and public facilities, that recognize and celebrate sustained Indigenous presences on these lands through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government as part of future upgrades; and,

ix. investigate opportunities to recognize and celebrate historic boulevards, streetcar routes and train routes, such as the Grand Trunk train route, that shaped historical development in the Plan Area.

3.2.2 Moving to and Through the Riley Communities

Enhancing connectivity in the Riley Communities means improving the existing mobility network and the range of mobility choices that are available throughout the Plan Area. With the Red Line Light Rail Transit (LRT), the MAX Orange BRT line, a range of bike lanes and related **infrastructure**, the Bow River Regional Pathway, large pieces of vehicle **infrastructure** such as Crowchild Trail NW, as well as the **pedestrian** network through the area, the Plan Area offers a range of modes to move to and through the Riley Communities.

The Riley Communities generally follow a grid-based street network; however, there are several higher-order roadways that act as barriers and would benefit from improved crossing facilities for **pedestrian** and active modes of travel. Similarly, there are pieces of active modes **infrastructure** that are disconnected from the larger network or require upgrading to improve safety and efficiency.



Objectives

The following objectives are intended to guide decisions to support improved connectivity in the Riley Communities:

- Prioritize **pedestrian** and cycling connections and complete missing links to amenities and points of interest across the Plan Area such as **transit station areas**, **Main Streets**, community association sites, schools, parks, and natural areas.
- Improve and expand upon the **pedestrian** and cycling **infrastructure** network, including the Always Available for All Ages and Abilities **(5A) Network**, to support active modes of travel.
- Enable and support improved transit service, including on Primary Transit Network corridors, throughout the Plan Area.
- Complete the Medium and Long-Term Crowchild Trail Improvements, specifically related to:
  - **i.** Improving active modes connectivity across Crowchild Trail NW;
  - **ii.** Enabling grade separation at Kensington Road NW and 5 Avenue NW over Crowchild Trail;
  - **iii.** Constructing the ultimate interchange configuration at 16 Avenue NW; and
  - **iv.** Creating a new active modes bridge across the Bow River, connecting 19 Street NW to the Sunalta LRT Station.

Implementation Options

The following identify actions to achieve the supporting growth objectives:

Improved Pedestrian and Cycling Connections

Prioritizing an integrated and complete multi-modal transportation network, including pathways and bikeways, is a goal of this Plan and the Calgary Transportation Plan. Existing cycling routes along streets such as 5/6 Avenue NW, 10 Street NW, 9A Street NW, 21 Street NW, 17A Street NW, 19 Street NW, Memorial Drive NW, and 2 Avenue NW link the Riley Communities to one another as well as to adjacent communities and other destinations including downtown, the Bow River, the Southern Alberta Institute of Technology and the University of Calgary. Enhancing these routes and building upon the overall network will provide safer, more direct, and convenient mobility options for residents in the Riley Communities.

The Always Available for All Ages and Abilities **(5A) Network** identified in the Calgary Transportation Plan intends to improve safety and create improved pathway and bikeway connections across the city.

a. To improve overall **pedestrian** and cycling connectivity, comfort, and safety, comprehensive and complete connections across the Plan Area in both east-west and north-south directions should be provided that include:

- **i.** continuous and widened **pedestrian** and cycling connections and **infrastructure** to Sunnyside and Lions Parks LRT stations and along the Primary Transit Network, while taking operational transit requirements into consideration;
- **ii.** improved **pedestrian** and cycling connections linking **transit station areas**, and **Main Streets** as well as recreation facilities and parks and open spaces such as Riley Park, Grasshopper Hill and McHugh Bluff;
- **iii.** enhanced **pedestrian** and cycling safety around schools throughout all communities using improvements such as curb extensions, rapid flashing beacons, marked crosswalks, speed humps, wider sidewalks, and protected bike lanes;
- **iv.** separated and/or protected cycling connections along higher volume and higher speed roadways;
- **v.** creating separated cycling **infrastructure** along 5/6 Avenue NW, connecting to the cycling lane at 29 Street NW;
- **vi.** consider road classification, vehicle speeds, and volumes, such as along approaches to arterial roads and areas around Mains Streets, and incorporate design measures to mitigate mobility conflicts;
- **vii.** enhanced, defined, and safe routes to Queen Elizabeth school, that may include protected bike lanes;
- **viii.** traffic calming measures that focus on slowing vehicle speeds through school zones, along residential/neighbourhood streets, and along collector streets to minimize conflicts between different modes of mobility;
- **ix.** clear, defined routes to schools and post-secondary institutions such as SAIT/AUArts and University of Calgary;
- **x.** completing missing **pedestrian** links by constructing sidewalks where they currently do not exist;
- **xi.** completing missing cycling links by constructing cycle tracks, multi-use pathways, or equivalent facilities;
- **xii.** improved connections to the Prince's Island Bridge;
- **xiii.** improved connections to the Regional Pathway system along the Bow River;
- **xiv.** improved **pedestrian** crossing at Kensington Road NW and Parkdale Boulevard NW to enhance access to the Bow River and Regional Pathway system along the river;
- **xv.** improved **pedestrian** and cycling facilities at crossings of large roads such as Crowchild Trail NW and 14 Street NW; and,
- **xvi.** providing a new active modes crossing of Memorial Drive NW between 14 Street NW and 21 Street NW.

Neighbourhood Main Streets Implementation

Streetscape improvements of identified Neighbourhood **Main Streets** across the Plan Area foster safe, inviting, and active environments that support safe **pedestrian** and cycling movements, and incorporates transit **infrastructure**. There are three Neighbourhood **Main Streets** in the Plan Area: 10 Street NW, 14 Street NW and Kensington Road NW. Each of the streets has a very different character, and therefore has unique requirements for its future design.

As the area continues to grow and change, it is envisioned that the **Main Streets** will see new mixed-use development and more **pedestrian** and cycling movement along them. Improvements and new development along **Main Streets** in the Plan Area should work toward achieving goals for Neighbourhood **Main Streets** such as developing a human-scaled active street environment.

b. To enhance Neighbourhood **Main Streets**, the following should be considered

- **i.** prioritize comfortable, accessible, and safe **public spaces** and include consistent streetscape elements to better visually unify the area;
- **ii.** improve **pedestrian** and cycling conditions at crossing of major roads and across bridges;
- **iii.** improve **pedestrian** areas along **public spaces** and **transit infrastructure**;
- **iv.** include cycling **infrastructure**, either along **Main Streets** or roads that run parallel;
- **v.** design **Main Streets** to mitigate conflicts between different modes of mobility, particularly at approaches to significant intersections; and,
- **vi.** green the street through tree planting, the provision of green boulevards and green **infrastructure**. Create conditions that support the growth of healthy mature public trees.

Kensington Road NW

Kensington Road NW is a unique neighbourhood boulevard providing a significant east-west connection between Crowchild Trail NW and 10 Street NW. Kensington Road NW has been identified for improvements west of 14 Street NW and enhancements should be considered for the entire corridor including improved **public spaces** and continuous active mode **infrastructure** that connects across the communities.

c. To improve the **public space** experience and safety, design for this mobility corridor should:

- **i.** Prioritize active modes and provide safe, comfortable and continuous **pedestrian** and cycling **infrastructure**;
- **ii.** enhance the southern side of Kensington Road NW with a focus to widen and improve the streetscape and **public space** for active modes;
- **iii.** identify if Kensington Road NW is an appropriate corridor for a segment of the future West Bow BRT line;
- **iv.** recommend the appropriate street classification and cross-section(s);
- **v.** consider road classification, vehicles speeds and volumes, and incorporate design measures to mitigate mobility conflicts;
- **vi.** implement permanent traffic calming features appropriate to the function and design of the corridor which also consider transit operations; and,
- **vii.** explore the opportunity to bury all overhead utilities.
- **viii.** improve **pedestrian** crossings
- **ix.** explore the need to add a **Land Use Bylaw** public realm setback along the corridor.

14 Street NW

14 Street NW functions as an important north-south connection that links to Memorial Drive NW and further south to the downtown. The corridor's current classification in the Plan Area ranges from an urban boulevard and arterial and carries a significant volume of vehicular traffic.

d. To improve the function of 14 Street NW, design for this mobility corridor should:

- **i.** account for the public realm setback identified in the **Land Use Bylaw** with the purpose to prioritize **public space** improvements to enhance walkability, expand tree canopy, and increase commercial viability along 14 Street NW;
- **ii.** improve **pedestrian** and cycling **infrastructure** and connections across the Bow River along 14 Street NW;
- **iii.** improve transit **infrastructure** along 14 Street NW;
- **iv.** determine the modal priority along the corridor;
- **v.** explore the potential for a future grade-separated active modes connection across 14 Street NW between 8 Avenue NW and 11 Avenue NW;
- **vi.** improve **pedestrian** crossings;
- **vii.** consider road classification, vehicle speeds and volumes, and incorporate design measures to mitigate mobility conflicts; and,
- **viii.** establish appropriate street classification and cross-section(s).

10 Street NW

10 Street NW is a community hub within the Riley Communities, as well as a regional draw for many Calgarians. This Neighbourhood **Main Street** spans from Riley Park to Memorial Drive NW.

e. To improve the function of 10 Street NW, design for this mobility corridor should:

- **i.** prioritize and provide enhanced **pedestrian infrastructure**;
- **ii.** account for the public realm setback identified in the **Land Use Bylaw** with the purpose to prioritize **public space** improvements to enhance walkability and increase commercial viability along 10 Street NW;
- **iii.** improve transit **infrastructure** along 10 Street NW;
- **iv.** improve **pedestrian** crossings;
- **v.** consider road classification, vehicle speeds and volumes, and incorporate design measures to mitigate mobility conflicts; and,
- **vi.** establish appropriate street classification and cross-section(s);
- **vii.** explore the need to add a **Land Use Bylaw** public realm setback along the corridor south of Gladstone Road NW.

Crowchild Trail NW

Crowchild Trail NW is part of the skeletal roadway system that provides a link to corridors within the Riley Communities including Kensington Road NW, Memorial Drive NW, 5 Avenue NW, and 16 Avenue NW. The need for additional **pedestrian** connections across Crowchild Trail NW has been identified, which will provide safer travel options for those choosing to walk or wheel their way across West Hillhurst.

f. The future medium- and long-term improvements to Crowchild Trail NW should:

- **i.** prioritize goods and vehicle movement;
- **ii.** provide convenient and attractive transportation options that will reduce the number of trips that rely on the use of personal vehicles;
- **iii.** ensure any new grade separated crossings of Crowchild Trail NW provide dedicated **pedestrian** and cycling **infrastructure** that minimizes interactions with vehicle traffic, are simple to navigate, and prioritize **pedestrian** safety and accessiblity;
- **iv.** enhance **pedestrian**s travelling experience by sheltering them from traffic noise and wind, as well as providing pathway lighting;
- **v.** provide an elevated bridge across Crowchild Trail NW at 2 Avenue NW that is dedicated to providing **pedestrian** and cycling connections;
- **vi.** create accessible well-defined connections to the larger **pedestrian** network and Regional Pathway system;
- **vii.** retrofit the existing **pedestrian** bridges at 14 Avenue NW and 9 Avenue NW connecting to St. Andrews Heights to improve accessibility and provide a ramp in order to accommodate universal and accessible cycling travel options and improved comfort and safety; and,
- **viii.** Provide interchanges at 16 Avenue NW, 5 Avenue NW, and Kensington Road NW to remove bottlenecks on Crowchild Trail NW which serves as a critical transportation link and goods movement corridor.

Bridge Across the Bow River

In order to provide connection over the Bow River and to the Sunalta LRT Station, a **pedestrian** and cycling bridge between West Hillhurst and Sunalta has been identified. This connection is noted in other City documents such as the Crowchild Trail Study Long-term Recommended Plan. The ultimate location of the bridge and route to Sunalta LRT Station will likely be dependent on technical considerations such as bridge design requirements and how large roads such as Memorial Drive NW and Bow Trail SW are to be crossed.

g. A potential future bridge over the Bow River should:

- **i.** be designed to support **pedestrian** and cycling connections across the river;
- **ii.** explore the feasibility of including transit service and EMS access;
- **iii.** provide accessible, well-defined connections to the **pedestrian** network and Regional Pathway system to become an integral part of the **5A mobility network**;
- **iv.** minimize impacts on surrounding riparian, habitat areas and wildlife corridors;
- **v.** be designed to minimize impacts to hydrological changes, morphology changes, and river ice; and,
- **vi.** be located and designed to optimize connections to Sunalta LRT Station.

Memorial Drive NW

Memorial Drive NW is a unique roadway defined and designed as a historical parkway that spans the Riley Communities. As the Riley Communities continue to grow and evolve, opportunities to improve the experiences of all modes along Memorial Drive NW will be critical to its success as it moves beyond its legacy as an autocentric parkway.

h. As an important mobility link, with the opportunity to enhance access to the river valley, a comprehensive review of the corridor has been identified including:

- **i.** provide and enhance safe, comfortable, and continuous **pedestrian** and cycling **infrastructure**;
- **ii.** determine the modal priority along the corridor and an optimized design for uniformity and efficient movement of traffic;
- **iii.** identify if Memorial Drive NW/Parkdale Boulevard NW is an appropriate corridor for a segment of the future West Bow BRT line;
- **iv.** identify active mode crossing locations to access the Bow River pathway;
- **v.** consider road classification, vehicles speeds and volumes, and incorporate design measures to mitigate mobility conflicts; and,
- **vi.** establish appropriate street classification and cross-section(s);

14 Avenue NW

As a significant east-west connection, 14 Avenue NW connects across Hounsfield Heights - Briar Hill and to the Lions Park LRT Station, SAIT/AUArts, North Hill Mall, and a **pedestrian** bridge over Crowchild Trail NW. Improvements to this street provide opportunities to improve **pedestrian** and cycling conditions along the street, improved connections to destinations, and better integration with **transit infrastructure**.

i. To improve **pedestrian** and cycling connectivity, comfort, and safety, design for this mobility corridor should:

- **i.** improve **pedestrian** and cycling connections to Lions Park LRT Station and SAIT/AUArts;
- **ii.** connect to the **pedestrian** bridge at Crowchild Trail NW;
- **iii.** review the number of lanes on the corridor dedicated to vehicles;
- **iv.** connect to Lions Park and active modes routes in the surrounding area, such as 17A Street NW and 19 Street NW;
- **v.** provide sidewalk on the south side of 14 Avenue NW between 19 Street NW and 14 Street NW;
- **vi.** improve **pedestrian** and cycling conditions across the bridge at 14 Street NW;
- **vii.** include **transit infrastructure** and account for transit operations along 14 Avenue NW; and,
- **viii.** design the corridor to allow for multiple transportation modes (transit, vehicle, cycling, and **pedestrian**) while mitigating potential conflicts between the various modes.

19 Street NW

19 Street NW has long been a commercial hub for West Hillhurst and an important north-south connection that spans from Memorial Drive NW to 16 Avenue NW. As the street sees continued redevelopment and commercial uses, the **public spaces** and mobility options along and around 19 Street NW should highlight it as a key gathering area and corridor for the area.

j. To improve **pedestrian** and cycling connectivity, comfort, and safety, design for this mobility corridor should:

- **i.** enhance 19 Street NW to provide a high-quality **public space**, functional public art, enhanced landscaping and streetscape, expanded boulevard, and widened sidewalks;
- **ii.** enhance safety and accessibility of 19 Street NW intersection at 5/6 Avenue NW to improve north-south movements between West Hillhurst and Hounsfield Heights-Briar Hill;
- **iii.** prioritize and provide enhanced **pedestrian infrastructure**;
- **iv.** improve **pedestrian** crossings across 19 Street NW to safely facilitate east-west movements through measures such as curb extensions;
- **v.** improve north-south **pedestrian** and cycling connections to Lions Park LRT station and the Bow River. Parallel north-south streets should be explored to accommodate cycling **infrastructure** to improve cycling connectivity, comfort, and safety, if 19 Street NW is no longer feasible to account for cycling connections;
- **vi.** have a cohesive and continuous active modes connection to a future active modes bridge over the Bow River;
- **vii.** retain and improve the walkway north of 2 Avenue NW and between 19 Street NW and 18A Street NW, with a priority on **pedestrian** movement between 19 Street NW and 18A Street NW through resurfacing, enhanced lighting, seating, and other placemaking solutions;
- **viii.** explore opportunities to improve the geometry of the skewed intersections at 7/8 Avenue NW and 5/6 Avenue NW; and,
- **ix.** review safety and vehicle speeding along 19 Street NW north of 7/8 Avenue NW.

West Bow BRT Line

The City's Route Ahead Plan has identified a new BRT Line along the Bow River to improve transit service between new and developed residential communities in northwest Calgary and the downtown. The West Bow BRT Line may run through the Riley Communities; however, the exact routing will be determined through a functional planning study.

k. To improve transit connectivity through and beyond the Plan Area, a functional planning study is required to:

- **i.** determine exact routing of the BRT;
- **ii.** determine mode progression based on capacity, ridership growth, and land development; and,
- **iii.** consider the classification, function, and modal priority of corridors within the Plan Area to identify routing and bus **infrastructure** facilities most appropriate and aligned with this Plan.

3.2.3 Parks, Recreation, and Public Space

Natural areas, parks, open spaces, and public and private green **infrastructure** contribute to the ecological health of the Riley Communities by providing cooling and shading, wildlife habitat, **public space,** and stormwater management. These spaces also contribute to mental and physical health, a sense of belonging, and general wellness. They are essential in mitigating and adapting to the impacts of climate change. Certain natural areas, parks, and open spaces also provide opportunities for structured and unstructured recreation activities to support active lifestyles.

Objectives

The following objectives are intended to guide decisions for enhancing parks, open spaces, and natural areas in the Riley Communities:

- Improve the functionality of existing parks and open spaces so that these spaces can do more for more people.
- Improve the ecological functionality of existing parks and open spaces within the ecological network.
- Explore opportunities for new parks and open space throughout the Plan Area.
- Enhance community facilities and activate outdoor spaces through the inclusion of **infrastructure**, such as lighting, access to electricity, drinking fountains, and washrooms, where appropriate.
- Enhance existing civic facilities and community spaces in the Plan Area.
- Support accessible, inclusive, and year-round amenities for parks and open spaces.
- Protect, maintain, and enhance riparian areas along the Bow River to facilitate wildlife movement, biodiversity and overall health while improving resilience to erosion, flooding, and impacts to water quality.

Implementation Options

The following identify actions to achieve the supporting growth objectives of enhancing parks, open spaces, and natural areas:

Parks and Public Space Improvements

Public parks and other spaces are important assets in the Riley Communities as they provide a range of outdoor recreation, socializing, and education experiences. Parks also act as a natural **infrastructure** feature, improving air quality, reducing the urban heat island effect, increasing groundwater rechange, and contributing to the ecological network and biodiversity. Where possible, the feasibility of additional parks and open spaces should be explored and implemented.

a. To support future investment and enhancement of parks and other **public spaces**, the following should be considered:

- **i.** work to upgrade the condition and design of existing parks spaces to best suit the needs of the community, prioritizing improvements to parks in communities that are below parks provision targets and/or see relatively high amounts of use;
- **ii.** formalize and enhance the pathway connections and amenities to knit together the communities on the top and the bottom of the escarpments that are found throughout the Plan Area;
- **iii.** invest in winter design and amenities at public parks and support winter use through the provision of amenities such as strategically located lighting, wind breaks, and warming huts;
- **iv.** provide a range of amenities and opportunities to support a range of structured and unstructured recreation opportunities in all seasons to enable the health, well-being, and active lifestyles of all individuals;
- **v.** include amenities to support cultural and entertainment programming in all seasons through the inclusion of **infrastructure** such as lights, electricity, and water servicing;

vi. support planting of native vegetation that requires low to no maintenance and is resilient to extreme weather and climate change;

vii. support naturalization of boulevards and park spaces;

viii. work with school boards to improve open spaces at school sites to better suit the needs of the community and schools;

ix. close segments of underutilized road rights-of-ways to facilitate the provision of new parks and open space in parts of the Plan Area that are underserved in terms of access to parks;

x. where road rights-of-way are wider than required for vehicular movement, reallocate portions of the roadway to provide for increased landscaping and tree planting in boulevards, rain gardens, green stormwater **infrastructure,** or other solutions as space allows;

xi. investigate creating new Parks spaces on remnant City-owned parcels;

xii. provide design options and activation in Lions Park that increases safety and use in the park. Investigate options such as providing improved lighting, enhanced entrance points to the park, and additional park amenities;

xiii. upgrade parks across the Plan Area where there is underutilization or where additional amenities may better suit community needs;

xiv. provide improved connections to Riley Park and surrounding area, including crossing of 10 Street NW on the east side of the park, connection to SAIT/AUArts, improved entrance features, as well as improved **pedestrian** and cycling connections to the park from the surrounding community;

xv. explore opportunities for Indigenous placemaking, landscape designs, and cultural spaces in the Plan Area, that establish places for cultural practice and learning on the land through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government;

xvi. seek funding mechanisms and pilot opportunities to modernize indoor and outdoor spaces at the three community association sites, focusing on providing equitable access to programs and facilities for all members of the community; and,

xvii. prioritize the acquisition of school sites using first right of refusal as outlined in the Joint Use Planning Agreement, where a school site is declared surplus by the respective school board. Consideration for adaptive reuse of buildings on a surplus school site should be given, where feasible.

West Hillhurst Green Corridor

To support an increase of parks and open spaces in West Hillhurst, there is an opportunity to develop a green corridor. This type of initiative offers an innovative change and modification to the mobility network for active modes north-south and support climate resiliency goals for the Plan Area.

b. Explore opportunities to reimagine north-south streets in West Hillhurst between 7 Avenue NW and the southern plan boundary. To support future investment and the development of a green corridor in West Hillhurst, the following should be considered:

i. identifying two adjacent streets to be converted from two- to one-way vehicle travel;

ii. closing portions of the road right-of-way to vehicles to enhance the **pedestrian** realm, implement separated bicycle facilities, naturalized green space, and increased tree planting;

iii. enhancing safe routes to Louise Dean and Madeleine D'Houet schools; and

iv. reviewing the feasibility of this green conversion and the impacts to traffic, parcel access, stormwater drainage, and **infrastructure**.

Louise Riley Library Site

The Louise Riley Library is located next to the Lions Park LRT station and has been a community landmark for generations. Given the age of the existing building, there is a need for building upgrades and retrofitting to ensure it can provide community services for generations to come.

c. To support changes to the site for a range of community amenities and uses, the following should be considered:

- **i.** undertake a feasibility study for the renovation, expansion, redevelopment, or relocation of the Louise Riley Library into a mixed-use development;
- **ii.** retain a minimum 1.75 acres of contiguous reserve land for the provision of a sports field;
- **iii.** improve the interface between the library and North Hill Mall Site, if library remains in current location, by providing **pedestrian** routes, access and frontage onto adjacent streets, and bicycle parking in well-lit and highly visible areas;
- **iv.** improve the interface between the library and the adjacent BRT station and LRT station in order to facilitate ease of transfer and **pedestrian** movement between both stations by providing **pedestrian** routes across the site;
- **v.** improve the interface between the library and the adjacent sports field by providing direct access from the library to the outdoor park space;
- **vi.** provide compatible uses adjacent to the outdoor park area including eating and drinking, or outdoor seating areas at grade with entrances facing the park;
- **vii.** support naturalization within the park excluding the sports field area; and,
- **viii.** explore opportunities for Indigenous placemaking, landscape designs, and cultural spaces adjacent to the library, that establish places for cultural practice, learning and library programming on the land through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government.

3.2.4 Climate Resilience

Riley Communities are already and will continue to experience the impacts of climate change hazards, which are increasing in intensity and frequency. Climate-related hazards may also impact population groups differently due to community locations and the condition of the built and natural environment. It is critical that the Riley Communities are aware of and ready to identify, adapt, and mitigate impacts to support the well-being of residents and the ecological health of the area.

The implementation options contribute to reducing greenhouse gas emissions and/or reducing risk and improving adaptability to climate change.

Objectives

The following objectives are intended to guide decisions for supporting climate action in the Riley Communities:

- Reduce greenhouse gas emissions in all development and redevelopment.
- Reduce climate risks by addressing vulnerabilities to climate change hazards.
- Emphasize the economic, social, and environmental benefits of green **infrastructure**, civic facilities, riparian areas, the urban forest, and open spaces.
- Maintain, enhance, and expand the existing tree canopy on public and private land.

Implementation Options

a. To improve public health and support climate adaptation and mitigation in the Riley Communities, the following should be considered:

i. prioritize **pedestrians**, cycling, and transit as preferred modes of transportation to reduce greenhouse gas emissions;

ii. encourage the development of **net zero** emission buildings for public facilities;

iii. promote the adaptive re-use of existing buildings and **infrastructure**;

iv. explore the feasibility of renewable energy generation and district energy systems, **low impact development**, green **infrastructure,** and integrated water management in the Plan Area;

v. protect, maintain and enhance riparian areas along the Bow River and in natural areas to facilitate wildlife movement, biodiversity, and ecological health while improving resilience to erosion, flooding, and water quality impacts;

vi. continue to protect and enhance the Bow River valley as a primary corridor within the ecological network and support the enhancement of secondary corridors connecting to it;

vii. support naturalization of green spaces and the planting of native species that are appropriate to support local conditions and contribute to habitat;

viii. protect community members from severe winds using wind screens and strategically planted vegetation; and,

ix. encourage large-scale development in locations well-served by local amenities, transit, and active mobility **infrastructure** to provide more affordable transportation methods and reduce greenhouse gas emissions.

Urban Forest and Tree Canopy

The urban forest provides green **infrastructure** and ecosystem functions including improving air quality, reducing stormwater runoff, providing shade and cooling, wildlife habitat, and creating stress-reducing environments for residents. The Riley Communities currently have 17.6% tree canopy coverage, which is above the city average. The goal for this area is to increase the canopy to 18.5% by 2030, 19.6% by 2040 and 19.9% by 2050, through retention of the existing canopy and planting new trees. To ensure the canopy continues to thrive and grow, it is critical that The City, developers and residents contribute to consistent and continuing urban forest management.

b. To support and expand the urban forest in the Riley Communities, the following should be considered:

- **i.** increase the amount of public trees and plantings in boulevards and on residential streets, ensuring sustainable planting **infrastructure** for the trees to become self sufficient in the planting area, including sufficient soil volume and characteristics, adequate moisture inputs and retention, and appropriate locations with sufficient setbacks or mitigation to protect from salt and underground utilities, particularly on arterial and commercial roads;
- **ii.** protect trees on public lands from all ground disturbance activities within 6 meters;
- **iii.** invest in ongoing maintenance and succession planting of public trees;
- **iv.** align planting locations with the functional utilities that a specific tree species can provide and create viable sites for a significant number of large shade canopied trees greater than 10 m in diameter or height;
- **v.** invest in passive green **infrastructure** systems that utilize trees and other woody plant material for stormwater management, heating and cooling, and phytoremediation;
- **vi.** support tree planting programs for private lands;
- **vii.** encourage planting of diverse plant species and maintenance of aging specimens on public and private land, especially species friendly to pollinators and those supportive to habitat creation; and,
- **viii.** encourage drought-resistant vegetation, appropriate soil characteristics, and sufficient soil volume and holding capacity for trees on public and private property.

Zero Carbon Neighborhoods

A **net zero** emissions neighbourhood is a community that has greatly reduced energy needs through energy efficiency and relies on zero emissions electricity, heating and transportation fuels. The buildings and renewable energy aspects have been addressed in this Plan in previous themes. The zero carbon neighbourhoods theme focuses on the land use planning and transportation aspects of **net zero** emissions neighbourhoods. The following policies are intended to enable the transition of the Riley Communities toward this outcome:

c. As public facilities are constructed or renovated, they should incorporate:

- **i.** improved building envelope insulation;
- **ii.** enhanced air filtration and mechanical cooling equipment to provide improved air quality and to prevent outdoor air pollutants;
- **iii.** renewable power generation; and,
- **iv.** connections to district energy, where available.

d. Future public investment in transportation **infrastructure** should support:

- **i.** **public space** and street designs that encourage active, low carbon travel options including walking, cycling, and biking; and,
- **ii.** deployment of car sharing programs, low-carbon and electric vehicles.

e. Future public investments are encouraged to explore opportunities to assist building owners with planning and funding major renovations and retrofits to improve overall energy usage and reach **net zero** emissions, which could include providing:

- **i.** improved building envelope insulation to improve heating and cooling energy efficiency;
- **ii.** improved **net zero** technologies for building operations;
- **iii.** bicycle and end-of-trip facilities;
- **iv.** **solar canopies** on rooftops or with new and existing at-grade parking areas; and,
- **v.** electric vehicle charging **infrastructure** or electric vehicle charging ready stalls, if charging **infrastructure** is not warranted.

f. The City should explore opportunities to create a public subsidy program intended to assist low-income households with preparing and responding to climate risks.

Stormwater Retention and Mitigation

In established neighbourhoods, such as those in the Riley Communities, redevelopment tends to cover more land with buildings and hard surfaces, reducing the areas which can absorb, retain, and filter water. This results in an increase in both the volume and contamination of storm water runoff, placing a greater burden on stormwater management **infrastructure** in the same communities where opportunities for large-scale **infrastructure**, such as ponds, are limited. With climate change increasing the intensity and frequency of heavy rainfall events, the risk of stormwater flooding is rising significantly. However, with redevelopment, there are opportunities to integrate stormwater management into both private property and public property.

g. To mitigate the impacts of stormwater runoff, the following practices should be considered:

- **i.** strengthen protection and enhancement measures for riparian areas through rehabilitation and conservation designations (prioritizing areas with the lowest health scores); and,
- **ii.** include provisions for permeable surface cover and green **infrastructure** for existing and new commercial land (as well as parking lots, undeveloped areas).

h. Stormwater mitigation practices should be integrated on public property through improvements such as rain gardens, bioretention areas, underground storage, green roofs, increased landscaped areas, and other permeable surfaces on existing impervious surfaces. Such improvements should consider the following:

- **i.** coordinate stormwater improvements with **pedestrian** safety improvements, through landscaped curb extensions, midblock crossings, and other similar improvements;
- **ii.** investigate reductions in travel lane widths on streets to accommodate additional landscaped areas in boulevards;
- **iii.** eliminate slip lanes and other areas where excessive roadway space can be reduced and replaced with permeable surfaces;
- **iv.** redirect building and surface runoff, especially from impervious areas, to landscaped or bioretention areas;
- **v.** investigate the reduction of parking lanes to allow for landscaped areas;
- **vi.** investigate the closure of roads or portions of roads to provide additional open space and permeable surfaces;
- **vii.** explore using pervious, permeable, and semi-permeable materials, such as open joint bricks, grass-concrete pavers, gravel and stone aggregate, and porous bricks, where applicable, such as **pedestrian** and cycle paths, plazas and lightly trafficked roads, and parking spaces;
- **viii.** investigate opportunities to align stormwater features with other uses of space, such as for recreation or biodiversity;
- **ix.** improve route drainage, especially from impervious areas, to support trees and other vegetation using soil cells and bioretention; and,
- **x.** coordinate stormwater and other utility upgrades, where feasible and appropriate, with other **infrastructure** improvements, particularly along **Main Streets** and in **transit station areas**.

Flood Resilience

As river-adjacent neighbourhoods, the Riley Communities will always need to prepare, respond and adapt to floods. This is especially true with climate change expected to bring a greater risk of more severe and frequent flooding. Permanent **infrastructure** like flood barriers along with floodplain land use policies and regulations guide how we plan and develop in river communities.

i. As redevelopment occurs in established neighbourhoods, such as the Riley Communities, additional opportunities beyond what is required in the **Land Use Bylaw** to improve the resilience of properties at risk of flooding should be explored including:

- **i.** elevating utilities (i.e. furnaces, hot water tanks);
- **ii.** improving lot grading so that it slopes away from the house foundation; and,
- **iii.** using landscaping techniques that allow more rain to soak into the ground.

j. The City and external partners should explore opportunities to assist owners of existing buildings, including low-income households, with planning and funding retrofits and preparedness to improve overall flood resilience.

k. The City and external partners should explore opportunities to create a public subsidy program intended to assist low-income households with preparing and responding to flood and climate risks.

3.2.5 Safe and Accessible Communities

Great communities rely on individuals being able to safely and easily fulfill their daily needs. Making the area accessible and safe for all means considering all needs at all times of day, throughout the year. There are opportunities to help promote this kind of experience through community design.

Objectives

The following objectives are intended to guide decisions for increasing the safety and accessibility of the Riley Communities:

- Design **public spaces** to be welcoming to everyone regardless of age, gender expression, or mobility.
- Limit barriers to movement and participation for those with limited mobility.
- Improve **pedestrian** and cycling safety around key destinations such as schools, parks, and transit stations.

Implementation Options

a. To improve safety and accessibility in the Riley Communities, the following should be considered:

- **i.** improve lighting and provide **pedestrian** prioritized signalization at high volume intersections and along key **pedestrian** and active modes routes;
- **ii.** enhance intersection design through improvements such as vehicle and **pedestrian** prioritized signalization, lighting, crosswalks, and curb extensions;
- **iii.** the design of new or renovation of existing public facilities should align with accessibility best practices;
- **iv.** explore opportunities to use design features and landscape design to enhance social connections and belonging, and sense of place in the design of parks, open spaces, and public facilities;
- **v.** explore slope adaptive designs, particularly on 14 Street NW, to address significant grade changes and improve access and **public space**;
- **vi.** explore partnerships with not-for-profits to pilot programming and initiatives to attract a range of users to parks and open spaces throughout various times of day and seasons;
- **vii.** comprehensively analyze legacy driveways and sidewalks in need of remediation to improve **pedestrian** accessibility and safety;
- **viii.** prioritize safe routes to encourage increased walking to and from schools; and,
- **ix.** explore options to improve vehicle circulation and school pick-up/drop-off activities.

Transit Station Area Improvements

Comprehensive station area **public space** planning that considers both mobility connections and **public space** can identify opportunities to enhance and create safe, welcoming environments in and around **transit station areas**.

b. The following should be considered to support the safety and vibrancy of Sunnyside LRT Station:

- **i.** provide an expanded, accessible **pedestrian** crossing of the LRT tracks at 3 Avenue NW;
- **ii.** explore the feasibility of closing 9A Street NW between 3 Avenue NW and 4 Avenue NW to vehicular traffic with the intent of increasing **public space** to the west of the station; and,
- **iii.** where there is a shared property line with the LRT platform or surrounding **public space**, support commercial uses that activate **public spaces**.

c. The following should be considered to support the and vibrancy of Lions Park LRT Station:

- **i.** with any future station improvements, increase visibility between the train platform and 14 Avenue NW;

ii. widen the sidewalk to the north of the station that runs along 14 Avenue NW;

iii. provide raised **pedestrian** crossings of 14 Avenue NW; and,

iv. as the North Hill Mall site redevelops, explore providing additional crossings of the LRT tracks to provide convenient, safe, and accessible **pedestrian** routes to the larger community.

d. To support and foster vibrant **transit station areas**, the following should be considered:

i. provide protected cycling storage facilities at LRT Stations;

ii. prioritize access to transit stations through safe and convenient transit, walking, and cycling connections;

iii. enable **transit-oriented development** on City-owned lands to support Calgary's economic, social, and climate resilience;

iv. locate new civic services and amenities in proximity to **transit station areas**;

v. ensure efficient local and regional transit operations around transit stations;

vi. support interim uses within **transit station areas** that promote activity around the stations such as seasonal markets and events;

vii. improve parks and **public spaces** around transit stations to activate the spaces, provide places for people to gather, as well as to create connections to transit and other destinations;

viii. incorporate transit priority measures to improve travel time and reliability, which may include signal priority, queue jumps, transit-only lanes or links, or stop configuration that limit transit delays;

ix. account for wayfinding elements to assist residents and visitors in locating key amenities in the area; and,

x. integrate areas for sitting and gathering, as well as drinking fountains and public washrooms.

4 Implementation and Interpretation

4.1 Policy Framework

The Municipal Government Act outlines the purpose and scope of powers for municipalities. The Riley Communities Local Area Plan is a statutory document, approved as an area redevelopment plan, that establishes a long-range framework for land use, urban design and mobility for the Riley Communities. The Plan has considered and is in alignment with the South Saskatchewan Regional Plan, and the Regional Growth Plan. The Plan must be read in conjunction with the **Municipal Development Plan** (Volume 1) the Calgary Transportation Plan (Volume 3) and other City of Calgary policy and guiding documents, unless otherwise indicated.

4.2 Local Area Plan Interpretation

Map Interpretation

a. Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines, roads, or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the approving authority at the time of application, unless specified in section (e) below.

b. No measurements of distances or areas should be taken from the maps in this Plan.

c. All proposed urban form areas, additional policy guidance, building scale, road, and utility alignments and classifications may be subject to further study and may be further delineated at the outline plan or land use amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan.

d. Any change to the text or maps within this Plan shall require an amendment to the Plan that includes a Public Hearing of Council.

e. Where the Neighbourhood Connector urban form category, as indicated on Map 3: Urban Form, is shown within the limited building scale area, as indicated on Map 4: Building Scale, the Neighbourhood Connector urban form category should be interpreted to extend for a distance of 41 metres (approximately two parcels) from the property line along the road identified as a Neighbourhood Connector, unless the boundary of the Neighbourhood Connector urban form category is clearly delineated by a lane.

Policy interpretation

f. The South Saskatchewan Regional Plan (SSRP) establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use and watershed management to achieve Alberta's economic, environmental and social goals. This Plan allows The City to encourage and incentivize more progressive policies related to sustainability and the environment.

g. The Calgary Metropolitan Region Board's Growth Plan provides a policy framework for managing growth and implementing a long-term vision to accommodate the next million residents and about half a million jobs in the region. The Growth Plan provides strategies and policies for planning and managing future population and employment growth to help achieve vibrant inclusive communities while protecting and enjoying the environment. This Plan builds on and is in alignment with the policies of the Growth Plan. Placetypes are elements of the Growth Plan that describe generalized land use categories at a regional level. The Plan Area is predominantly the Infill and Redevelopment Placetype as shown on Map B3: Growth Plan Placetype Alignment.

h. Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

i. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical, or feasible in a given situation. Proposed alternatives will comply with **Municipal Development Plan** and Calgary Transportation Plan policies, intent, and guidelines to the satisfaction of The City with regard to design and performance standards.

j. Policies that use the words "shall," "will," "must" or "require" apply to all situations, without exception, usually in relation to a statement of action, legislative direction, or situations where a desired result is required.

k. All illustrations and photos are intended to illustrate concepts included in the Plan and are not exact representations of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan's policies and guidelines.

l. Building scale modifiers shown on Map 4: Building Scale are intended to inform future land use redesignation applications. In cases where this policy and a land use designation conflict, the land use on the parcel prevails.

Figure Interpretation

m. Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.

n. Unless otherwise specified within this Plan, where actual quantities or numerical standards are contained within the figure, these quantities or standards shall be interpreted as conceptual only and will be determined at the detailed design stage.

Appendix Interpretation

o. The appendices do not form part of the statutory portion of this Plan. The intent of the appendices is to provide information and guidelines to support the policies of this Plan.

Plan Limitations

p. Policies and guidelines in this Plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. Detailed site conditions or constraints must be assessed on a case-by-case basis as part of an outline plan, land use amendment, subdivision, or development permit application.

Existing Caveats/Restrictive Covenants

q. Some parcels in the Plan Area may have registrations on the certificate of title, called restrictive covenants, which may restrict development. These restrictions may include, but are not limited to, restricting development to one or two-unit dwellings. Where the restrictive covenant is not in alignment with the goals and objectives of this Plan, The City of Calgary supports the direction of this Plan.

4.3 Local Area Plan Implementation Monitoring, Review and Amendments

a. New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where such new concepts and ideas respond to and meet the intent of the vision and core ideas of the Plan found in Chapter 1, or offer a creative solution to a particular problem, amendments may be supported. To make any change to the text or maps within this Plan, an amendment that includes a Public Hearing of Council shall be required.

b. The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary by Administration, these policies shall be updated through the plan amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act.

c. Where an amendment to the Plan is requested through a planning application, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the **Municipal Development Plan** and other relevant policy documents.

4.4 Glossary

5A mobility network – the Always Available for All Ages & Abilities **(5A) network** is a city-wide mobility network that consists of off-street pathways and on-street bikeways. It aims to provide safe, accessible, affordable, year-round options for transportation and recreation mobility network.

Active Uses – commercial uses, such as **retail** and restaurants, on the main or ground floor of buildings adjacent to the sidewalk or street that generate frequent activity in and out of a building or business entrance.

Activity Centre – an urban typology as described in the **Municipal Development Plan** and conceptual identified in the Plan.

Built-out Areas – all communities that have gone through at least their first stage of development and are no longer actively developing as defined by The City's suburban residential growth report.

Built Form – the engineered surroundings that provide the setting for human activity and includes buildings, streets, and structures (including **infrastructure**).

Community Corridors – **pedestrian**-focused streets identified on map 2: community characteristics of this plan that connect the Riley communities and are intended to support low to moderate growth in the form of primarily residential and small-scale mixed-use, and commercial building forms. **Community corridors** in the Riley Communities include 19 Street NW.

Core Zone – the area typically within 200 to 300 metres of transit station that is the focus of a **transit station area** is identified in the Plan.

Ecosystem services – the benefits people obtain from ecosystems, including provisioning services such as food and water; regulating services such as regulation of floods, drought, land degradation, and disease; supporting services such as soil formation and nutrient cycling, and cultural services such as recreational, spiritual, religious, and other nonmaterial benefits.

Flood Fringe – lands abutting the **Floodway**, the boundaries of which are indicated on the **Floodway/flood fringe** maps that would be inundated by floodwaters of a magnitude likely to occur once in one hundred years.

Flood Inundation Area – parcels that are located within the 1:100 flood risk area, as identified by the City and Government of Alberta. Development should be flood resilient to the 1:100 flood elevation.

Floodway – The river channel and adjoining lands indicated on the **Floodway/flood fringe** maps that would provide the pathway for flood waters in the event of a flood of a magnitude likely to occur once in one hundred years.

Gateway Site – sites strategically located at a key entrance to a community, such as major intersections and transit stations.

Heritage Asset – a privately-owned structure, typically constructed before 1945, that significantly retains the original form, scale, massing, window/door pattern, and architectural details or materials. Individual **heritage assets** may not warrant inclusion on the **Inventory**.

Heritage Guideline Area – a grouping of residential **heritage assets** in concentrations of 25% or greater that has been identified in the Plan with associated discretionary heritage design guidelines.

Heritage Resource – includes historic buildings, bridges, engineering works, and other structures; cultural landscapes such as historic parks, gardens, or streetscapes, culturally significant areas, Indigenous traditional use areas, and sites with archaeological or paleontological resources. These can be managed by municipal, provincial or federal authorities.

Infrastructure – the technical structures that support a society, including roads, transit, water supply, sewers, power grid, telecommunications, etc.

Inventory of Evaluated Historic Resource (Inventory) – a growing (non-exhaustive) list of sites that have been assessed by the Heritage Calgary according to the Council-approved historic resource evaluation system.

Land Use Bylaw – legislative document that regulates development and land use in Calgary and informs decisions regarding planning applications. It may be amended or replaced from time to time.

Low Impact Development – an approach to land development that works with nature to manage stormwater runoff. It includes a variety of landscaping and design practices that slow water down and improve the quality of stormwater entering the City's waterways.

Main Street – an urban typology as described in the **Municipal Development Plan**.

Mixed-Market Housing – **mixed-market housing** means rental or for-sale housing that has a mix of **non-market housing** and market housing.

Municipal Historic Resource – sites that are legally protected in compliance with the Alberta historical resource act, which includes a designation bylaw passed by City Council.

Municipal Development Plan – The City of Calgary's vision for how the city grows and develops over the next 30 to 60 years.

Net Zero (or Net Zero Ready) - developments that produce as much clean energy as they consume by way of a highly efficient building envelope, energy efficient appliances, lighting, and mechanical systems and a renewable energy system. **Net zero ready** development is built to **net zero** standards except that the renewable energy system (e.g., solar panels) has not yet been installed.

Non-Market Housing – **non-market housing** means rental or for-sale housing that is subsidized for needs not served by the private market.

Pedestrians – the term often used for people walking on the street but should be read inclusively for people with mobility challenges.

Public Space – the space between and within buildings that are publicly accessible, including streets, squares, parks, and open spaces. These areas and settings support or facilitate public life and social interaction as well as cultural spaces.

Retail – commercial uses that includes a range of businesses that depend on public traffic, such as shops, personal services, eating and drinking establishments, or other uses that generate frequent activity in and out of a building or business entrance.

Solar Canopies - a freestanding or overhanging structure with solar photovoltaic panels attached on top that provide shelter for the uses underneath.

Shared Mobility Operating Area – the geographic area that an approved shared mobility service designates where customers area allowed to start or end a trip. Shared mobility services can include, but are not limited to, shared electric scooters, shared bikes and electric bikes, or shared car services.

Street Wall – the portion of a building façade at the base of a building facing a street.

Transit-Oriented Development – a compact, mixed-use area of a community within walking distance of a transit station, that mixes residential, **retail**, office, open space, and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.

Transit Station Area – the area surrounding a transit station along a primary transit line, such as a light rail transit or bus rapid transit route, that includes enhanced amenities.

Transition Zone – the area that extends from the outer edge of the **core zone** up to an additional 300 metres and provides a transition of form and activities between the **core zone** and the surrounding community as identified in the plan.

Transportation Demand Management (TDM) – programs, services, and products to encourage a shift in travel behaviour from single-occupant automobiles to more sustainable modes of travel, including walking, cycling, transit, car sharing, and carpooling. Examples of TDM measures include changing the time of day people travel, parking spaces allocated for carpooling or car sharing, and enhanced bicycle stalls and facilities.

Work-Live Units – units designed to be used as a dwelling unit or commercial space concurrently or separately, offering flexibility and a more direct relationship to the **public space** (e.g., sidewalks) than traditional dwelling units. These spaces are designed to be highly flexible and adaptable in design and allow for a variety of professional and commercial uses such as markets, artists' studios, instructional facilities, consulting firms, or artisanal production space.

A Appendices

Appendix A: Investment Options

In addition to the Implementation Options provided in Chapter 3, the following implementation actions have been identified by participants through a series of public engagements conducted during the drafting of this Plan. As noted in Chapter 3, these actions represent steps community members identified to achieve the supporting growth objectives of the Plan. This Appendix is non-statutory and is intended to be revised over time as local growth occurs, actions are evaluated or completed and/or new options are identified through subsequent engagement and City department prioritization. As a non-statutory part of the Plan, updates to this Appendix do not require a Public Hearing of Council.

Supporting Core Values	Implementation Options (What We Heard)	Location(s)
Housing Choice	Explore incentives and methods to better support construction of backyard suites and laneway homes.	Varies
	Explore incentives to encourage the provision of three-bedroom units in multi-residential development.	Varies
	Identify remnant City-owned parcels that can be utilized for **non-market housing** development.	Varies
	Support public-private partnerships to develop **non-market housing** on City-owned lands.	Varies
	Exclude **non-market housing** units from density calculations of developments.	Varies
	Where new civic services are being proposed on City-owned lands, develop sites as integrated civic facilities that can provide housing, prioritizing the delivery of **non-market housing**.	Varies
	Explore incentives for the inclusion of **non-market housing**, **mixed-market housing,** co-op housing, and subsidized housing in new developments.	Varies
	Explore opportunities for more **non-market housing** for seniors by encourage aging-in-place options (i.e., fully accessible housing styles).	Varies
	Explore reductions in setback requirements and parking requirements to make redevelopment more affordable.	Varies
	Explore opportunities for partnerships with not-for-profits to develop co-housing projects.	Varies
	Explore partnerships with SAIT to protype new housing options.	Varies
Moving To and Through the Riley Communities	Improve vehicle traffic on 10 Street NW by creating new a roundabout that provides access to SAIT/AUArts.	10 Street NW
	Explore the feasibility of relocating Lions Park LRT Station platform further to the east to ease congestion at the intersection of 19 Street NW and 14 Avenue NW.	Lions Park LRT Station
	Improve integration of Princes Island Bridge **pedestrian** connection with Sunnyside **5A mobility network** on north side of Memorial Drive NW, including connection to a separated bike lane along 2 Avenue NW.	Sunnyside
	Rethink 8 Avenue NW to be a multi-modal street, including signalized crossings of large roads and providing connection to adjacent park spaces such as Riley Park and McHugh Bluff.	Riley Park

Supporting Core Values	Implementation Options (What We Heard)	Location(s)
Moving To and Through the Riley Communities	Provide a controlled crossing over 10 Street NW at Bow to Bluff.	10 Street NW
	Develop pilot project to locate, identify, and map all legacy driveways and sidewalks requiring remediation in the Plan Area.	Varies
	Remediate sidewalks and address legacy driveways as part of corridor and streetscape improvement.	Varies
	Implement pilot project to utilized portions of road right-of-ways along 7 Avenue NW, particularly between Crowchild Trail NW and 19 Street NW, to facilitate increased landscaping and tree plantings, and address localized traffic calming.	West Hillhurst
	Explore the feasibility of **pedestrian** prioritized lights at intersection of 10 Street NW and Kensington Road NW.	10 Street NW / Kensington Road NW
	Improve the north-south lane located north of 4 Avenue NW, between 9A Street NW and 10 Street NW. Make the lane **pedestrian**-oriented, well lit and landscaped, and examine feasibility of burial of overhead utilities.	9A Street NW
	Provide upgrades to the lane between 10 Street NW and 10A Street NW, north of Kensington Road NW and south of 3 Avenue NW. Focus on facilitating safe traffic movement and providing **pedestrian** facilities.	10 Street NW
	Provide improved active modes connection through the Sunnyhill Cooperative Housing between 4 Street NW and 3 Street NW.	Sunnyside
	Explore the conversion of Kensington Crescent NW to an active modes only roadway.	Kensington Crescent NW
	Explore dedicating a portion of Memorial Drive NW as open space that includes **pedestrian** and cycling **infrastructure**.	Memorial Drive NW
	Provide improved **pedestrian** pathway connections on the slope between Riley Park and SAIT.	Hillhurst
	Provide missing link **pedestrian** sidewalk on 1 Avenue NW and west of 19 Street NW.	West Hillhurst
	Provide pathway connections between natural areas across the Plan Area such as Grasshopper Hill McHugh Bluff and Karl Baker Off-leash Park.	Hounsfield Heights-Briar Hill
	Integrate new transit priority measures such as signal priority, queue jumps, transit only lanes, and transit supportive stop configurations.	Varies
	Enhance bus pads and add bus stop shelters and benches.	Varies
	Provide traffic calming on streets adjacent to Crowchild Trail NW to minimize or prevent vehicle traffic cut-through.	Varies
	Integrate wider **pedestrian** waiting areas at the intersections of large roads.	Varies
	Facilitate transfers between the BRT station on 16 Avenue NW and the Lions Park LRT station by creating direct active mode connections and address missing links between the stations.	Hounsfield Heights-Briar Hill
	Provide missing link **pedestrian** sidewalk on 15 Street NW north of 8 Avenue NW.	Hounsfield Heights-Briar Hill
	Provide a cycling route and improved **pedestrian** facilities on 17A Street NW between 8 Avenue NW and Lions Park.	Hounsfield Heights-Briar Hill
	Continue the multi-use pathway on the east side of 19 Street NW and north of 10 Avenue NW.	Hounsfield Heights-Briar Hill
	Provide missing link **pedestrian** sidewalk on the south side of 8 Avenue NW between 19 Street NW and 18 Street NW.	Hounsfield Heights-Briar Hill
	Upgrade stairs between Hawthorne Crescent NW and Briar Crescent NW.	Hounsfield Heights-Briar Hill

Supporting Core Values	Implementation Options (What We Heard)	Location(s)
Moving To and Through the Riley Communities	Review how to optimize public realm setback space for corridors in the Plan Area, review cross sections of key corridors.	Varies
	Provide weather shelter and amenities, such as water fountains and shaded rest areas, near transit areas, and along **pedestrian** routes.	Varies
	Provide a crosswalk across 10 Street NW at 5 Avenue NW.	10 Street NW
	Provide upgrades to 13 Avenue NW and adjacent lanes between 17a Street NW and 14 Street NW to improve safety, accessibility and address localized traffic calming.	Hounsfield Heights - Briar Hill
	Provide upgrades to lanes in Lions Parks **Transit Station Area** to address localized grade issues, access, and safety.	Hounsfield Heights - Briar Hill
Parks, Recreation, and Public Space	Investigate improvements to McHugh Bluff that include increased slope stability and pathway enhancements.	McHugh Bluff
	Establish a formalized pathway connection in the SW corner of Grasshopper Hill from the lane along the southern park boundary and north of 7 Avenue NW.	Varies
	Explore the provision of additional winter design amenities along the bow river pathway (i.e. cross country skiing track setting).	Varies
	Explore reintroducing poppies along Memorial Drive NW and within the centre median.	Varies
	Establish a pathway/stairs connection from the Memorial Drive NW - Field of Crosses up to Centre Street Bridge through considering the current desire line.	Sunnyside
	Explore opportunities to expand the linear park adjacent to Memorial Drive NW, by moving existing fences closer to the carriage ways.	Varies
	Encourage arts and culture microgrant programming.	Varies
	Identify city-owned assets that could be utilized for public art and cultural programming opportunities.	Varies
	Encourage the development of a Riley Communities public art map.	Varies
	Encourage and facilitate community-led arts initiatives.	Varies
	Create **pedestrian**-only streets, or close streets to vehicles during certain times of the year.	Varies
	Provide comprehensive pathway or trail connections, adjacent to and though the existing natural area on the east side of 17A Street NW between 12 Avenue NW and 10 Avenue NW, to facilitate improved **pedestrian** connectivity.	Hounsfield Heights - Briar Hill
	Provide a staircase on the west side of Grasshopper Hill to improve trail accessibility in the park.	Hounsfield Heights - Briar Hill
	Explore the feasibility of a new indoor recreation centre on North Hill Mall site or Louise Riley Park.	Hounsfield Heights - Briar Hill
	Provide additional amenities within Lions Park in order to better activate the space.	Lions Park
	Expand the urban tree canopy and landscaping in Lions Park.	Lions Park
	Provide a new publicly-accessible private plaza space near Sunnyside LRT Station as part of future redevelopment adjacent to the station.	Sunnyside, Hillhurst
	Integrate enhanced lighting options along the north side of 6 Avenue NW between 18 Street NW and 16 Street NW to illuminate the existing walkway.	Hillhurst
	Explore the feasibility of converting underutilized sloped park east of 18A Street NW between 10 Avenue NW and 9 Avenue NW into a programmable public amphitheatre.	Hounsfield Heights - Briar Hill

Supporting Core Values	Implementation Options (What We Heard)	Location(s)
Parks, Recreation, and Public Space	Investigate opportunities to support public access to Broadview Park.	West Hillhurst
	Explore the feasibility of piloting play streets on underutilized portions of streets in the Riley Communities.	Varies
	Create purpose-built community gathering spaces that support and facilitate local arts and culture programming.	Varies
	Improve **pedestrian** access and design of Poppy Plaza to expand programmable space within the plaza and provide adequately sized gathering and picnic areas within more naturalized areas to the west.	Poppy Plaza
	Create a mural program to activate **public spaces** with murals.	Varies
	Explore potential opportunities for year-round amenities within Riley Park.	Hillhurst & Sunnyside
	Create a cafe with outdoor patio in Riley Park.	Riley Park
	Upgrade the stairs going up McHugh Bluff, north of the Calgary Curling Club.	McHugh Bluff
	Partner with SAIT to provide a stairway and an accessible connection, such as but not limited to a funicular, between the Riley Park Village site and Riley Park and the main campus area to the north.	Hillhurst
	Identify and establish additional toboggan hills in the Plan Area.	Varies
	Explore opportunities to establish a new park in the area between the lane east of 10 Street NW and north of 5 Avenue NW and the west side of the Sunnyside bridge.	Sunnyside
	Provide additional amenities, programming, and lighting within the existing park west of the Red Line LRT tracks between 10 Street NW and 9A Street NW, north of 5 Avenue NW in order to better activate the space.	Sunnyside
Climate Resilience	Explore opportunities to increase urban tree canopy by focusing on open spaces areas where trees are near the end of their life.	Varies
	Support naturalization of boulevards and road rights-of-ways.	Varies
	Explore pilot project for idle-free parking regulations along **Main Streets**.	10 Street NW, 14 Street NW and Kensington Road NW
	Implement EV charging at all City operated parking lots and parkades.	Varies
	Explore closing or dedicating portions of select residential streets to naturalize streets and provide green **infrastructure**.	Varies
	Support naturalization and low-water landscaping solutions on private land.	Varies
	Explore creating a community orchard network from underutilized open spaces to address food security and placemaking with a connection to historical uses of the neighbourhoods.	Varies
	Support home retrofits to allow on-site solar power generation.	Varies

Supporting Core Values	Implementation Options (What We Heard)	Location(s)
Safety & Accessibility	Improve safety along the Regional Pathway by providing physical barriers between the Regional Pathway and Memorial Drive NW.	Memorial Drive NW
	Complete a corridor review of Kensington Road NW to enable more permanent safety and traffic calming measures.	Kensington Road NW
	Enhance lighting in appropriate parks and open spaces.	Varies
	Increase the amount of public washrooms across the Plan Area, specifically around parks and recreation amenities.	Varies
	Provide emergency call stations at bus stops along **Main Streets**.	Varies
	Remediate defunct curb cuts to improve **pedestrian** conditions.	Varies
	Provide **pedestrian** wayfinding elements to guide people to key destinations across the Plan Area.	Varies
	Winterize public amenities such as public washrooms to allow for year-round use and enjoyment of **public spaces**.	Varies
	Improve safety and accessibility along Kensington Road NW between Crowchild Trail NW and Parkdale Boulevard NW, particularly in proximity to the Lions Village development.	West Hillhurst

Appendix B: Regional Corridors and Context Map

The Calgary Metropolitan Region Board's Growth Plan identifies regionally significant corridors and placetypes. Regionally significant corridors, including mobility corridors and transmission corridors, are depicted on Map B1: Regional Transmission Corridors and Context Map and Map B2: Regional Transportation Corridors and Context Map as identified by the Growth Plan. Map B3: Growth Plan Placetype Alignment shows the Plan Area that is predominantly categorized as the Infill and Redevelopment and Employment Area Placetypes. Placetypes are elements of the Growth Plan that describe generalized land use categories at a regional level.

IP2024-0938
Attachment 2

Map B1: Regional Transmission Corridors and Context

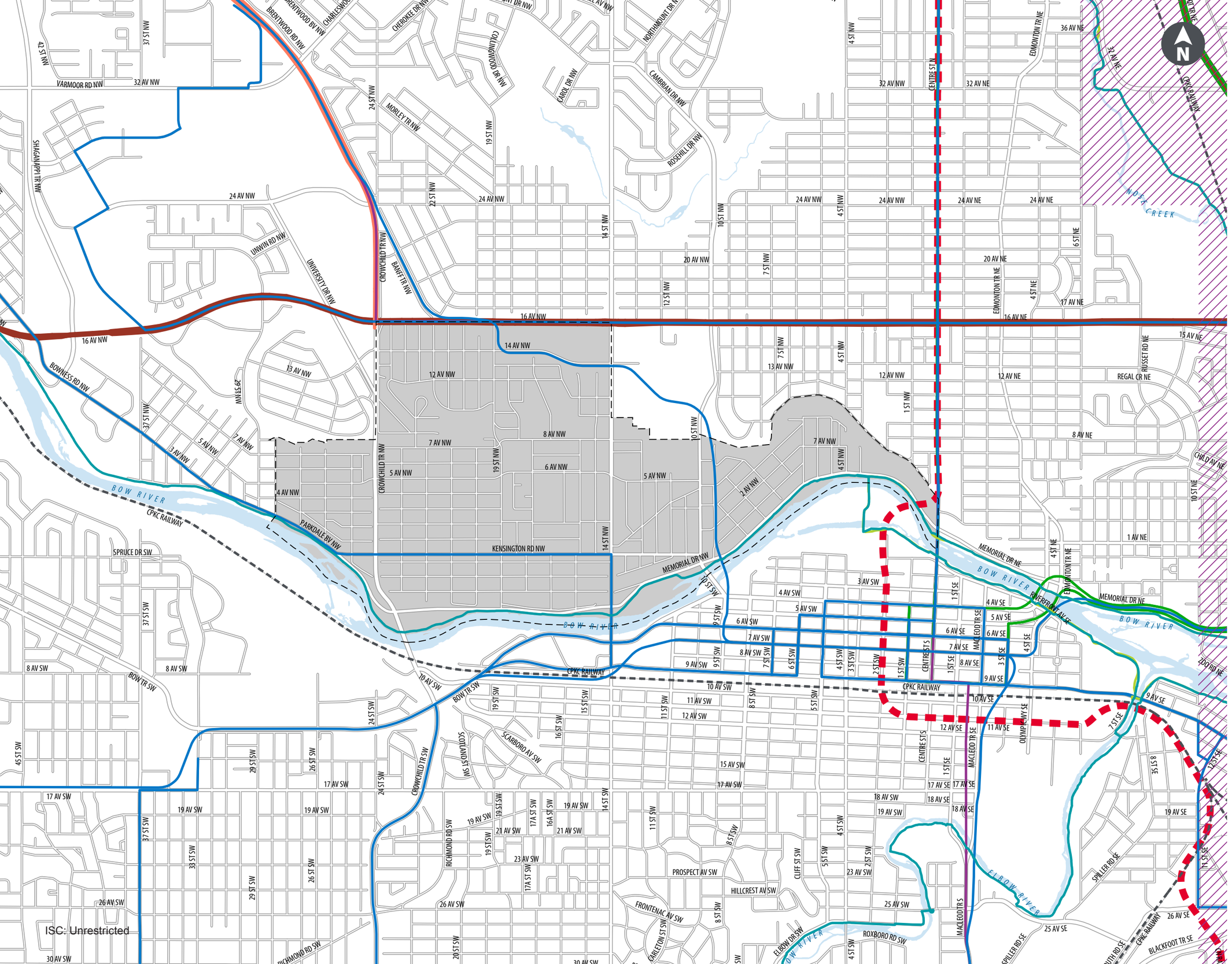
Legend

- Pipeline
- Power Transmission
- Plan Area Boundary

ISC: Unrestricted

IP2024-0938
Attachment 2

Map B2: Regional Transportation Corridors and Context



ISC: Unrestricted

IP2024-0938
Attachment 2

Map B3:
Growth Plan Placetype Alignment

Legend

- Infill and Redevelopment
- Natural Areas
- Parks and Open Space
- Mixed Use Centre/ TOD Placetype Overlay *
- Plan Area 100 m Buffer
- Plan Area Boundary

* The Placetype for density calculations is Infill and Redevelopment, however, The City of Calgary will strive to meet the intent of the Mixed Use Centre/TOD Placetype.

ISC: Unrestricted

Appendix C: Mobility

The following maps highlight various aspects of the transportation network. Together, they represent a robust multi-modal transportation network that offers a variety of choices throughout the Plan Area.

Map C1: **Pedestrian** Corridors and Map C2: Cycling Network identify existing **pedestrian** and cycling mobility connections and recommended mobility improvements within and surrounding the Riley Communities. The maps are based on, but also inform, The Always Available for All Ages & Abilities **(5A) Network** Map of the Calgary Transportation Plan and show existing and recommended connections identified in the Calgary Transportation Plan at the local area plan level.

The recommended **pedestrian** corridors depicted on Map C1: **Pedestrian** Corridors inform specific streets where an enhanced **pedestrian** space is desired. An enhanced **pedestrian** corridor may include elements such as wider sidewalks, furniture zones, seating, plantings, and other features that support the envisioned street activity and the Future Growth Concept. The enhanced **pedestrian** network connects key destinations (schools, parks, transit, etc.) and helps identify locations where investment in enhanced intersection crossing treatments is required. All other streets not identified on Map C1 are to provide, at minimum, standard residential sidewalks to create a complete walking network.

The recommended cycling network shown on Map C2: Cycling Network identifies corridors, and not specific streets. The map is not intended to make any recommendation about the specific type of cycling connection that would be built, but rather the conceptual locations for those connections. The Future Growth Concept and existing right-of-way space will be used to refine the location of the specific cycling connections and help determine the type of facility/ **infrastructure** to be built.

Improvements to the mobility network will prioritize **pedestrians** and cyclists where possible, by providing accessible pathway and bikeway connections between the communities and to local and regional destinations. This includes supporting the Future Growth Concept with appropriate facilities in the public right-of-way. Improvements identified on Maps C1: **Pedestrian** Corridors and C2: Cycling Network will take time and will be phased as budget allows, subject to technical feasibility.

Map C3: Transit Network identifies existing and future major transit routes on the Primary Transit Network (PTN) only.

Map C4: Goods Movement provides an overview based on the Calgary Goods Movement Strategy.

Map C5: Road and Street Network provides an overview of the street classifications throughout the Plan Area. The map is not intended to make any recommendations about the specific corridors.

The mobility maps in Appendix C are intended to complement and inform the investment priorities identified in Section 3.2.2 Moving to and Through the Riley Communities as well as future mobility improvements and investment.

Map C1: Pedestrian Corridors

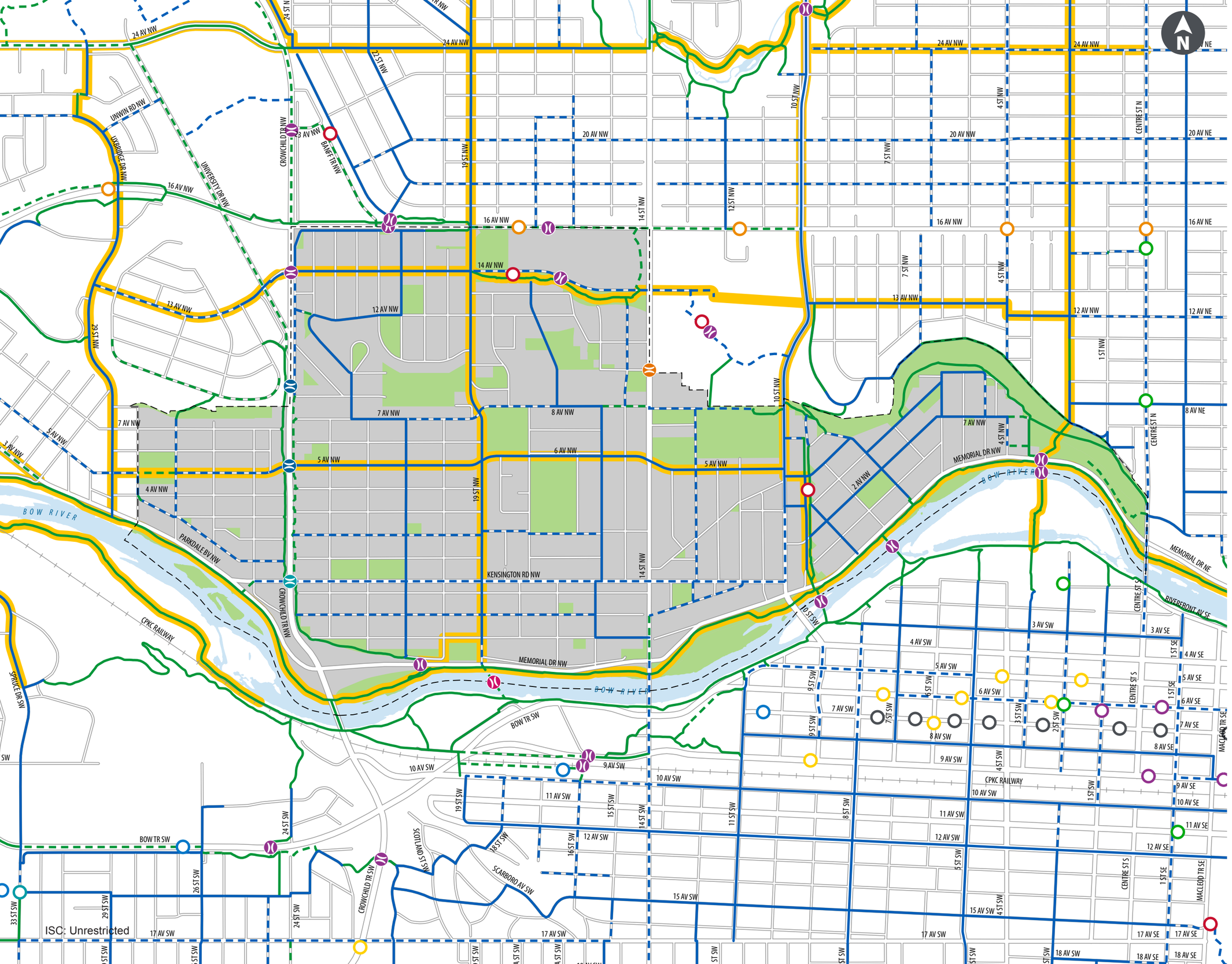
Legend

- Existing Pathway
- Proposed Pathway
- Recommended Enhanced Pedestrian Corridor
- Existing Pedestrian/ Cycle Crossing
- Future Pedestrian/Cycle Crossing Upgrade
- Future Pedestrian/ Cycle Crossing
- Future Pedestrian/ Cycle Crossing Location to be Determined
- Future Pedestrian/ Cycle Crossing Location to be Determined
- Parks, Civic and Recreation
- LRT Blue Stop
- LRT Green Stop
- LRT Red Stop
- LRT Multi Stop
- MAX Orange Stop
- MAX Purple Stop
- MAX Teal Stop
- MAX Yellow Stop
- Plan Area Boundary

ISC: Unrestricted

IP2024-0938
Attachment 2

Map C2:
Cycling Network



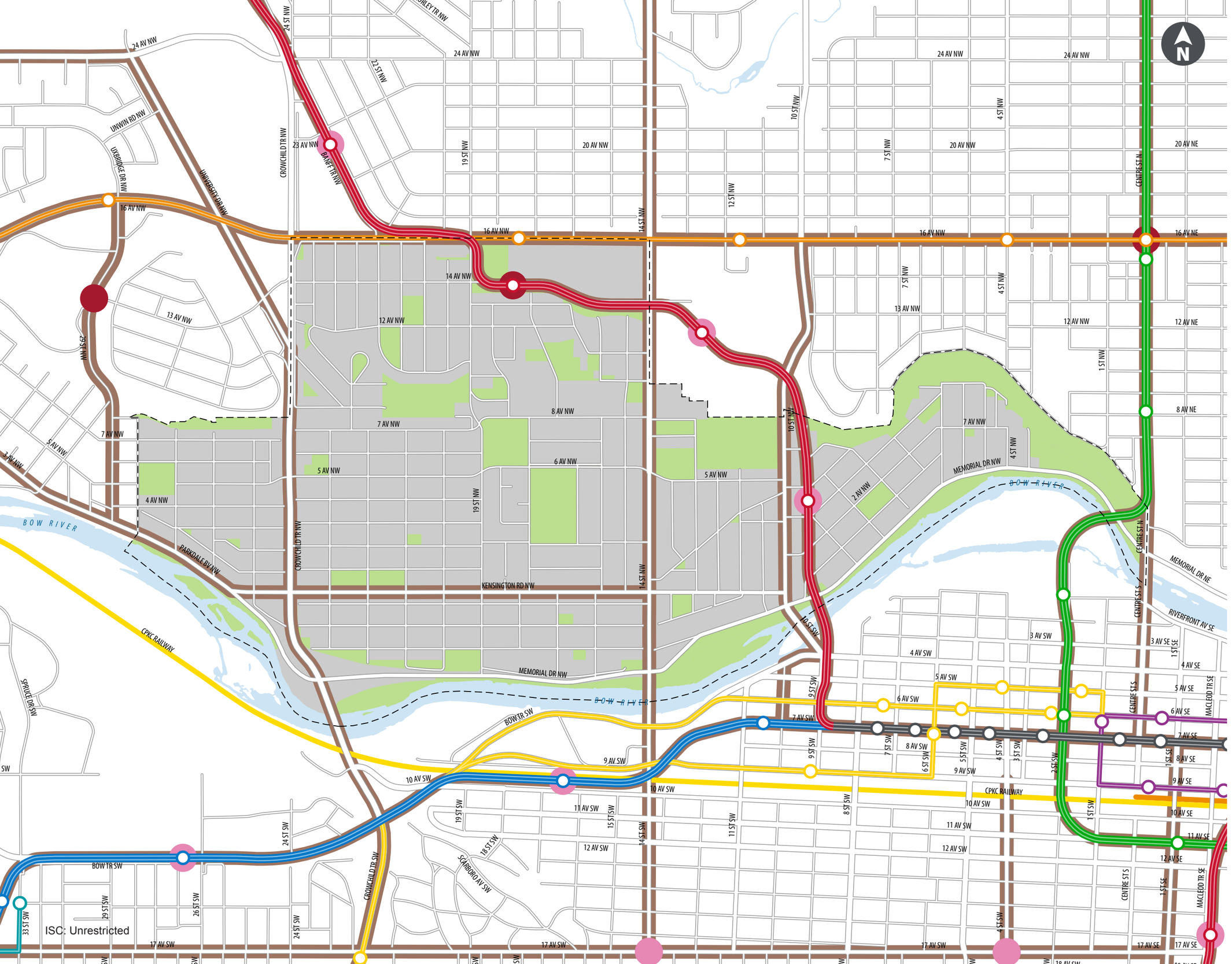
Legend

- Existing Pathway
- Proposed Pathway
- Existing On-Street Bikeway - 5A*
- Proposed On-Street Bikeway
- Existing Pedestrian/ Cycle Crossing
- Future Pedestrian/Cycle Crossing Upgrade
- Future Pedestrian/ Cycle Crossing
- Future Pedestrian/ Cycle Crossing Location to be Determined
- Future Pedestrian/ Cycle Crossing Location to be Determined
- Primary Cycling Network
- LRT Blue Stop
- LRT Green Stop
- LRT Red Stop
- LRT Multi Stop
- MAX Orange Stop
- MAX Purple Stop
- MAX Teal Stop
- MAX Yellow Stop
- Parks, Civic and Recreation
- Plan Area Boundary

* May require upgrades to meet 5A standards

ISC: Unrestricted

Map C3:
Transit Network

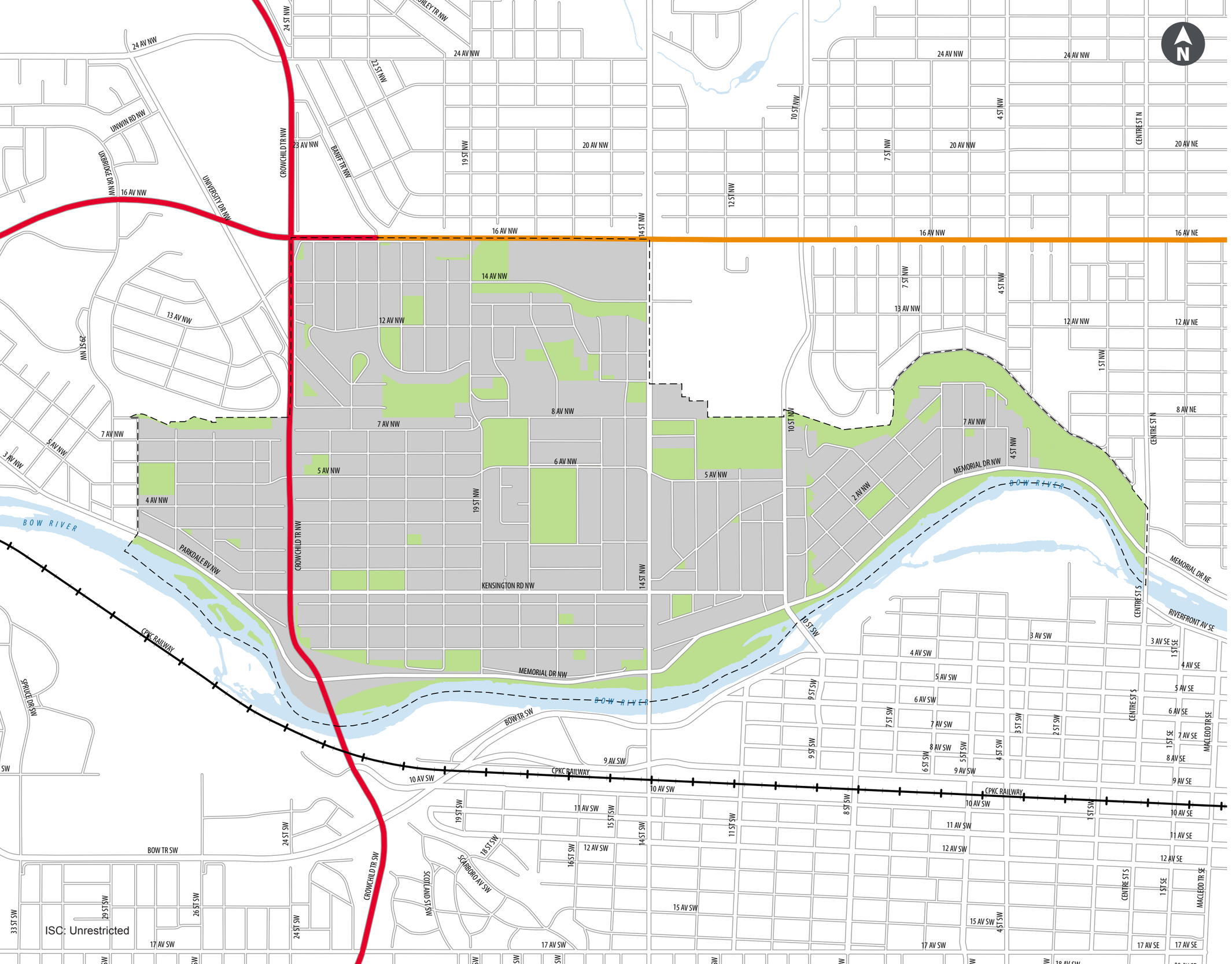


Legend

- Primary Transit Network
- Regional Commuter Rail Future
- High Speed Rail Corridor Calgary-Edmonton
- Primary Transit Hub
- Transit Centre
- Blue Line LRT
- Red Line LRT
- Multi Line LRT
- Future Green Line LRT
- MAX Orange
- MAX Purple
- MAX Teal
- MAX Yellow
- Parks, Civic and Recreation
- Plan Area Boundary

ISC: Unrestricted

Map C4:
Goods Network



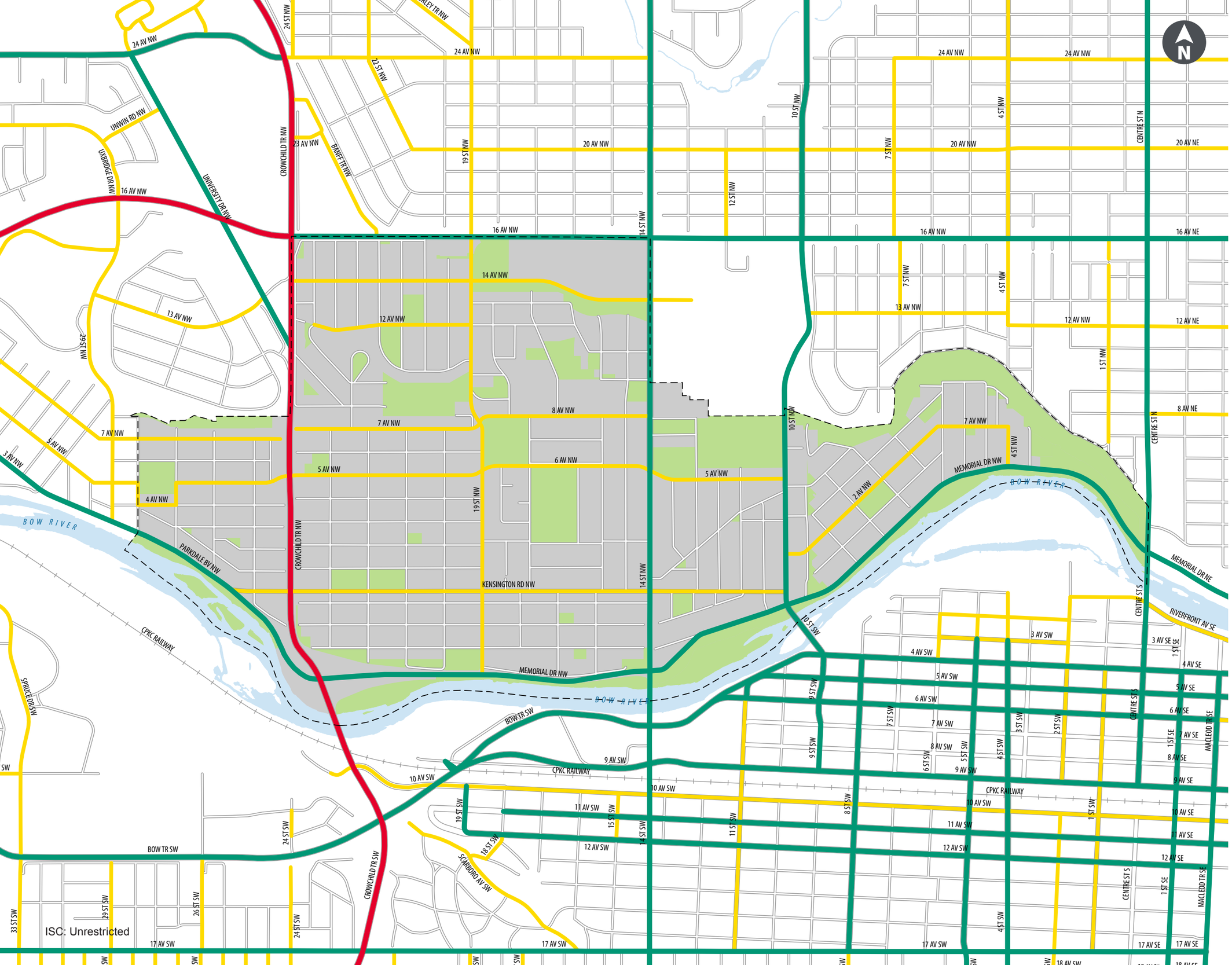
Legend

- Main Goods Movement Corridor
- Supporting Goods Movement Corridor
- Freight Rail Corridor
- Parks, Civic and Recreation
- Plan Area Boundary

ISC: Unrestricted

IP2024-0938
Attachment 2

Map C5:
Road and Street Network



Legend

- Expressway
- Arterial
- Collector
- Local
- Parks, Civic and Recreation
- Plan Area Boundary

ISC: Unrestricted

Appendix D: Constraints

Map D: Constraints identifies development constraints that should be considered for development applications. Specific development constraints are summarized here.

Flood Inundation

The Plan Area falls within the Bow River Basin Watershed. Development occurring adjacent to the Bow River may be subject to flooding as these areas are identified as part of the 1:100 Inundation Boundary. The 1:100 Inundation Boundary is outlined below.

Powering our Communities

Electrical power is an essential service that must be considered in planning for growth in both new and existing areas our City. ENMAX Power is responsible for the electrical distribution system for The City of Calgary and is regularly evaluating the current capability with forecasted electrical demand. Developers are encouraged to reach out to ENMAX Power early in their planning process for collaborative discussions on how best to power communities.

IP2024-0938
Attachment 2

Map D:
Constraints

Please refer to The City's website or call 311 to confirm if this data has been updated since the Plan's adoption. When assessing and mitigating flood risk, review this map alongside the regulatory flood maps, flood policies of The City's municipal development plan, and related development requirements within The City's land use bylaw.

Legend

- 1:100 Flood Inundation Boundary
- Freight Rail Corridor
- Plan Area Boundary

ISC: Unrestricted

Appendix E: Additional Historical Information

Hillhurst (1904)

Prior to residential or commercial development in the community, Hillhurst was the site of industry, utilities, and services activities. The Calgary Water Power Company, which supplied electric power to the city in the 1890s, built one of Calgary's first hydroelectric power plants in present-day Hillhurst. The Calgary Hydraulic Company's short-lived irrigation system traversed Hillhurst until it was badly damaged in the 1897 flood.

In 1904, Ezra Riley registered Plan 5609J and named it Hillhurst. The subdivision included portions of the former Indigenous trails, which were named Morleyville Road (the present 10 Street NW) and Gladstone Avenue NW (the present Gladstone Road NW).

Tenth Street NW follows the traditional route that the Îethka Nakoda Wîcastabi Stoney Nakoda First Nations used to travel to the Rocky Mountains. The route was renamed the Morleyville Trail after Methodist missionary George McDougall established his mission at Morley. Gladstone Road NW parallels another trail that Indigenous peoples used to travel northeast from the Bow River.

In the interest of marketing this new neighborhood to potential buyers, Ezra's subdivision included a slough, which appears on the subdivision plan as a lake. The street names used in this subdivision recalled the Riley family's British heritage. Most streets and avenues were numbered either upon development or soon after, and only the names of Gladstone and Kensington roads remain. In the 1990s, street signage displaying both the names as well as the current day numbering system was installed to celebrate the history of the Riley family's impact on the area.

In 1906, Ezra registered Plan 5179O, which completed the southern portion of Hillhurst east of the section line formed by 14 Street NW. Ezra's fondness for British culture was also reflected through Ezra's endowment for St. Barnabas Anglican Church, where members of the Riley family are buried, through Bishop Pinkham College, a private Anglican boys' school that Ezra commissioned, and the ongoing presence of a cricket pitch in Riley Park, a park that Ezra donated to The City in 1910. Parks Superintendent William R. Reader installed three cricket pitches in the park in 1919 at Ezra's request.

Also in 1906, Georgiana subdivided land west of 14 Street NW as Plan 6219L, which was originally named Upper Hillhurst. This subdivision continued the British motif and imparted the notion of empire with the names of Colonial and Imperial avenues. That same year, Joseph Wilburn Campbell established a greenhouse and market garden, which was later repurposed as a florist business, on a four-acre site in 1710–8 Avenue NW. It closed in 1980.

Construction of the current-day Louise Bridge occurred in 1906, The City's annexation of the area and the advent of the Calgary Municipal Railway in 1909, set the conditions for the Riley Communities' emergence as an established mixed-use district with transit access.

Within months of its inauguration, the streetcar network extended over the Louise Bridge and north along 10 Street NW to 5 Avenue NW, where a loop allowed electrically powered cars, connected to overhead power lines by a trolley pole attached to the roof, turn around and make the return trip downtown. By 1912, the streetcar formed a loop around Hillhurst (along 10 Street NW, 5 Avenue NW, 14 Street NW, and Kensington Road NW). The system also extended north along 10 Street to 16 Avenue (and from there to Crescent Heights), east to Sunnyside (along 2 Avenue NW, 7 Avenue NW, and 6 Avenue NW), and west along Kensington Road through Hillhurst and Grand Trunk (today's Hillhurst and West Hillhurst) and further to Parkdale and on to distant Bowness Park. By 1919, a larger loop encircled Upper Hillhurst (which is now the part of Hillhurst between 14 Street NW and 18 Street NW) and Grand Trunk along 14 Street NW, 7 Avenue NW, 8 Avenue NW, 24 Street NW (now Crowchild Trail NW), and Kensington Road NW.

As a result of the streetcar network, Kensington Road NW and 10 Street NW quickly became the mixed-use commercial and residential streets that remain to this day. Tenth Street NW, the area's main shopping district, became known as The Bridges. This nickname likely derives from a period in the 1920s when there were two bridges in the area: the original Louise Bridge and the adjacent Hillhurst Bridge. The Louise Bridge was eventually demolished, but the remaining Hillhurst Bridge carried its namesake until 1970 when it was officially renamed to the Louise (Hillhurst) Bridge.

The streetcar era ended in the late 1940s, when the renamed Calgary Transit System pulled up the streetcar tracks and introduced electric trolley coaches that used tires for the main routes and buses powered by internal combustion engines for other routes. By 1950, electric trolley routes were established across the Louise Bridge (and north on 10 Street NW to distant Rosemount), west on Kensington Road to Parkdale, west on 5 Avenue and 6 Avenue NW to what is now Crowchild Trail NW, and east on 2 Avenue NW into Sunnyside. An original trolley turnaround still exists in Sunnyside, encircling what is now a small park (748–5 Street NW). Calgary Transit withdrew its electric trolley fleet in 1974.

By the 1970s, traffic intensified on the major roads in the area, namely 10 Street NW, 14 Street NW and Memorial Drive. In response to this growing traffic management issue both within the Riley Communities and Calgary as a whole, Calgary Transit introduced the C-Train Light Rail Transit system with the inauguration of the southern portion of the Red Line in 1981. Calgary then won the bid for the XV Olympic Winter Games in 1988, which spurred development of the northwest portion of the Red Line, which served the Olympic venues at and near the university campus. Planning work soon commenced, but community concern over track alignment through Sunnyside and Hounsfield Heights resulted in a Council decision to pause construction of the northwest line and instead build the northeast portion of the Blue Line where the right-of-way land had already been established. When planning resumed for the northwest Red Line, City council-initiated community consultation and input, resulting in a new track alignment that reduced Sunnyside house demolitions and the loss of park space in Lions Park. The two stations in the planning area, Sunnyside and Lions Park, were designed on a smaller scale that complemented their respective neighbourhoods.

A variety of architects were engaged to design the different stations, and urban designer Gary Andrishak provided overall direction regarding the scale and style of the Red Line, including bridges, substations, sound barriers, and other functional elements. Sunnyside and Lions Park stations were reduced in scale and designed to complement their respective neighbourhoods. Service began on September 4, 1987, in advance of the Winter Olympics in February 1988. The C-Train has benefited the Riley Communities, but it has also created a physical barrier between Hillhurst and Sunnyside.

Hillhurst, West Hillhurst, and Sunnyside include a natural open space between Memorial Drive and the riverbank. The Bow River pathway spans this area, providing an important active transportation link for both residents of the Riley Communities and the city at large.

The Riley Communities are some of the oldest developed areas in Calgary and as such, there are several historic buildings and sites within Hillhurst and other Plan Area communities, with notable examples including:

- Hillhurst Baptist Church (1110 Gladstone Road NW) was built in 1907.
- Fire Hall No. 6 (1111 Memorial Drive NW), built in 1909 as one of three identical satellite fire stations, remained in service until 1964 and has since seen adaptive re-use as a city garage and then as an outdoor recreation facility.
- AGT Building—Hillhurst Exchange (1510 Kensington Road NW), built in 1922, controlled telephone service in Hillhurst, Parkdale, Sunnyside, and West Hillhurst for six decades.
- Plaza Theatre, which was built in the late-1920s as a self-serve automobile mechanic's garage and was converted into a neighbourhood cinema during the Great Depression. In 1977, it became a popular repertory cinema.

Sunnyside (1907)

City Auditor Arthur Bennett (1865–1946), in partnership with businessman William Ross (1858–1914), subdivided Sunnyside and expanded it to the east in 1907. Both plans included roads and blocks aligned with the compass directions as well as areas positioned on an angle to follow a curve in the Bow River. The easternmost portion of the 1907 addition was originally named New Edinburgh. In 1907, Bennett and Ross also created the Broadview subdivision on a small portion of land across Kensington Road NW from what was then Hillhurst. Construction of the Louise Bridge in 1906, the annexation of this area to Calgary in 1907, and the inauguration of the Calgary Municipal Railway in 1909 (and its extension to Sunnyside by 1912) provide the context for the neighbourhood's establishment and development as a working-class residential district in the years leading up to the First World War in 1914. Some infill continued in the 1920s and the decades that followed.

In 1911, William Ross built two landmark buildings in the area. The Ross Block remained a significant building until it was destroyed by a fire in 1988. The Sunnyside Grocery, which his son William Ferguson Ross owned until 1939, remained a local landmark until it was demolished in 2018.

Sunnyside is partially located in the Bow River floodplain and contained several sloughs when it was first developed but have since been drained. The area was affected by floods that occurred in

1897 and 1902 (prior to development) as well as 1915, 1929, and 1932. Instability of the slope in Sunnyside created problems for residents in the 1930s and 1940s, including a notable landslide in May 1948. Construction of the Bearspaw Dam in 1953 allowed for better flood control, but subsequent floods in 2005 and 2013 have caused extensive damage.

Historically the bluff located along the north boundary of Sunnyside was informally known as the North Hill Escarpment. In 1990, the bluff became a new public park named McHugh Bluff, after Felix Alexander McHugh (1851–1912). McHugh was one of two homesteaders who settled on adjacent riverbank farms in the future Sunnyside district in 1883. Indigenous encampments had been situated here up to 1880, but on at least one occurrence in 1892, after the two men homesteaded, an Indigenous or Métis encampment was located on the riverbank at this point. Exposed sandstone led to a limited amount of quarrying activity on both McHugh property and this contributed to Calgary's emerging character in the late-19th century and early 20th as Canada's Sandstone City.

Sunnyside's rich history has a tangible benefit for its residents and Calgarians at large. In 2022, 22 of the buildings and sites on the City's **Inventory of Evaluated Historic Resources** are located in the neighbourhood. Notable examples include:

- The Smalley residence (440 Memorial Drive NE) which was once the home of James Smalley who built many of Sunnyside's original homes through his Calgary Home Building Company.
- The Cappy Smart Residence (446 Memorial Drive NW) was the final home of longtime fire chief James Smart (1865–1939), who had a fire alarm bell installed in the residence to alert him to any emergency. He kept it after his 1933 retirement, but from then on it was switched off at nighttime.
- The King Residence (518–7 Avenue NW) was the childhood home of Violet King (later Violet King Henry, 1929–1982), the first Black woman lawyer in Canada, the first Black person to graduate law in Alberta and the first Black person to be admitted to the Alberta Bar. When articling in Calgary in 1954, Violet publicly spoke out against racism as she broke barriers and continually acknowledged the struggle of people of colour in the workplace.
- Other historic buildings include apartment blocks along Memorial Drive and small commercial buildings on the east side of 10 Street NW. Two luxury apartment buildings on Memorial Drive, the Glenwood Manor and Donegal Mansions, added a touch of luxury living in 1928 and 1930 respectively. The elaborate Lido Cafe sign, retained before the cafe at 144–10 Avenue NW was demolished, recalls the fondly-remembered mid-century cafe that began as a fish and chips shop in the 1930s and that Chinese-Canadian owners Henry Fong, Len Hong, and Ken Lee converted into the Lido in the early 1960s.

The Calgary Curling Club, established in 1888 elsewhere in the city, first opened in Sunnyside in 1953. The club, which is located north of the Bow River, was rebuilt in the same location following a fire in 1976. North and east of the club is Sunnyside Bank Park, an open area established as a park in 1990. Each November since 2011, the park has been the annual site of the Field of Crosses, a charity-funded project that sees the temporary placement of thousands of markers, each with the name of an Alberta soldier who died while serving their country.

West Hillhurst (1906)

Agricultural settlement in present-day West Hillhurst began in the 1880s, when the area was settled by Thomas Riley (1842–1909), Samuel William Trott (1847–1891), Lawrence Herchmer (1840–1915), and William Duncan Kerfoot (1856–1908).

The northernmost portion of West Hillhurst was part of Thomas and Georgiana's original homestead, on which they settled in 1888. Samuel Trott's land was immediately to the south and east, stretching from 14 Street NW to Crowchild Trail NW between 8 Avenue NW and Westmount Road NW. Trott came from Collingwood, Ontario in 1883 and opened the Trott Brothers Drugstore on Stephen Avenue.

Most of present-day West Hillhurst was initially granted by the Crown to the Canadian Pacific Railway (CPR), including the area between Westmount Road NW and the Bow River (from 14 Street NW to Crowchild Trail NW) and the land west of Crowchild (from 8 Street NW south to Parkdale Boulevard NW and Westmount Road NW). By 1884, Archibald McNeill settled on part of the CPR land south of Westmount Road NW and east of Crowchild Trail NW. Lawrence Herchmer, a former commissioner of the NorthWest Mounted Police, acquired the property at an unknown date and turned it into a horse ranch. He also built a home for himself there.

William Duncan Kerfoot, hired in 1882 as manager of Cochrane Ranche, also owned what is now a small parcel framed by the Bow River, Crowchild Trail NW, and Westmount Road NW where a former ENMAX building that was later converted in 2001 to an extension building of the Calgary Drop-In Centre.

Subdivision development began in 1906, when lawyer Clifford Teasdale Jones (1873– 1948) created two nameless subdivisions on the western portion of Trott's land (plans 371O and 710N). The area quickly became known as Grand Trunk, evidently for the Grand Trunk Railway or its proposed western extension, the Grand Trunk Pacific. Construction of the Grand Trunk Pacific started in 1905 and the new transcontinental line reached Calgary in 1914.

This land was annexed by the City of Calgary in 1907 and it was further subdivided in 1909 by plan 330AB into Happy Land (William Ross) and in 1910 by Plan 331AB into Parkdale (Scott and Hartronft). The future West Hillhurst area comprised Upper Hillhurst (between 14 Street NW and 19 Street NW), Grand Trunk (from 19 Street NW to 24 Street NW, now Crowchild Trail NW), Westmont (south of Westmount Road NW), Happy Land (west of Crowchild Trail NW), and a portion of Parkdale (north of Happy Land).

Road-paving began in 1910, and the streetcar network reached Upper Hillhurst by 1911. The following year, a new streetcar line traversed the neighbourhood along Kensington Road on its way to distant Bowness Park. In 1913, the Grand Trunk loop was added to the transit network, providing a circle route around the area framed by Kensington Road NW, 14 Street NW, 7 Avenues NW, 8 Avenue NW, and 24 Street NW (Crowchild Trail NW).

Nineteenth Street NW remained lightly developed before the Second World War and did not completely connect the top and bottom of the hill until after such time. It first developed as a residential street, and businesses began locating there in the late 1940s. The landmark Dairy Lane Milk Bar (319–19 Street NW) opened in 1950, becoming the popular neighborhood business that it is today.

In 1927, residents of Grand Trunk successfully petitioned The City to change the community's name to West Hillhurst. The driving force behind the change was the fact that the district's namesake railway no longer existed. As a result of a federal decision to nationalize all railways during the First World War, the Grand Trunk Railway became part of the Canadian National Railway.

The original community association, the West Hillhurst Community Club was formed in 1927 and later became defunct. In 1945, a new West Hillhurst Ratepayers Association was formed, spurring interest in potential neighbourhood improvements. Out of this interest, the Grand Trunk Hot Shot League was formed to spearhead playground improvements. This league became the precursor to the present-day West Hillhurst Community Association, which was organized in 1948. Through community organizing with the City of Calgary, the land that is now known as West Hillhurst Park was granted in 1950, and the association's community hall in constructed in 1951. An arena was built in 1971 and the community hall was redeveloped in 1982. The tradition of revitalizing park space continued in 2009, with the West Hillhurst Community Association, The City as well as corporate and private donors redeveloping an existing playground as Helicopter Playground, a helicopter-themed tot lot inspired by the work of STARS Air Ambulance.

There are four buildings within West Hillhurst that are on the City of Calgary's **Inventory of Historic Resources**:

- Grand Trunk Cottage School (2422–5 Avenue NW). Built in 1911, Grand Trunk was one of seven cottage schools that the public-school board built for temporary use and were designed to be convertible for residential use when they were no longer needed. In the event, the school remained in operation until 1958.
- Riley Lodge (843–27 Street NW). Built in 1911, this is the last remaining home of members of the Riley family. The house was moved to this site in 1987 from its original location at the northwest corner of 5 Avenue NW and Crowchild Trail NW to accommodate street widening.
- Fire Hall No. 6 (1940 Westmount Boulevard NW). Built in 1964, this building is a good example of Modern-style architecture.
- Guide-Scout Service Centre (2140 Brownsea Drive NW). Built in 1967, this building is a tangible symbol of the Boy Scout and Girl Guide movements within Calgary. This building is also representative of the national Centennial Building program as it was expressed in Calgary during the Centennial of Confederation.

Hounsfield Heights/ Briar Hill (1910)

The land containing the existing Community of Hounsfield Heights was first used as part of a cattle range operation owned by two cousins, George Alexander (1858–1930) and Henry Bruen (Harry) Alexander (1860–1932). The Alexanders left Calgary permanently in 1901, selling this parcel to Georgiana Riley, wife of Ezra Riley, in 1902. Her sons Thomas C.W. Riley (1868–1927) and Edmunde Riley (1880–1942)—inherited the property when she died in 1907. When The City annexed this land in 1910, the brothers subdivided the land, borrowing from their late mother's maiden name when naming the subdivision: Hounsfield Heights. The land was promoted as an exclusive neighbourhood with a commanding view.

Only eleven houses were built during the economic boom leading up to World War One. It was not until after the Great Depression and Second World War had passed that the neighborhood as well as most of the Riley Communities, started developing again.

A notable exception that occurred just outside the Plan Area was the development of the Provincial Institute of Technology and Art (PITA) campus or "The Tech" as it was colloquially known. PITA included the Calgary Normal School, which was a teachertraining college. The Tech and the Calgary Normal School were displaced from 1940 to 1945 while the campus was used for the British Commonwealth Air Training Plan for its No. 2 Wireless School. After the war, the Tech and the Normal School—and, later, its university branch successor—made use of temporary wooden buildings constructed during the war that continued to dot the campus into the1950s. The Calgary Normal School became a Calgary branch of the University of Alberta's Faculty of Education in 1945. With the growing need for a larger university presence in Calgary, this branch relocated in 1960 and by 1966, became the University of Calgary that we know of today.

The PITA art department eventually separated and by 1973, was known as the Alberta College of Arts and had its own purpose-built facility. In 2019, ACAD became an accredited university and was renamed to the Alberta University of the Arts (AUArts).

The Walter Hargrave Residence (1732–13 Avenue NW), is one of two Hounsfield Heights buildings on The City's **Inventory of Evaluated Historic Resources**. Built in 1913, this arts and crafts-style house represents the community's origins. Three other original homes belonged to members of the Riley family, and only one of them remains. Thomas Riley lived as a widower in Hounsfield Lodge (17 Street NW and 8 Avenue NW), which was built in 1906–07 on a 4.75-acre lot. It remained a family home until 1945, when the Lutheran Welfare Society turned it into the Bethany Home for seniors. It was demolished a decade later. Harold Riley (1877–1946), another son of Thomas and Georgiana's, lived in a 1912 home at 1011–17 Street NW (later redesignated 17A Street NW) with his wife, Maude (née Keene, 1882–1962).

After the Second World War, development in Hounsfield Heights restarted and its western portion, Briar Hill, started to develop in the early 1950s. Hounsfield Heights and Briar Hill comprised of primarily single-detached homes with a commercial zone along 16 Avenue NW, which was designated as part of the Trans-Canada Highway in advance of the national highway's formal completion in 1962.

In that context, Motel Village and the University of Alberta in Calgary (later renamed the University of Calgary) emerged nearby. Just outside the Plan Area, the Southern Alberta Jubilee Auditorium was completed in Hillhurst in 1957 and was followed by Calgary's first purpose-built indoor shopping mall, the Calgary Centre (later renamed the North Hill Shopping Centre) in Hounsfield Heights in 1958. In 1959, The City partnered with the North Hill Lions Club and the Hounsfield Heights/Briar Hill Community Association to develop and beautify Lions Park, which was named for the club and included a floral planting depicting a lion. The Tech campus was further developed, and, at its southeast edge, the Senator Patrick Burns Memorial Garden was created in 1956.

Sixteenth Avenue NW, a section road that forms the northern boundary of Hillhurst and Hounsfield Heights, emerged as a major thoroughfare and commercial corridor. In the 1950s, it was designated as part of the Trans-Canada Highway. By contrast, 14 Street NW and 24 Street NW, despite being section roads, were slow to develop as major thoroughfares, as neither had a bridge across the Bow. The Mewata Bridge linked 14 Street NW with its counterpart across the Bow in 1953, and 24 Street NW was transformed into Crowchild Trail NW, complete with the Crowchild Bridge across the Bow, in the mid-1960s. Several automobile-related businesses located in the planning area after the Mewata Bridge opened.

The city's first purpose-built indoor shopping mall, Calgary Centre (later renamed North Hill Shopping Centre), opened at 14 Street NW and 16 Avenue NW in 1958. The former Simpsons Sears department store (1616–14 Avenue NW), the mall's original anchor tenant, is the second of two neighbourhood buildings on The City's **Inventory of Evaluated Historic Resources**. It represents the shift of commercial and **retail** activities from the city core to outlying neighbourhoods. North Hill Theatre, Calgary's only Cinerama movie theatre, opened in a stand-alone building north of the mall in 1967. Cinerama, a 1950s innovation, featured a screen curved at both ends to create a more immersive effect for viewers. The cinema was demolished in 1999 for mall expansion.

The Louise Riley Library (1904–14 Avenue NW) opened in Briar Hill in 1959. Its namesake, librarian Louise Riley, was a granddaughter of Thomas and Georgiana Riley, and this branch library is fittingly located on their original homestead. Louise ultimately became the Calgary Public Library's Assistant Chief Librarian. Both chief librarians under whom she served, Alexander Calhoun (1879–1979) and his successor, William R. Castell (1908–2004), lived in Hounsfield Heights.

Briar Hill School opened early in the 1950s, and the Bethany Auxiliary Hospital, controversial at the time it was built, opened in the late 1960s. The community association collaborated with The City in the 1980s to influence the routing of the northwest LRT through the neighbourhood to reduce the loss of park space in Lions Park. In 2006, the twin-tower Renaissance condominium project adjacent to North Hill Shopping Centre and Lions Park LRT station brought the **transit-oriented development** (TOD) planning concept to Hounsfield Heights.

Background and Planning Evaluation

Background and Community Context

The Riley Communities Local Area Plan (the Plan) is comprised of four inner-city communities: Hillhurst, Hounsfield Heights-Briar Hill, Sunnyside and West Hillhurst. While each community has its own individual boundaries, the Riley Communities share common assets, amenities, public and transit infrastructure, natural features and parks and easy access to the Greater Downtown and the Bow River.

The Riley Communities represent some of the oldest developed areas in Calgary and are a network of connected and celebrated communities uniquely positioned just north of the Bow River. Given their location and ample amenities, the Riley Communities experienced continuous growth and development for several decades. The population of the Riley Communities peaked in 2018, with 20,304 people living in the communities. Based on the 2019 civic census, the population of the area was 20,033 people, representing a decrease of 271 people or 0.9 percent from the previous year. The peak population year of individual communities varies across the Plan Area. West Hillhurst's population peaked the earliest relative to other Riley Communities in 1968. Most recently, Hillhurst's population peaked in 2016 and Sunnyside's population peaked in 2019. Of all the Riley Communities, Hounsfield Heights-Briar Hill has experienced the greatest decrease in population with a decline of 15.1 percent since its peak year in 1971.

In certain areas of the Riley Communities, such as West Hillhurst, there has never been a local area plan to strategically guide growth and change. By setting out a future vision and development policies, the communities in the Plan will be able to accommodate growth strategically while providing more certainty and direction for residents, developers, Administration and City Council. The Plan supports new and more diverse housing forms, varied mobility options, distinct commercial and retail areas and improved parks, natural areas and public spaces for Calgarians across the Riley Communities. This strategic direction coupled with outlined investment priorities and implementation options will allow for more Calgarians to choose to live and operate businesses in the Plan Area.

Community Peak Population Table

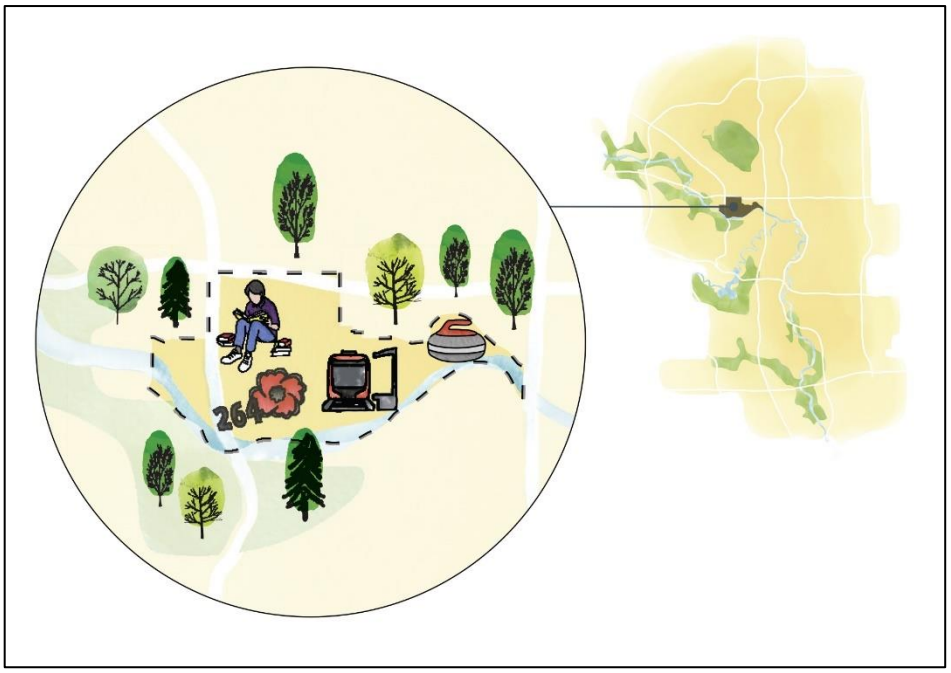
As identified below, the Riley Communities reached the peak population in 2018 and the population slightly decreased in 2019.

Riley Communities	
Peak Population Year	2018
Peak Population	20,304
2019 Current Population	20,033
Difference in Population (Number)	-271
Difference in Population (Percent)	-0.9%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the Community Profiles.

Location Maps



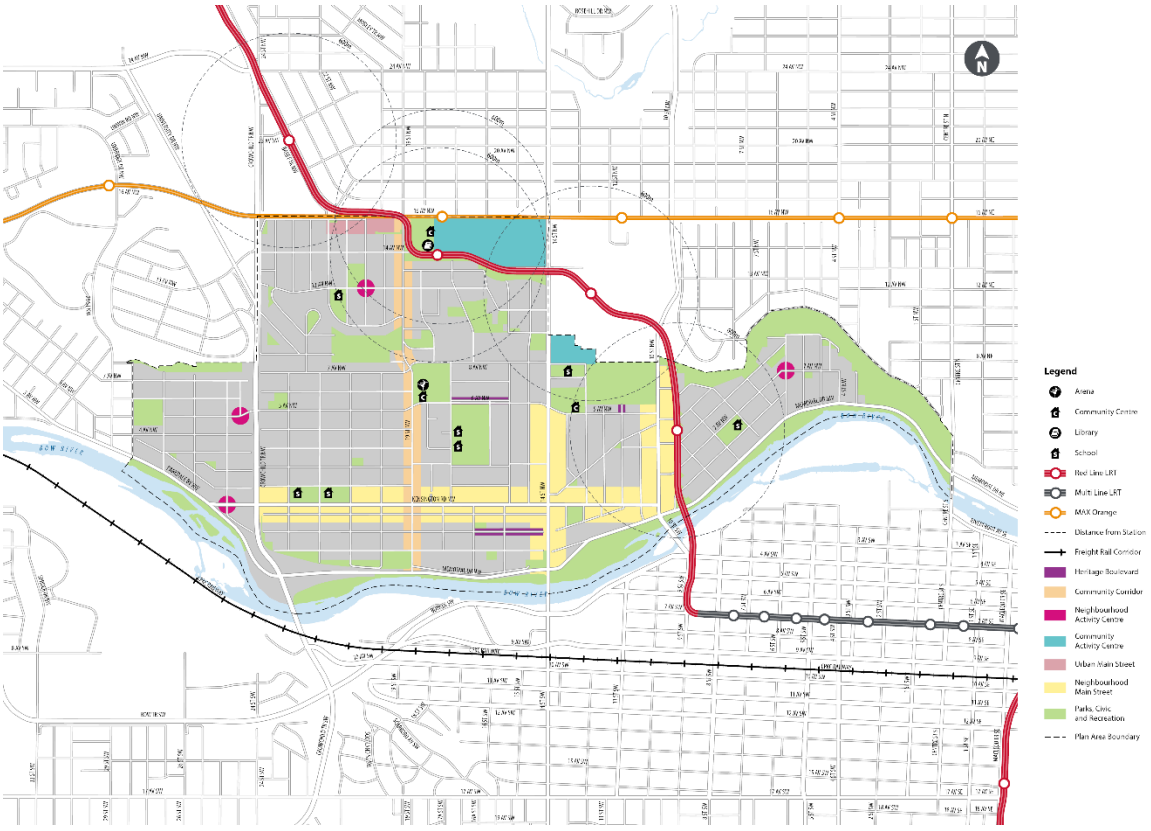
Planning Evaluation

The Riley Communities Local Area Plan refines and implements the strategic goals and objectives of the Municipal Development Plan (MDP) at the local level. The Plan provides direction for growth and change in four inner city communities. The Plan will provide guidance and greater certainty by outlining policies for new development and public improvements in the area. The Plan sets out a shared vision and understanding of how growth and change may occur, addressing population declines and opportunities for investments within the Plan Area.

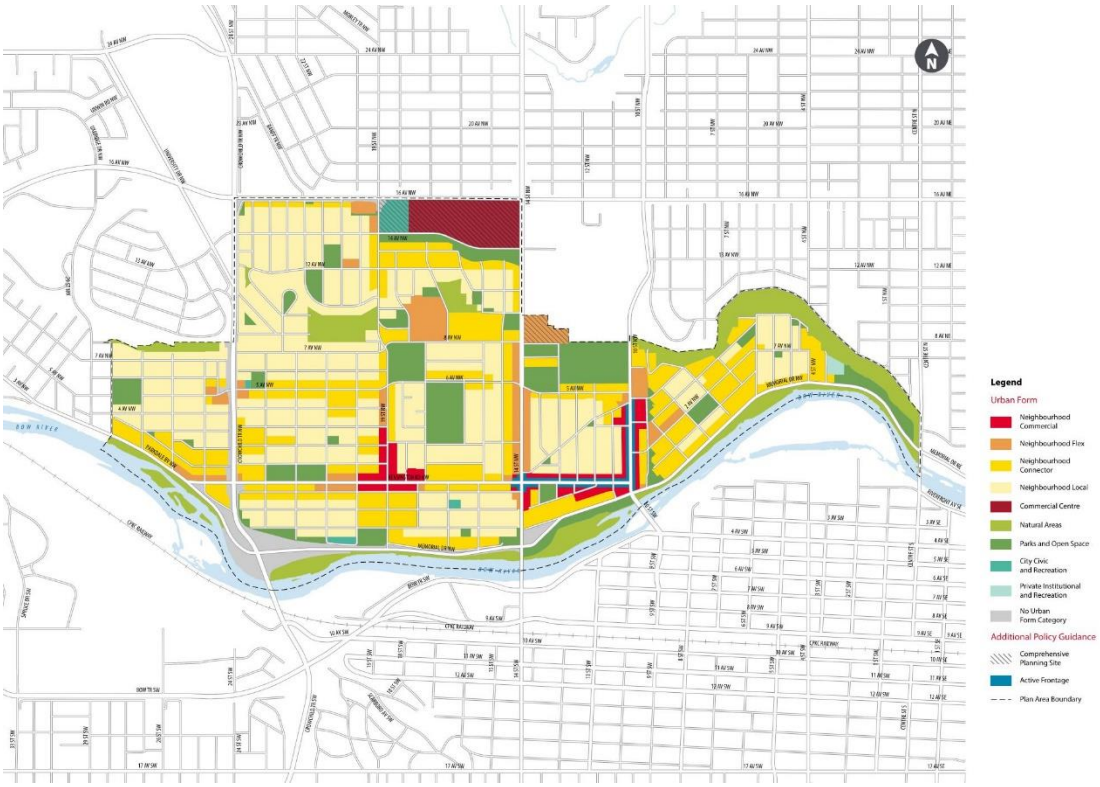
The Plan's future growth concept aligns with the direction from the MDP by identifying policy areas and specific local development policies for the Plan Area's three Neighbourhood Main Streets of Kensington Road NW, 10 Street NW and 14 Street NW, two transit station areas and Activity Centers, which include the North Hill Mall site and portions of 16 Avenue NW. The Plan also supports continued incremental evolution and change within primarily residential areas through increased development along other corridors and locations, such as 19 Street NW, a community corridor, and other streets, such as 5/6 Avenue NW, 2 Avenue NW, Westmount Road NW and Parkdale Boulevard. Memorial Drive NW and Crowchild Trail are also key areas of growth as major arterials in the Plan Area.

Policy Areas

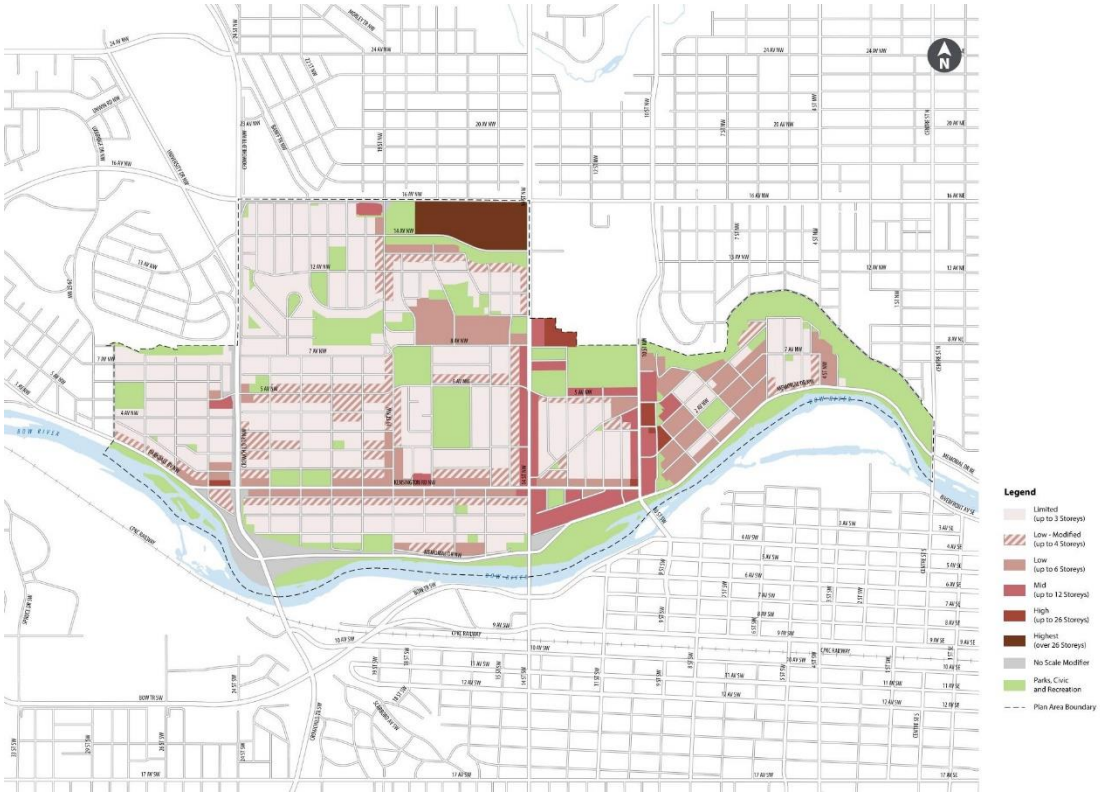
Figure 1: Community Characteristics



Map 1: Urban Form



Map 2: Building Scale



Main Streets

The MDP identifies Kensington Road NW, 10 Street NW and 14 Street NW as Neighbourhood Main Streets. Portions of 16 Avenue NW, in the northernmost part of the Plan Area, forms an Urban Main Street. The Plan refines direction from the MDP by providing area specific policies for each identified Main Street. An analysis of future anticipated population projections demonstrates that the Plan will align the objectives of the MDP.

Kensington Road NW

Kensington Road NW is an important east-west connection, serving as a pedestrian, transit and vehicular route with a mix of residential developments and commercial destinations. Kensington Road NW is envisioned as a Main Street that serves both vehicular and sustainable modes of transportation with cohesive and improved public spaces that make walking and wheeling comfortable and safe. The Plan purposely addresses Kensington Road NW east and west of 14 Street NW differently. East of 14 Street, the Plan applies Neighbourhood Commercial with active frontage modifiers along this Main Street to build on the retail and commercial success and livability of this area. The building scales in this area vary with application of the Low Scale (up to six storeys) along the north side of Kensington Road NW with some higher building scales on key gateway corners and largely the Mid-Scale (up to twelve storeys) applied to the south side to accommodate growth and provide flexibility in design of future built forms.

West of 14 Street, the Plan applies Neighbourhood Connector for portions of this Main Street with Neighbourhood Flex and Neighbourhood Connector near 19 Street NW to enable additional mixed-use development to extend onto Kensington Road NW given constraints along 19 Street NW north of 2 Avenue NW. Building scales west of 14 Street NW on Kensington Road NW are largely Mid Scale (up to six storeys) with transitions to the Low-Modified Scale (up to four storeys) for certain streets adjacent to this Main Street to allow for flexibility and moderate forms of density. Additional area specific policies are provided in the plan to enable built form transitions, improve built forms and public spaces along Kensington Road NW, particularly along southern portions of the Main Street west of 14 Street NW that are currently defined by narrow sidewalks, privacy fences and varying boulevards.

10 Street NW

Recognized throughout all phases of the Plan as a defining Neighbourhood Main Street, 10 Street NW is a dynamic and vibrant commercial and mixed-use destination just north of the Bow River. Kensington Road NW is envisioned as a pedestrian-friendly Main Street anchored by cohesive and comfortable public spaces with strong connections to the nearby Sunnyside Light Rail Transit (LRT) station. The Plan applies Neighbourhood Commercial with an active frontage modifier for the majority of 10 Street NW with Neighbourhood Flex and Connector north of 4 Avenue NW. The Plan provides for varying building scales that range from a modified Mid Scale (up to eight storeys) on the east side of 10 Street NW, in an area with a high concentration of commercial heritage assets, to a modified High Scale (up to fifteen storeys) on sites in and around the Sunnyside LRT station. Higher building scales are focused around transit stations and key gateway sites to ensure development opportunities complement existing retail activity and key areas see further intensification. Additional area specific policies focus on modifying building scales, enhancing public spaces, prioritizing the retention or incorporation of heritage assets and ensuring that high-quality building designs are provided.

14 Street NW

The Plan recognizes the ongoing evolution of 14 Street NW from largely a vehicular thoroughfare to a street that also prioritizes the pedestrian experience through better connections and public spaces. In particular, the Plan provides flexibility to support this gradual change in the application of Neighbourhood Flex and a modified building scale of up to ten storeys for the majority of this north-south Neighbourhood Main Street. The intersection of Kensington Road NW and 14 Street NW is addressed differently through use of Neighbourhood Commercial with active frontage modifiers in response to the need to enhance the public realm and pedestrian experience at this key intersection. Policies focus on modifying building scales, enhancing public spaces, ensuring high-quality building design and enabling pedestrian-focused improvements to this evolving Main Street. The intent is to ensure new development contributes to enhanced and pedestrian-friendly public spaces to enable more individuals to feel safe walking and wheeling along and across this Main Street in addition to its ongoing function as a key north-south vehicular and transit route.

16 Avenue NW

In the northernmost part of the Plan Area, 16 Avenue NW, which forms part of the Trans-Canada Highway, is identified in the MDP as an Urban Main Street. With a mix of residential along a sound barrier in Hounsfield Heights-Briar Hill and commercial areas, including North Hill Mall, a range of urban forms and building scales have been applied. Neighbourhood Connector is applied along the edge of Hounsfield Heights-Briar Hill to allow for a range of residential forms near several LRT and Bus Rapid Transit (BRT) stations, then transitions to Neighbourhood Flex on a smaller commercial node at 19 Street NW and 16 Avenue NW and then Commercial Centre on the North Hill Mall site. Building scale varies from the Lowest Scale (up to three storeys) along the sound barrier to the Highest Scale (up to twenty-seven storeys or more) on the North Hill Mall site. Additional policy direction in the form of a Comprehensive Planning Site and the Lions Park LRT transit station area are applied to the North Hill Mall Site and discussed further in this report. The Plan envisions this area to accommodate improved public spaces, with better connections to BRT and LRT stations and a greater diversity of forms and uses along 16 Avenue NW over the next 30 years.

<u>Transit Station Areas</u>

Sunnyside and Lions Park LRT stations are the two Red Line LRT transit station areas within the Plan Area. Additionally, there are two MAX Orange BRT transit stations along 16 Avenue NW. Over the next 30 years, it is anticipated that these areas of major transit infrastructure will accommodate the greatest amount of growth, diversity of uses and tallest buildings. The Plan provides policies for transit station areas that intend to improve access and movement in and around stations, enhance surrounding public spaces and ensure more Calgarians can live and work in these areas. With better access and safety in and around both transit stations, these areas are intended to be integrated into their surrounding contexts and ensure enhanced walking and wheeling to and from stations promoting transit ridership. Future population projections demonstrate that the Plan will align with the objectives of the MDP.

Specific to transit station areas, the Plan applies the urban form categories of Neighbourhood Commercial, Neighbourhood Flex and Neighbourhood Connector in the Sunnyside LRT transit station area and a range of building scales to support mixed-use developments. Within the Lions Park LRT transit station area, the Plan applies a forward-thinking vision to the area through identifying Commercial Centre on the North Hill Mall Site, Neighbourhood Connector

south of the LRT station and Lions Park and Neighbourhood Flex to the west of the Louis Riley Library site. A range of building scales are applied with the Highest Scale (up to twenty-seven storeys or more) on the North Hill Mall site. Scales transition south of the North Hill Mall site and Lions Park with the Low Scale (up to six storeys) north of 13 Avenue NW, a Low-Modified scale (up to four storeys) on the south side 13 Avenue NW and south of Lions Park. The remainder of the transit station area transitions to the Lowest Scale (up to three storeys). Additional policies are provided in these transit station areas that respond to each station's unique context, enhance public spaces around stations and ensure better integration into surrounding communities.

The Riley Communities Local Area Plan introduces heritage density transfer policy in transit station areas. This is a policy framework that is intended to support additional building heights above identified building scales shown within the Building Scales Map within transit station areas. This unique element of the Plan enables proponents to provide heritage resource conservation for additional height. Enabling heritage density transfers in transit station areas through use of direct control bylaws as outlined in the Plan will support the designation of additional unprotected heritage resources as Municipal Historic Resources, while enabling additional height for receiving sites in Core Zones or Transition Zones.

The Riley Communities Local Area Plan also provides policy to incentivize the development of non-market and mixed-market housing in transit station areas, which would be done by identifying and encouraging the use of direct control bylaws to exclude floor areas of a new development that provide non-market housing from calculations at time of application.

Community Activity Centres

There are two Community Activity Centres in the Riley Communities. The first is the North Hill Mall site, which is bounded by 16 Avenue NW to the north, 14 Street NW to the east, 14 Avenue NW to the south and 19 Street NW to the west. The second Community Activity Centre includes the former Grace Hospital site alongside the nearby institutional amenities outside the boundaries of the Plan Area and covered by the North Hill Communities Local Area Plan, including the Southern Alberta Institute of Technology (SAIT) and the Alberta University of the Arts (AUArts) campuses. Both Community Activity Centres have a Comprehensive Planning Site modifier and are described in further detail under this section of the report.

Neighbourhood Activity Centres (NACs)

In accordance with the MDP, NACs should have a range of ground-oriented and Low Scale apartment housing and a mix of uses including retail services, to create public gathering spaces while discouraging vehicle-oriented uses.

The proposed plan identifies four NACs located at Parkdale Boulevard NW and 25 Street NW, 5 Avenue NW and 24A Street NW, 12 Avenue NW and 20A Street NW and 2 Avenue NW and 5A Street NW. Each NAC has a unique mix of building scales combined with Neighbourhood Flex and Neighbourhood Connector, that enable small walkable mixed-use areas that provide opportunities for local job and population growth.

Community Corridor

Community corridors are pedestrian-focused streets that connect communities and are intended to support low to moderate growth in the form of primarily residential and small-scale mixed-use

and commercial building forms. In the Plan Area, 19 Street NW has been identified as a community corridor. 19 Street NW provides a key north-south corridor for various modes of travel through the Plan Area that connects to key streets and destinations, including Memorial Drive NW, Kensington Road NW, Lions Park LRT Station and the Max Orange BRT stations along 16 Avenue NW. Portions of 19 Street NW in West Hillhurst between 6 Avenue NW and Kensington Road NW have been a key destination for the community and will continue to experience redevelopment incrementally in the form of both residential and mixed-use developments that will contribute to an enhanced pedestrian experience.

A range of urban forms have been applied north of 6 Avenue NW towards and into Hounsfield Heights-Briar Hill reflecting the transition of 19 Street NW from largely residential to commercial along 16 Avenue NW. South of 6 Avenue NW in West Hillhurst, urban forms that enable flexibility and a diversity of both commercial and multi-residential have been applied in recognition of an increasingly diverse range of mixed-use, commercial and multi-residential developments along this section of the corridor. Building scales also vary along this community corridor with the highest scales of up to Mid Scale (up to twelve storeys) along the north and south boundaries of 19 Street NW in Plan Area near 16 Avenue NW and Memorial Drive NW. Additional area specific policies are provided for 19 Street NW to facilitate enhanced public spaces, prevent additional vehicle accesses onto the lane north of 2 Avenue NW and between 19 Street NW and 18A Street NW and ensure new development and vehicle accesses do not impact the integrity of the walking and wheeling experience along portions of 19 Street NW between 6 Avenue NW and Kensington Road NW.

Comprehensive Planning Sites

Comprehensive Planning Sites provide additional site-specific policy guidance for future development and address items such as land use, building scale, mobility connections, opportunities to improve climate resiliency, unique site conditions such as interfaces with adjacent sites and open spaces, provision of publicly accessible open space, transit infrastructure and utility and servicing. The Plan identifies two Comprehensive Planning sites - the North Hill Mall site and the Riley Park Village site (the former Grace Hospital site).

The North Hill Mall site is envisioned as a vibrant, mixed-use area, providing current and future residents with more housing choice and a variety of amenities while expanding upon its current commercial uses. By improving the public space around the station area and encouraging intensification on the mall site, this area is anticipated to incrementally evolve through retaining existing amenities and adding new development that meet the needs of an evolving city. Additional policies encourage non-market and mixed-market housing, enhance pedestrian and wheeling infrastructure connections to adjacent destinations and between buildings and enhanced interface and site design between the mall and the Louise Riley Public Library.

The Riley Park Village site draws largely from the recent amendments to the Hillhurst/Sunnyside Area Redevelopment Plan. The site is envisioned as a vibrant sustainable urban village within an attractive, walkable inner-city community; a community allowing different age groups and lifestyles to live, work, play, heal and closely interact with each other in a setting that provides a range of community services. Various market and non-market housing options will provide community residents with housing alternatives that allow them to stay in the community throughout their lives. Additional policies and modified building scales, direct public space improvements, encourage high-quality neighbourhood-friendly streetscapes and enhance site interface and building design.

Heritage Guideline Areas

Heritage Guidelines will ensure that new residential development within identified Heritage Guideline Areas is contextually sensitive and consistent with existing heritage assets. The Guidelines encourage new residential development to draw design reference from nearby residential heritage assets in ways that complement the unique and historic qualities of the Heritage Guideline Areas while still allowing for modern designs. The Guidelines address general characteristics of buildings rather than enforcing strict architectural rules and are divided into four general sections: Site and Landscape Design; Roofs and Massing; Front Facades; and Windows, Materials and Details. The Guidelines reference key building elements common among residential heritage assets in the Riley Communities while not prescribing design or architectural styles for new development. The Heritage Guidelines do not limit the specific number of dwelling units or housing type nor prevent the development of a variety of housing types in the Heritage Guideline Areas.

Population and Demographics

Demographic trends were an important consideration in developing the Plan. As outlined in Table 1, communities within the Plan Area have seen a population decline of 271 people or 0.9 percent since the peak in 2018. During the same period, Calgary's population grew by over 5 percent. Over this period, total occupied dwellings decreased from 9,290 to 9,119 homes. In addition, there is a decline in the occupancy rates per dwelling unit from the peak of 3.12 persons per unit in 1968 to 2.27 persons per unit in 2019.

Population decline is more pronounced in some of the Riley Communities as outlined in Table 2. The population in West Hillhurst peaked in 1968 and the population in Hounsfield Heights-Briar Hill peaked in 1971. Currently, West Hillhurst is 6.17 percent below its peak population, while Hounsfield Heights-Briar Hill is roughly 15.1 percent below its peak population. In contrast, Hillhurst has experienced a slight decline of approximately 2.66 percent since its peak year of 2016 and Sunnyside has experienced continued population growth more recently with their peak year being 2019. Hillhurst and Sunnyside's relatively recent peak population compared to West Hillhurst and Hounsfield Heights-Briar Hill can be attributed to several factors, including sustained redevelopment and demand within the Sunnyside LRT transit station area where two defining Neighbourhood Main Streets meet.

Table 1: Riley Communities Local Area Plan Population

	Population	**Total Dwellings**	**Occupied Dwellings**	**Persons per Unit**
Peak	20,304	10,371	9,290	3.12
Peak Year	2018	2015	2015	1968
2019	20,033	9,831	9,119	2.27
Loss since Peak	-271	-540	-171	-0.85
% change since Peak	-0.9%	-5.21%	-1%	-27.2%

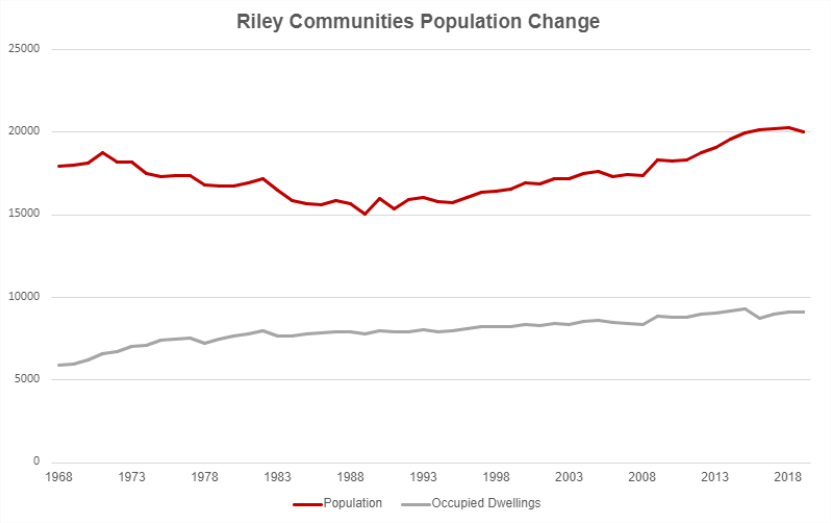


Table 2: Riley Individual Communities Population Tables

Community	Peak Year	Peak Population	2019 Population	% Change since Peak	Loss Since Peak
Hillhurst	2016	6,737	6,558	-2.66%	-179
Hounsfield Heights - Briar Hill	1971	3,294	2,798	-15.1%	-496
Sunnyside	2019	4,230	4,230	0%	0
West Hillhurst	1968	6,871	6,447	-6.17%	-424

Mobility Study

The Mobility Study is a non-statutory document that was initially identified in the Hillhurst / Sunnyside Area Redevelopment Plan in response to growth and change around the Sunnyside LRT transit station area. The Mobility Study was intended to only address issues within the limited geographical area of a single transit station area. Undertaking the Mobility Study in tandem with the Riley Communities Local Area Plan, the scope expanded to the entire Plan Area. The Mobility Study informs the policy and implementation options of the Plan, including investment priorities that account for all the major mobility moves required to support ongoing growth and demand in these connected communities north of the Bow River. The Mobility Study is a long-term roadmap to guide transportation projects and investments in the Riley Communities on a broader level to ensure a complete and connected mobility network. The Mobility Study is a shift from typical assessments that focus primarily on driving, to one that considers the needs of all travel options and travelers. It supports the shift to more sustainable travel options, opportunities for travel demand management and the integration of mobility and land use planning. Development of the Mobility Study was based on a review of existing mobility travel patterns and data, built infrastructure and anticipated mobility issues and opportunities in the Plan Area. The final draft of the Mobility Study was completed in May 2024 and shared with Community Associations before it was shared with the broader public. Additional details are found in Attachment 5.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The Plan and recommendations in this report have considered, and are aligned with, the policy direction of the *South Saskatchewan Regional Plan* which directs population growth in the region to cities and towns and promotes the efficient use of land.

Growth Plan (2022)

The Plan and recommendations in this report align with the policy direction of the Calgary Metropolitan Region Board's *Growth Plan* (GP). The Plan builds on the principles of the GP by promoting efficient use of land and regional infrastructure and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The MDP on Map 1: Urban Structure identifies four Land Use Typologies that apply to the Riley Communities, including the Urban Main Street typology, the Neighbourhood Main Street typology, the Community Activity Centre typology and the Developed Residential – Inner City typology. The Riley Communities Local Area Plan locates the highest built forms and scales near major transit infrastructure, within Activity Centres and along Main Streets to ensure increases in densities are near existing amenities and infrastructure and can support continued investments in public spaces to improve walking and wheeling experiences of Calgarians.

In addition to the policy areas listed above, the MDP contains policies that guide the development of local area plans. These include policies around community engagement, watershed planning, identifying tree canopy targets and coordinating sustainable energy planning at all scales of development. Development of the Riley Communities Local Area Plan considered and is aligned with these MDP policies as summarized below.

Extensive community engagement was undertaken as part of the Plan, details of which can be found in Attachment 4. Community engagement was a significant component of the Plan, with public feedback helping to shape each chapter of the Plan through the engagement process.

An analysis of stormwater, water and sanitary infrastructure was undertaken for the Plan once the final urban form category and building scale maps were developed. In addition to this analysis, the Plan contains policies to address stormwater retention and mitigation.

The current urban tree canopy coverage is 17.6 percent in the Plan Area. The City's urban tree canopy target for this area is 18.5 percent by 2030, 19.6 percent by 2040 and 19.9 percent by 2050. The Plan identifies implementation options to protect and expand the urban tree canopy, particularly along key Main Streets and corridors and in public parks and open spaces.

In alignment with MDP objectives, the Plan also focuses on climate resilience and provides direction to minimize the adverse effects of climate change on people, businesses, homes and the environment. It promotes development and building designs that reduce energy use and greenhouse gas emissions, lower risk and improve adaptability to climate change to minimize damage to buildings, infrastructure and natural ecosystems. Additionally, policies in the Plan support the preservation and restoration of riparian areas using natural infrastructure to enhance resilience to river flooding to ensure the ecological health of the Plan Area.

Calgary

Riley Communities
Local Area Planning

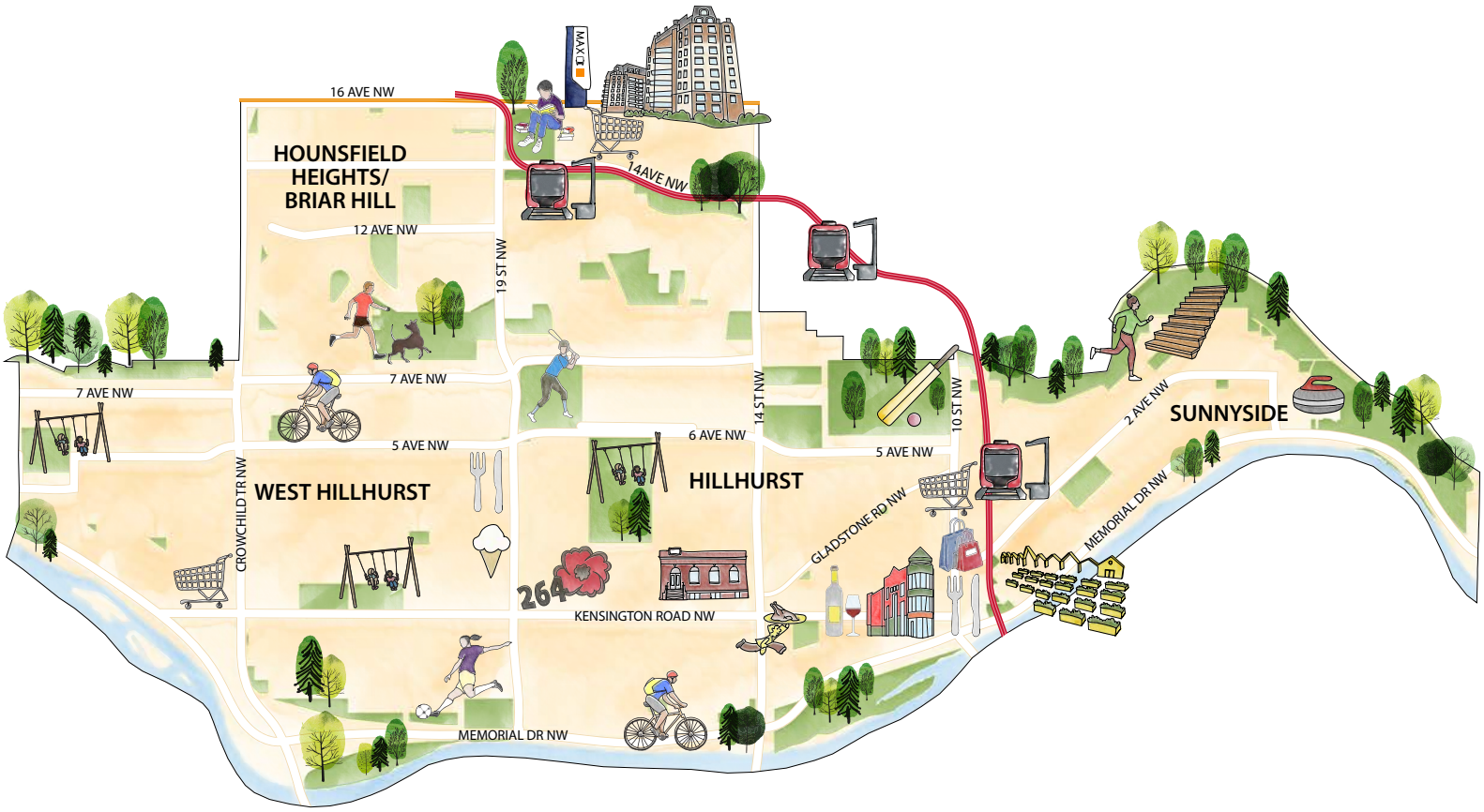
Engagement Summary

23-0034774 - CRV-26473

Together, over a two-and-a-half-year period with thousands of participants, a local area plan for the Riley Communities was created.

A robust multi-phased public engagement process was undertaken to create the Riley Communities Local Area Plan (the Plan). Thousands of ideas and comments were shared, compiled, reviewed, and used to shape and refine content and concepts within the Plan.

The Riley Communities



Highlights: **Public Participation**

From winter 2021 – spring 2024, conversations about where, why and how revitalization and redevelopment should happen took place with a range of participants. Thousands of individuals were involved in the creation of the Plan from youth to seniors, residents and business owners, community association and development industry representatives and a dedicated and diverse working group that provided in-depth insights and feedback.

2+ years
to create the **Riley Communities Local Area Plan**

4 **phases** of public participation

10 community association **sessions**

9 working group **sessions**

5 Riley Heritage working group **sessions**

32 public engagement **events**

4 landowner/ development industry **sessions**

110 days of **online engagement**

42K+ **engagement packages** & booklets mailed

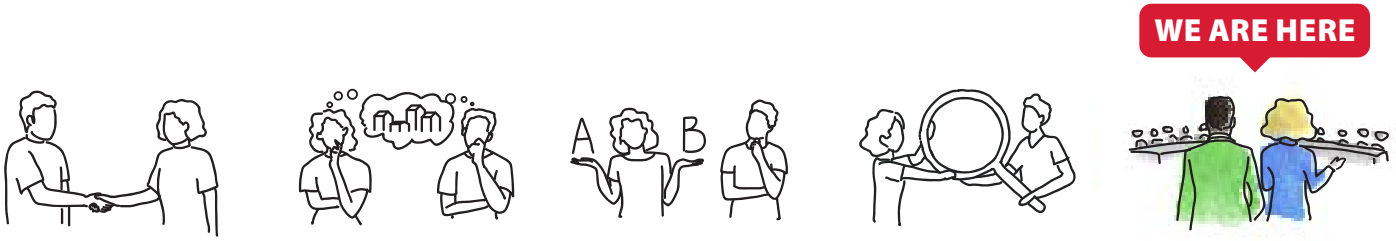
2.6M+ **advertisements** displayed

45K+ instances of **involvement**

1.8K+ instances of **direct engagement participation**

3K+ **contributions** submitted

Engagement Approach



Winter 2021	Spring 2022	Fall 2023	Spring 2024	Fall 2024 – Winter 2025
Phase 0: Discover	**Phase 1: Envision**	**Phase 2: Explore**	**Phase 3: Refine**	**Phase 4: Realize**
Pre-project research, relationship building, and knowledge transfer.	Looking back at the past, understanding the present and envisioning the future of the area.	Exploring where and how growth and change could happen in the area.	Refining the plan and confirming the community improvements.	Committee and Council review and decision.

A multi-phased approach enabled discussion, consideration, creation and refinement of the local area plan with participants over time. Information and education about key considerations, benefits and tradeoffs were woven directly into the engagement topics within each phase to build participant capacity as each chapter of the local area plan was engaged on and refined.

A multi-phased approach allowed for education and discussions to start at a broad and visionary level and progress to become more focused and refined through the process. The local area plan itself goes from visionary (Chapter 1) to more focused local-specific guidance and direction (Chapter 2), to very specific investment priorities and implementation options (Chapter 3). Aligning the phases of engagement to the creation and refinement of each chapter provided participants with iterative opportunities for feedback with clear outputs at the end of each phase.

"This is a neighbourhood with close proximity to city centre that is a perfect community for increased density and business development. It currently is in the crossroads of how to proceed with what meets the desires of current residents, while also evolving to meet the upcoming needs of a growing city that is in desperate need of further density, especially in inner city neighourhoods. This is an exciting, dynamic conversation, but one with a lot of emotion that can pose challenges."

— Participant

Engagement Guiding Principles

1. Phased Program

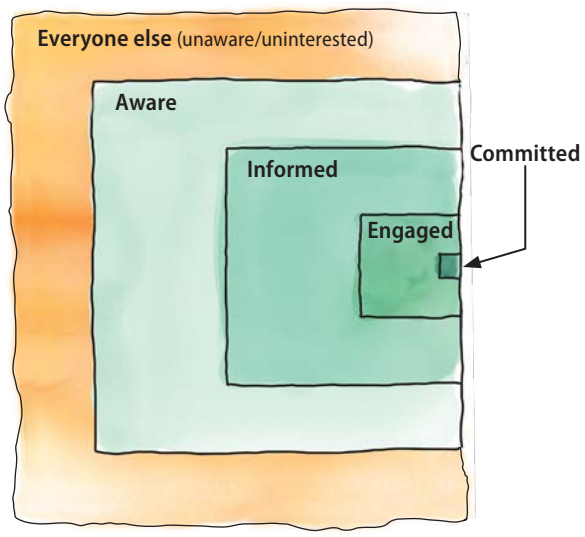
The engagement process for the Riley Communities Local Area Planning project was designed as a multi-phased approach. Input was collected at key intervals throughout the planning process to help influence the Plan as it was created and to provide multiple touch points and opportunities for participants to get involved.

2. Inclusive Process

The needs of participants were considered through the process and the project team removed as many barriers to participation as possible. Effort was made to ensure public engagement was accessible to all, despite potential limitations that might prevent them from being included in the process. A key objective was to ensure that at the very least, people within the area were aware of the opportunity to participate and understood that we were interested in hearing from them. Accessibility accommodations were also available for engagement by request via 311.

3. Participation Interests & Intensity

Out of thousands of participants within the Riley Communities, we know that people will land in various places in terms of their participation interest level. Despite our best efforts, some people will never really be aware or are simply uninterested in getting involved, some are highly engaged and committed, and many fall somewhere in between. The engagement process was designed to cater to a broad spectrum of participation interests and intensities – based on the corresponding levels of interest, time and commitment participants wanted, and were willing and able to commit to.



A broad mix of communications and engagement tools and techniques were used to ensure people were reached and able to get involved at a level and through a method that best suited their needs. The tools and techniques used for the Riley Communities Local Area Plan project were informed by: communications and engagement best practices, local demographics and socioeconomic information, participant feedback and lessons learned through the project.

4. Grassroots Conversations

Throughout our engagement process, there was a focus on getting out into the community, building relationships and building mutual and shared understanding. We aimed to achieve this by getting the project team out in the community to meet people where they are, igniting interest and involvement in conversations about change and redevelopment. We ensured the project team met people face-to-face where possible, but also virtually to make sure everyone was able to get involved. Toolkits were also provided directly to underrepresented groups and community leaders with existing community connections to support community-based conversations. A key objective was to ensure the topics being discussed and opportunities for involvement were presented and discussed in ways that were clear, understandable and inviting. Another key objective was to be open, honest and transparent in all conversations and to be available to meet and answer questions at any time through the process.

5. Clear Engagement Reporting

Transparency and an open process was demonstrated through clear reporting and connecting the dots between the input that was provided and how it was considered as decisions were made through the process. What We Heard reports that shared verbatim feedback and themes were created and shared following each phase of engagement. What We Did reports were also created for each phase of the project, outlining how the project team considered and responded to each of the key themes that emerged through each phase of the project.

ISC: UNRESTRICTED

Opportunities for Involvement

A variety of opportunities for involvement were available through the process that aimed to accommodate a range of participation interest and intensities (high, medium, low) and remove a range of barriers to participation (time, understanding, trust, audio/visual, mobility, internet, language, etc.).

Riley Communities Working Group Sessions

The Riley Communities Local Area Planning project offered the opportunity to apply to join a multi-community working group – this would be considered a high-interest/ high-intensity opportunity. The working group was designed to have more in-depth discussions, diving deeper into public feedback and guiding planning policy, and building on the knowledge and insights of previous sessions.

Through a recruitment process, 26 members of the broader community as well as community association and development industry representatives were selected to participate in dialogue on the planning interests of the entire area. The working group participated in a number of sessions where they brought different perspectives, viewpoints, ideas and concerns to the table. The working group expanded on the ideas and concerns shared by the broader community and acted as a sounding board for the project team as content and concepts for the local area plan were drafted.

In-person & Virtual Engagement Sessions (public, community association & development industry representatives)

In-person and virtual engagement sessions were offered to the general public as medium interest/medium intensity opportunities. Virtual engagement sessions were offered throughout the project via Microsoft Teams as a method to engage virtually and directly with the project team. In addition to the public opportunities, in-person and virtual engagement sessions were also offered for community association board members and development industry representatives.

"We like the inner-city location which allows ease of access to many city areas and amenities. We like the river access and other green spaces in the area. We like that it is family friendly with schools, parks, and the type of dwellings."

— Participant

ISC: UNRESTRICTED

Mailed Engagement Packages

Engagement packages and booklets were mailed to households and businesses in the Riley Communities area to ensure people were aware of the project, had key information directly in their hands and had the option of mailing a feedback form as an alternative option to in-person, virtual or online engagement. Mailed engagement booklets that included a pre-paid feedback form were an alternate medium interest/medium intensity way to provide feedback (pre-paid postage was included to reduce financial barriers associated to return postage fees).

Engagement Stations

In-community My Idea Stations were placed at high-traffic and accessible locations throughout the Riley Communities to ensure a physical presence in the community to help raise awareness and as vessels to share information and collect feedback. In addition, if someone did not receive a mailed engagement package or booklet, they were able to pick one up at one of the five My Idea Stations in the plan area or download a booklet online.

Online Engagement

Online engagement opportunities were offered as a low-medium interest/intensity opportunity. Online engagement at calgary.ca/Riley was available within each phase for weeks at a time as an option for people to get involved at a time and place that worked for them. Within each phase of the project, multiple topics were open for input. Online engagement provided people with a quick and easily accessible opportunity to get involved.

Community Walk-and-Talks

Community walk-and-talk sessions were held with community representatives out in various plan communities. The project leads met with community members who were interested in discussing specific areas of their communities.

"People in these neighbourhoods truly care about the area and are invested in its future. There is a number of great businesses that are starting and thriving in the area that make it a great place to live. As well, the neighbourhood is going towards greater density, which allows for more opportunities for other individuals and families to take part in the growth of the neighbourhoods."

— Participant

Key Themes

High-level themes (from all phases of engagement)

- Participants feel that there needs to be road infrastructure improvements in the area.
- Participants expressed concerns around what effects growth and change could have on traffic safety.
- Participants expressed concerns about adding more growth in their communities.
- Participants highlighted potential infrastructure upgrades that should also be considered.
- Participants supported adding more growth in their communities.
- Participants expressed a desire to have a greater range of housing options in the area.
- Participants provided general support for the Vision and Core Values as presented.
- Housing as a topic was important to participants with comments centered on affordable housing and diverse housing choice.
- Respondents looked to integrate sensitive densification and transition zones in the Core Value language.
- Mobility, walkability, and year-round infrastructure utilization were frequent topics of interest.
- Participants referenced specific corridors, parks or streetscapes that highlighted Core Values.
- Participants provided corridor-specific observations and feedback regarding where growth and height should be removed or added.
- The Lions Park Station, North Hill Mall site and neighbourhood of Hounsfield Heights - Briar Hill were highlighted as areas needing more growth.
- Respondents identified areas for additional growth often connecting responses to amenity proximity.
- General support was a significant theme in response to the Focus Areas for Growth Map.
- Respondents expressed concerns specific to potential building height and privacy loss and offered suggestions regarding transition zones.
- Support for more housing choices and policies was the most frequent feedback theme.
- Participants want small-scale growth to consider the aesthetics and community character of the local area.
- General support was a top theme with participants indicating small-scale housing growth improved housing options in the Riley Communities.
- Respondents indicated massing, setback, lot coverage and transition area all needed to be considered when planning for small-scale growth.
- Participants expressed concern about parking availability, traffic management and vehicle flow through the area.
- Participants indicated support of small scale/mixed housing with location & height-specific criteria.
- Participants indicated the desire to maintain single-family homes in the Plan Area.
- Many indicated the desire to maintain neighbourhood historic charm, neighbourly feel, heritage homes and buildings.
- Participants indicated concern over parking impacts with increasing growth in the Plan Area.
- Participants indicated concerns about seeing an increase in traffic and the need for traffic calming, and accessibility considerations.

ISC: UNRESTRICTED

Engagement Summary
Phase 1: Envision

This phase was focused on looking back at the past, understanding the present and envisioning the future of the area.

In addition to broad public outreach and engagement, meetings and engagement took place with the general public from April – May 2022 and with targeted participants from spring 2022 to fall 2022.

What We Heard

Detailed information about all outreach and engagement activities can be found on the subsequent pages and within the **Phase 1 What We Heard Report at calgary.ca/Riley**

Awareness building, education and engagement took place with the general public from April 12 – May 9, 2022, resulting in:

Total **ADS DISPLAYED**
224,000+

Total **INVOLVED**
13,300+

Total **ENGAGED**
420+

Total **CONTRIBUTIONS**
800+

Building Awareness

Tools used to build awareness of the project and opportunities to get involved included:

- Education and engagement booklets mailed directly to all homes and businesses in the area.
- Engage Stations were also installed to raise awareness and provide additional education and engagement booklets to community members.
- Large-format signs located in high-traffic areas.
- Two waves of geo-targeted social media ads (Facebook, Twitter, Instagram, Nextdoor).
- Geo-targeted banner ads.
- Geo-targeted video ads on YouTube.
- Geo-targeted ads on high-traffic websites.
- Email updates to project subscribers.
- Communications toolkits provided to local community associations and Ward Councillors to make it easy to help spread the word through their established communications channels and networks.

Focus of Engagement

This phase was focused on the creation and refinement of the first chapter of the local area plan. Engagement was focused on looking back at the past, understanding the present and envisioning the future of the area.

Topic 1: PAST – **the area's history and roots**

Topic 2: PRESENT – **the area as it exists today**

Topic 3: FUTURE – **the next 30 years**

An Initial Draft of **Chapter 1** of the local area plan was also available for review and feedback.

"Create a diverse, attractive, lovely neighbourhood where people of all incomes can find suitable housing opportunities as well as move safely across the neighbourhood using active and public modes of transportation."

— Participant

ISC: UNRESTRICTED

Opportunities for Involvement

Public education and engagement booklets – magazine-style education and engagement booklets mailed to all households and businesses in the Plan area with the opportunity to respond and mail back the feedback form (pre-paid return postage provided). Booklets were also available for pick up at eleven engage stations throughout the Plan area.

Online public engagement – opportunity to provide feedback online via desktop or mobile device.

In-person public engagement – opportunity to meet the project team face-to-face, ask questions and provide feedback.

Virtual public engagement – multiple opportunities to meet the project team online, ask questions and provide feedback.

In-community pop-ups – the project team joined events throughout the communities to share info & spread awareness about the project, and answer questions.

Community walking tours – local community associations had the opportunity to lead the project team on a tour of their community.

Working group sessions – multiple sessions where the working group and project team were able to dig deeper into discussions related to asset mapping, vision and core values and potential focus areas for growth.

Heritage sub-working group sessions – sessions for members working on the Riley Communities Heritage Guidelines to look at key values, discuss and refine character defining elements, and refine Heritage Guideline Area boundaries.

Community association sessions – multiple sessions for community association members to learn more, ask questions and provide feedback.

Development industry session – a session for industry members to learn more, ask questions and provide feedback.

"The Riley area is important for people to appreciate and understand the eclectic personality of our community. The neighborhoods in the Riley area are unique, pedestrian friendly, multi-generational, diverse and our history can help us celebrate and embrace our communities."
— Participant

"It's important to better understand how former public transit methods (ie. Streetcar and electric trolley coach routes) shaped Riley's street planning and possibly still shape our streets and neighbourhoods today."
— Participant

Engagement Timeline

Phase 0: DISCOVER
(pre-project research, awareness building and knowledge transfer)

NOTE: Phase 0 outreach efforts not included in Phase 1 engagement summary above.

Prior to the project's official launch with the community, a number of meetings with local community leaders such as community association representatives, institutional representatives and others were held to share information and get to know each other.

February 16, 2022	**Community Association Session #1 (virtual)**
March 31, 2022	**Community Association Session #2 (virtual)**

Phase 1: ENVISION
(focused on looking back at the past, understanding the present and envisioning the future of the area)

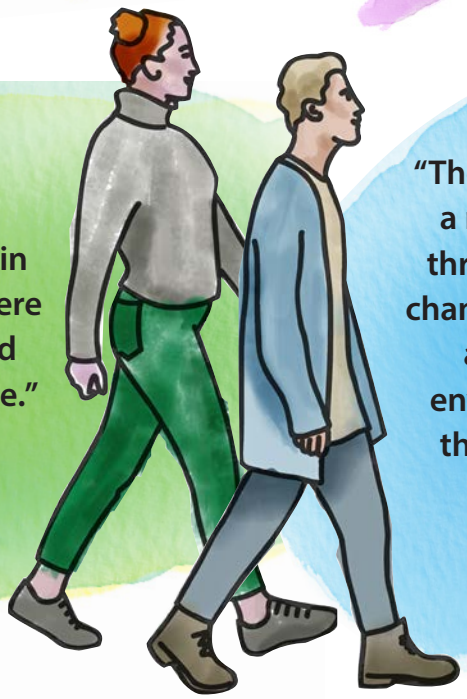
April 12 – May 8, 2022	**Engagement Booklets Mailed to Residents/Businesses**
	Engagement Booklets available for pickup at Engage Stations
	Online engagement open for feedback
	Working Group applications accepted
April 21, 2022	**Public Engagement Session (virtual)**
April 22, 2022	**Project team pop-up at Kensington Safeway**
April 26, 2022	**Project team pop-up at West Hillhurst Go-Getters Association**
April 27, 2022	**Project team pop-up at Kensington Plaza Cinema courtyard**
April 30, 2022	**Project team pop-up at Hillhurst/Sunnyside Farmer's Market**
May 3, 2022	**Public Engagement Session (virtual)**
	Project team pop-up at Louise Riley Library
May 4, 2022	**Project team pop-up at Hounsfield Heights – Briar Hill Community Association field/ Louise Riley Library**
June 22, 2022	**Working Group Session #1: Asset Mapping/Core Values (in-person)**
September 20, 2022	**Working Group Session #2: Validate draft Vision & Core Values (virtual)**
September 28, 2022	**Heritage Sub-Working Group Session #1: Key Values and Character Defining Elements (virtual)**
October 5, 2022	**Working Group Session #3: Key Growth Areas (virtual)**
November 1, 2022	**Community Association Session #1 (in-person)**
November 4, 2022	**Community Walking Tour led by members of the West Hillhurst Community Association**
	Community Walking Tour led by members of the Hounsfield Heights - Briar Hill Community Association
November 8, 2022	**Working Group Session #4: Refine Initial Key Growth Areas Map (virtual)**
November 16, 2022	**Heritage Sub-Working Group Session #2 - Refining Character Defining Elements and Heritage Guideline Area Boundaries (virtual)**
November 18, 2022	**Community Walking Tour led by members of the Hillhurst/Sunnyside Community Association**

ISC: UNRESTRICTED

"I love the walkability, the parks, and the schools. I love the local businesses, and would like to see more of them."
— Participant

"Wheeling and walking options- Bike lanes have been extended but more are needed to connect the network."
— Participant

"We need to have more density in some areas, but in densifying, there needs to be an appreciation and respect for what is currently there."
— Participant



"The area has been able to maintain a neighbourly small-town charm through all its redevelopment and change. The residents are welcoming and committed to equity and environmental stewardship. I love the tree-lined, walkable streets."
— Participant

ISC: UNRESTRICTED

What We Heard and How Feedback Was Actioned

This phase was focused on the creation and refinement of the first chapter of the local area plan. Engagement was focused on looking back at the past, understanding the present and envisioning the future of the area.

Key Themes Heard

Key themes heard from participants through the first phase of the project included:

PAST:
What is important for people to know about the area's history?

- Recognition of local and Indigenous historical sites
- Single-family homes with heritage characteristics (RC1 Zoning/Densification)
- Green space, parks, and mature trees

PRESENT:
What do you love about the area and your community and why?

- Proximity to amenities and walkability
- Parks/Open Space
- Recreation assets/Community spaces

PRESENT:
What are the challenges your area is facing and why?

- Road/traffic infrastructure & traffic safety
- Social disorder & crime
- Desire to maintain current character and charm of the area

FUTURE:
What's important to you and for future generations when thinking about how the area could evolve in the next 10-30 years and why?

- Improve infrastructure and connectivity
- Diverse housing choices
- Accessibility, safety, and additional amenities

"Needs safer bike paths to connect to the paths on the river. Would love more commercial pockets. I really dislike how commuters use some of our roads as a thoroughfare and there is not safe crossing or lights at some key intersections where kids walk to school."
— Participant

What We Heard

Additional information can be found within the **Phase 1 What We Heard Report at calgary.ca/Riley**

ISC: UNRESTRICTED

Key Changes Made

How Feedback Was Actioned

Overall, feedback was used to refine the first chapter of the local area plan including refining the history section, refining the current context section and creating the draft Vision & Core Values. Input was also used to inform initial potential focus areas for growth and development policies for review and discussion in the next phase of engagement.

Key changes made to the draft Riley Communities Local Area Plan (Plan) based on feedback included:

1. **Focus more on rich and diverse histories of the Plan Area.**

   Throughout Phase 1, we received specific feedback into the unique histories, places and people that define this Plan Area. In response, we further refined the draft Chapter 1 and the additional history section. We also began exploring both heritage policies and heritage guidelines areas to capture the rich and diverse histories as well as built forms of the Plan Area.

2. **Explore opportunities to maintain and improve various parks and open spaces.**

   We received significant feedback into how much individuals value their parks and open spaces. As a result, the project team developed the Parks, Recreation and Public Space Core Value. This draft Core Value will drive decision-making and policy development as part of Phase 2 of the project. It will also ensure specific policies and implementation options that improve, upgrade and expand the inventory of parks and open spaces are developed in later phases.

3. **Account for unique location of the Plan Area and proximity to amenities and destinations.**

   The Riley Communities have a unique location within Calgary as they situate near the Bow River, Downtown Core and major employers, such as the Foothills Medical Centre and University of Calgary. This was a constant piece of feedback we received during Phase 1 engagement. In response, we developed a draft Vision and set of draft Core Values that are aimed at improving access to amenities and destinations throughout and near the Plan Area. The geographical location of the Plan Area also shaped discussions around the Key Growth Areas Map, a key engagement tool, to begin discussions around growth and change.

"The area needs to have a target for its mix of long term, transitional, institutional and targetted (affordable, family, senior-friendly, student, etc.) housing. Better ideas need to be incorporated into design to encourage long term commitment to staying in the community."

— Participant

ISC: UNRESTRICTED

4. Address safety and accessibility around transit stations.

In response to public feedback on safety concerns around the Lions Park LRT Station and Sunnyside LRT Station, a new Core Value was added to the draft Chapter 1. The Safe and Accessible Communities Core Value emphasizes safety and accessibility as key considerations in public realm improvements, new building design and improved transportation options. The project team highlighted and shared specific concerns with other City departments and business units working on other initiatives within the Plan area. During the next phases of this project, development of policies and implementation options that align to this Core Value will be explored.

"I think it's important to focus on the outdoor gathering spaces and put effort into improving walkability, cycling, etc. making space for things like community gardens or multi use parks would be amazing for future generstions to benefit from."

— Participant

"I wish the pool area was better, public skating not just hockey, more workout spaces, more community programs, more kids programs, better library"

— Participant

5. Address potential negative effects of growth and change on the mobility network.

Throughout Phase 1, we heard about potential negative effects of growth and change on the mobility network. To help inform our understanding of community contexts and trends in the Riley Communities that were identified in previous phases and on other projects in the Plan Area we are also undertaking a mobility study. This study will provide a long-term roadmap for The City to guide transportation improvement projects and investments to address issues and opportunities that may emerge through ongoing growth and change in the Plan Area. In addition to the ongoing work surrounding the mobility study, we have also developed the draft Moving To and Through the Riley Communities Core Value, to ensure mobility improvements are explored as part of policy and implementation options during the next phases of the project.

What We Did

Additional information about key changes made can found within the **Phase 1 What We Did Report at calgary.ca/Riley**

Engagement Summary
Phase 2: Explore

This phase focused on exploring exploring where and how growth and change could happen in the area.

Meetings and engagement took place with targeted participants from January to June 2023, and with the general public from January to February 2023.

Awareness building, education and engagement took place with the general public from January 17 to February 12, 2023, resulting in:

Total **ADS DISPLAYED**
598,000+

Total **INVOLVED**
13,800+

Total **ENGAGED**
620+

Total **CONTRIBUTIONS**
760+

What We Heard

Detailed information about all outreach and engagement activities can be found on the subsequent pages and within the **Phase 2 What We Heard Report** at **calgary.ca/Riley**

23-0034774: ADV-26472

Building Awareness

Tools used to build awareness of the project and opportunities to get involved included:

- Education and engagement booklets mailed directly to all homes and businesses in the Plan Area.
- Engagement Stations from Phase 1 were continued to be used to raise awareness and provide additional education and engagement booklets to community members.
- Large-format signs located in high-traffic areas.
- Two waves of geo-targeted social media ads (Facebook, Twitter, Instagram, Nextdoor).
- Geo-targeted banner ads.
- Geo-targeted video ads on YouTube.
- Geo-targeted ads on high-traffic websites.
- Digital elevator ads.
- Ads in each of the Plan Area community association newsletters.
- Email updates to project subscribers.
- Communications toolkits provided to local community associations and Ward Councillors to make it easy to help spread the word through their established communications channels and networks.

"One of the Riley Communities' greatest assets is walkability and an abundance of parks. I think it makes great sense to continue to enhance some of the best features of the area."
— Participant

Focus of Engagement

We looked for feedback to help refine the draft vision and core values. We also started to explore where and how growth and change could happen in the area, including where growth could be focused and where larger buildings could go. We also introduced small-scale growth and the benefits of having a variety of small-scale homes in a community.

Topic 1: **Riley Communities Draft Vision & Core Values**

Topic 2: **Potential Focus Areas for Moderate-to Large-Scale Growth**

Topic 3: **Small-Scale Growth**

A revised draft **Chapter 1** and initial draft **Chapter 2** of the local area plan were also available for review and feedback.

ISC: UNRESTRICTED

Opportunities for Involvement

Public education and engagement booklets – magazine-style education and engagement booklets mailed to all households and businesses in the plan area with the opportunity to respond and mail back the feedback form (pre-paid return postage provided). Booklets were also available for pick up at five engagement stations through the plan area.

Online public engagement – opportunity to provide feedback online via desktop or mobile device.

In-person public engagement – opportunity to meet the project team face-to-face, ask questions and provide feedback.

Virtual public engagement – multiple opportunities to meet the project team online, ask questions and provide feedback.

Community walking tours – local community associations had the opportunity to lead the project team on a tour of their community.

Working group sessions – multiple sessions where the working group and project team were able to dig deeper into discussions related to asset mapping, vision and core values and potential focus areas for growth.

Heritage sub-working group sessions – sessions for members working on the Riley Communities Heritage Guidelines to identify character defining elements and review the draft Heritage Guidelines.

Community association sessions – multiple sessions for community association members to learn more, ask questions and provide feedback.

Development industry session – sessions for industry members to learn more, ask questions and provide feedback.

Community conversation series – a touch-point between open public engagement phases to meet with the project team for an update on the work being done and have questions answered.

"I worry about the development along Kensington Road, and 14th street specifically. Those are high volume roads that should prioritize the moving of cars. By also attempting to make them highly developed for commercial purposes centred around pedestrian experience you are creating competing goals."

— Participant

" I walk to work everyday. As such, I look forward to updates and improvements to infrastructure that accommodates and encourages people to be more active day to day. I hope that the sidewalks are improved and made wider, along with the creation of more pedestrian bridges."

— Participant

ISC: UNRESTRICTED

Engagement Timeline

Phase 2: EXPLORE (focused on exploring where and how growth and change could happen in the area)

January 17 – February 12, 2023	**Engagement Booklets mailed to Residents/Businesses**
	Engagement Booklets available for pickup at Engage Stations
	Online engagement open for feedback
January 25, 2023	**Public Engagement Session** (virtual)
January 28, 2023	**Public Engagement Session** (in-person)
February 1, 2023	**Public Engagement Session** (virtual)
February 9, 2023	**Public Engagement Session** (virtual)
February 15, 2023	**Working Group Session # 5: Small-Scale Growth** (virtual)
February 22, 2023	**Industry Session #1** (virtual)
March 15, 2023	**Heritage Sub-Working Group Session #3: Identifying Character Defining Elements** (virtual)
April 19, 2023	**Working Group Session #6: Draft Urban Form and Building Scale Maps** (in-person)
May 25, 2023	**Heritage Sub-Working Group Session #4: Review Draft Heritage Guidelines** (virtual)
May 29, 2023	**Community Association Session #1** (in-person)
May 30, 2023	**Community Association Session #2** (virtual)
June 7, 2023	**Industry Session #2** (in-person)
June 12, 2023	**Community Conversation Series** (in-person)
June 13, 2023	**Community Conversation Series** (in-person)
June 14, 2023	**Working Group Session # 7: Draft Urban Form and Building Scale Map Refinement** (in-person)

"I have no issues with the proposed areas for moderate to large scale growth. As a home owner, over time I think this will only increase the value of my property. I think the proposed changes will improve our community and make it more vibrant over time. I'm interested in having more amenities within walking distance. The less I can rely on a vehicle, the better. I do think the sidewalks need to be improved, made wider, and there should be more pedestrian bridges to make people feel safe."

— Participant

"I feel that that the need for inviting spaces, including access to nature, and green streetscapes has not been adequately addressed. A neighborhood that is all concrete sidewalks abutting the roads is not my idea of an inviting or healthy cityscape."

— Participant

What We Heard and How Feedback Was Actioned

This phase was focused on creating the second draft chapter of the local area plan, as well as revising the first draft chapter. Engagement was focused on exploring where and how growth and change could happen in the area.

Key Themes Heard

Key themes heard from participants through the second phase of the project included:

TOPIC 1: Draft Vision & Core Values

- General support for proposed changes
- Diverse, affordable housing options and sensitive densification
- Mobility/walkability

TOPIC 2: Moderate-To Large-Scale Growth

- Corridor-specific feedback on large-scale growth
- Support for additional growth in Briar Hill/ Lions Park station/North Hill Mall site
- Support for additional growth near community amenities

TOPIC 3: Small-Scale Growth

- Support for more housing options
- Aesthetics and community character
- General support for improved housing options

"I wish the discussion about density were not focused on big new swaths of locations for 4+ stories, but were instead focused on a more human scale increase in density across the board on the map."
— Participant

What We Heard

Additional information can be found within the **Phase 2 What We Heard Report** at **calgary.ca/Riley**

Key Changes Made

How Feedback Was Actioned

Feedback received was used to refine draft Chapter 2 of the local area plan and further refine draft Chapter 1, including revisions to the draft Vision and Core Values. Input on potential future areas for growth helped inform the draft Urban Form and Building Scale Maps presented for feedback in Phase 3.

Key changes made to the draft Riley Communities Local Area Plan (Plan) based on feedback included:

1. Focused large-scale growth around transit stations and along higher activity streets.

Based on feedback the team received on the Existing and Additional Potential Focus Areas for Growth Map, we refined locations identified for moderate-to large-scale growth. This includes south of Lions Park LRT Station, where many comments were received around providing more transit-oriented development in the area. The team also received feedback that the area around Lions Park Station feels unsafe, which can be addressed by introducing more density in the area to activate the space and add more eyes on the streets. The feedback around the Existing and Additional Potential Focus Areas for Growth Map provides guidance in the development of the draft Urban Form and Building Scale maps that will be released in Phase 3 of the project.

"The opportunities when allowing more dense varieties of homes are for increased transit ridership (especially near LRT stations) and improved economics for local, neighborhood businesses. Additionally higher density will allow for increased use of the emerging 5A network."

— Participant

2. Developed transitions between higher-and lower-scale development.

Public input has identified and confirmed several unique conditions across the Plan Area where additional consideration of the transition between higher-and lower-scale development is required. This need will be emphasized with continued development in the Riley Communities. Some of the areas identified for additional scale transition policy include 10 Street NW, 14 Street NW, and the east side of 19 Street NW (north of 2 Avenue NW). The project team will review these corridors and what policy may be required to provide appropriate transitions to lower-scale development.

3. Develop Heritage Guideline Areas.

To help maintain the historic feel of heritage-rich parts of the Riley Communities, Heritage Guideline Areas have been drafted. New development within Heritage Guideline Areas will be required to contribute to the ongoing historic nature of these areas. Draft Heritage Guidelines will be drafted and released in Phase 3. The Heritage Guidelines will address general characteristics of new development, encouraging modern development that is highly contextual and sensitive to surrounding historic buildings.

4. Refined Core Values.

One new theme that emerged from engagement is a desire to see an increased focus on safety and accessibility. We received comments around pedestrian safety, particularly crossing large roads and getting to destinations such as schools and parks. Feedback was also received around safety in public spaces such as LRT stations. In response, the team has created a new draft Core Value titled "Safe and Accessible Communities". Desired community improvements that will be developed in Phase 3 will tie to this Core Value.

"It would be fun to have more areas zoned to allow small businesses within residential communities (off main streets). For example, And Some Cafe is located in the heart of Sunnyside and has become a fun community hub."

— Participant

"I am excited to see our community is an area of focus for the city. We need to allow for more growth, particularly multi-use buildings, and hopefully that will translate into increased investment from the city into green spaces, recreation, and mobility."

— Participant

5. Connected Improvements to Growth.

The project team has received feedback that areas identified for growth should also be in close proximity to amenities and area improvements. Similar comments were provided that highlighted a need to invest in infrastructure. In Phase 3, draft community improvements will be released that highlight desired infrastructure and public amenities to meet current and future community needs. The intent is that the community improvements support changing preferences and requirements that result from growth and change in the Riley Communities.

What We Did

Additional information about key changes made can found within the **Phase 2 What We Did Report** at **calgary.ca/Riley**

Engagement Summary
Phase 3: Refine

This phase was focused on refining the Draft Plan and confirming community improvement ideas.

In addition to broad public outreach and engagement, meetings and engagement took place with the general public from October - November 2023 and with targeted participants from Summer 2023 - Spring 2024.

What We Heard

Detailed information about all outreach and engagement activities can be found on the subsequent pages and within the **Phase 3 What We Heard Report at calgary.ca/Riley**

Awareness building, education and engagement took place with the general public from October 24 – November 20, 2023, resulting in:

Total **ADS DISPLAYED**

497,000+

Total **INVOLVED**

14,000+

Total **ENGAGED**

600+

Total **CONTRIBUTIONS**

1,800+

Building Awareness

Tools used to build awareness of the project and opportunities to get involved included:

- Nine large format (Curbex) signs placed throughout the communities and at high-traffic intersections.
- Community Association posts, website updates, news articles.
- Ads in each of the Plan Area community association newsletters.
- Ward Councillor email updates.
- Mailed engagement packages.
- Paid social media advertisement campaign on Facebook, Instagram and Twitter.
- Organic social media posts on NextDoor.
- Paid geo-targeted digital advertisement campaign on YouTube and geo-targeted banner ads.
- Digital elevator, resto-bar and campus ads on six screens.
- Email newsletter campaign through Riley Communities subscriber list.
- Engage stations installed before Phase 1 were continued to be used to raise awareness and provide additional education and engagement booklets to community members.
- Communications toolkits provided to local community associations and Ward Councillors to make it easy to help spread the word through their established communications channels and networks.

Focus of Engagement

This phase was focused on further discussing and refining how redevelopment and revitalization could happen in your community.

Topic 1: Small-Scale Homes

Topic 2: Draft Urban Form and Building Scale Maps

Topic 3: Community Improvements

A revised draft **Chapter 1 & 2** and initial draft **Chapter 3** of the local area plan were also available for review and feedback.

"I like the idea of increasing density if transit and bike lanes are also improved so that we're not clogged with cars."
— Participant

Opportunities for Involvement

Public education and engagement booklets – magazine-style education and engagement booklets mailed to all households and businesses in the Plan Area with the opportunity to respond and mail back the feedback form (pre-paid return postage provided). Booklets were also available for pick up at 5 engage stations throughout the Plan Area.

Online public engagement – opportunity to provide feedback online via desktop or mobile device.

In-person public engagement – opportunity to meet the project team face-to-face, ask questions and provide feedback.

Virtual public engagement – multiple opportunities to meet the project team online, ask questions and provide feedback.

Working group session – session where the working group and project team were able to dig deeper into discussion regarding small-scale homes, the draft Urban Form and Building Scale Maps and ideas for potential future community improvements for the Plan Area.

Heritage sub-working group session - session for members working on the Riley Communities Heritage Guidelines to view the draft Heritage Guidelines in the context of the draft Riley Communities Local Area Plan and to discuss next steps.

Community association sessions – multiple sessions for community association members to learn more, ask questions and provide feedback.

Development industry session – a session for industry members to learn more, ask questions and provide feedback.

Community conversation series – a touch-point between open public engagement phases to meet with the project team for an update on the work being done and have questions answered.

"Please consider keeping the Louise Riley library site as including a library in future. It is wonderful to have a proper library in the area."
— Participant

"Improve the sidewalks and plant more trees between the road and sidewalk on 14 Street so it's more pedestrian friendly."
— Participant

ISC: UNRESTRICTED

Engagement Timeline

Phase 3: REFINE
(focused on refining the Plan and confirming the community improvement ideas)

September 21, 2023	Working Group Session #8
October 10, 2023	Community Association Session #1 (in-person)
October 11, 2023	Community Association Session #2 (virtual)
October 24 - November 20, 2023	Engagement Booklets mailed to residents and businesses, and available for pickup at Engagement Station
	○ Online engagement open for feedback
October 30, 2023	Public Engagement Session (virtual)
November 6, 2023	Public Engagement Session (in-person)
November 9, 2023	Public Engagement Session (virtual)
November 16, 2023	Industry Session (virtual)
December 19, 2023	Sip n' Chat at Hillhurst Sunnyside Community Association (invited by CA)
March 4, 2024	Community Conversation Series Session (in-person)
March 6, 2024	Heritage Working Group Session #5
March 11, 2024	Community Conversation Series Session (in-person)
April 16, 2024	Mobility Study Presentation to Plan Area CAs

"An increased tree canopy and the addition of kids park materials within parks would be welcome. It's hard not to be envious of our suburban neighbours who have the big community Rec Centres. We don't even have the Eau Claire anymore. No indoor pools for elders and kids, no access to really nice community facilities (yet our taxes are so much higher). A new library on the Lousie Riley site would be amazing."

— Participant

ISC: UNRESTRICTED

"I live on 13 Ave across from Lions Park train station. I like the idea of densifying and bringing more upmarket housing to the area around Lions Park. I do not see the need of building 6 story apartment buildings across from existing detached multimillion dollar homes that are currently on my street. Before building any buildings, it would also be helpful to upgrade the park, connect the bike lanes to the greater bike paths in the city, upgrade the train station so that one needs a ticket to even get on the platform like most cities in the world, and try and bring more high end shops to North Hill Mall."

— Participant

"I would love to see row houses have more yard / space for natural zone / growing gardens. Developers seem more interested in maximizing house and minimizing parking responsibilities and land."

— Participant

ISC: UNRESTRICTED

What We Heard and How Feedback Was Actioned

This phase was focused on discussing small-scale homes, reviewing and refining the draft Urban Form and Building Scale Maps, and determining ideas for future community improvements for the Plan Area.

Key Themes Heard

Key themes heard from participants through the first phase of the project included:

TOPIC 1:
Small-Scale Homes

- Desire to maintain single-detached housing
- Desire to preserve neighbourhood charm and historic character
- Parking concerns

TOPIC 2:
Draft Urban Form and Building Scale

- Location-specific concerns
- Concerns with shadowing and increased noise
- Maintain heritage design and community feel

TOPIC 3:
Community Improvements

- More gathering spaces for all seasons
- Traffic calming
- Pedestrian safety improvements

What We Heard

Additional information can be found within the **Phase 3 What We Heard Report at calgary.ca/Riley**

"Transit Station Area Improvements - I'm glad this is being done! We need the train station to be safe and accessible for everyone."
— Participant

ISC: UNRESTRICTED

Key Changes Made

How Feedback Was Actioned

Feedback was used to help refine the second chapter of the local area plan, specifically refinements to the draft Urban Form and Building Scale Maps. Input gathered was also used to help refine and confirm ideas for potential future community improvements in the Plan Area.

Key changes made to the draft Riley Communities Local Area Plan based on feedback included:

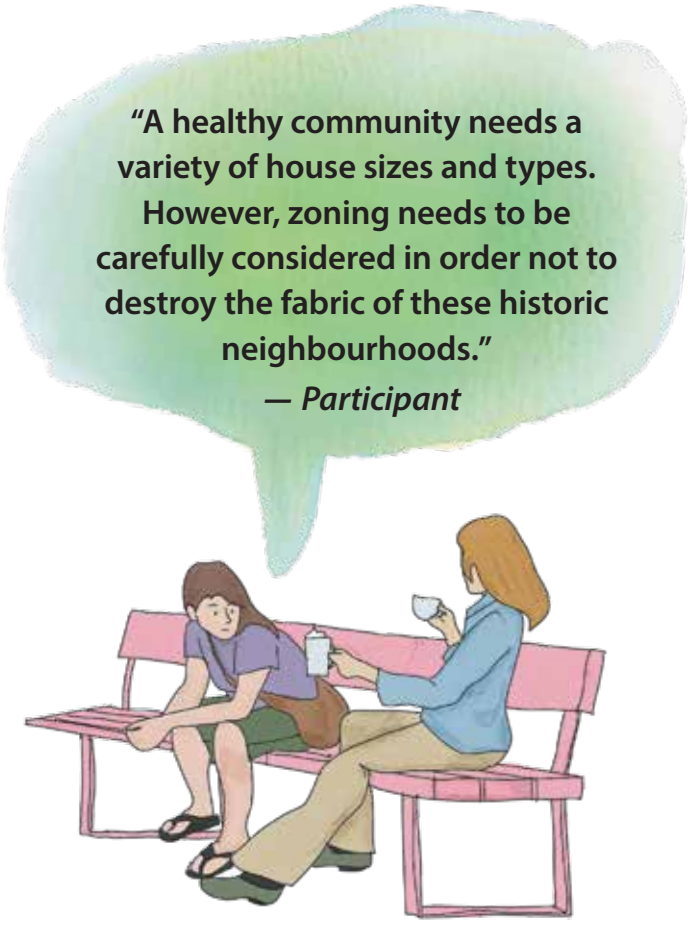
1. Developed transitions between higher-and lower-scale development.

Public input identified and confirmed several unique conditions across the Plan Area where additional consideration of the transition between higher-and lower-scale development was required. Earlier phases of the project saw the introduction of additional scale transition policy include 10 Street NW, 14 Street NW and the east side of 19 Street NW (north of 2 Avenue NW). Based on feedback received in Phase 3, we have updated policy in the Plan to provide clarity with respect to scale transition and how development should decrease scales incrementally through a block to shift building massing away from adjacent lower intensity development.

Participants also shared location specific concerns with the building scale map for areas along 12 Avenue NW and 13 Avenue NW. In response, changes have been made to Map 4: Building Scale to lower the height in this area allow for more gradual building scale transitions and focus on 4 storeys along Lions Park. Additional policies have been added to Chapter 2 to provide guidance for multi-unit development in the Lions Park LRT Transit Station Area, including providing setbacks and upper-level setbacks to reduce shadow impact, designing buildings to provide natural surveillance onto park and ensuring units front onto Lions Park and 13 Avenue NW.

2. Developed heritage density transfer policy and transit station area incentives.

To help maintain the historic feel of heritage-rich parts of the Riley Communities, while also providing opportunities for development and growth, the Plan introduces Heritage Density Transfer policy in transit station areas. This policy framework is intended to support additional building heights above identified building scales shown within the Building Scales Map within transit station areas. The Plan also provides policy to encourage the development of non-market and mixed-market housing, by identifying that direct control bylaws can be used to exclude non-market housing from floor area calculations at time of application reviews when provided in transit station areas. Both these incentives were integrated into the transit station area policy section of the proposed Plan based on feedback received to ensure their application and benefit within these areas was clearly outlined..



3. Added policies to support healthy tree canopy and green space within the Plan Area.

Public feedback regarding parks, open spaces, and natural areas has shaped the investment priorities and community improvements outlined in Chapter 3 and Appendix A. In response to feedback received in Phase 3, additional policy direction has been included to support future investment and enhancement of parks and other public spaces in the Riley Communities. These include investing in winter design and amenities, providing design options and activation in park spaces, and providing improved connections to Riley Park and surrounding area. Furthermore, the list of improvements in Appendix A has been expanded to address specific concerns raised by residents about their community park spaces.

4. Introduced policies and implementation options around safety and accessibility.

The project team has received feedback indicating the need for more policies emphasizing traffic calming and safe mobility routes within the Plan Area, especially around schools. Residents also identified specific areas requiring future investment within the Riley Communities. In response, additional policies and implementation options have been incorporated into Chapters 2 and 3 of the Plan to prioritize investment in pedestrian and cycling connectivity, comfort, and safety, ensuring comprehensive and complete connections across the Plan Area. Feedback also highlighted the lane east of 10 Street NW and north of 4 Avenue NW as needing more robust policies. Consequently, specific policies have been drafted for the Sunnyside LRT Station Area, providing direction on the activation of the lane between 10 Street NW and 9A Street NW, north of 4 Avenue NW. Additional urban form category policies will also support high quality built-form outcomes in these transit station areas..

"We absolutely need better connections to the River throughout the neighborhoods. Especially across Memorial Drive between Crowchild and 14 St, there is only one single pedestrian bridge. I would like to see a 19 St connection to the river prioritized especially."

— Participant

5. Changes to the Building Scale Map.

In Phase 3, participants expressed location specific concerns regarding the increased building heights shown on the building scale map. In response, changes have been made to Map 4: Building Scale to modify the building scales in areas such as on Kensington Road NW, 10 Street NW, and along 12 Avenue NW and 13 Avenue NW. Changes have also been made to increase scale in strategic locations such as around Crowchild Trail NW and Memorial Drive NW. Additional community improvements and options were added to Chapter 3 and Appendix A to support growth and change along these evolving Main Street, transit station areas and arterials.

What We Did

Additional information about key changes made can found within the **Phase 3 What We Did Report at calgary.ca/Riley**

Participation Summary
Phase 4: Realize

This final phase of the project was focused on sharing the final draft Plan with key participants for final comment and sharing the proposed Plan with the public prior to bringing it forward to Committee and Council for review and decision.

Engagement Timeline

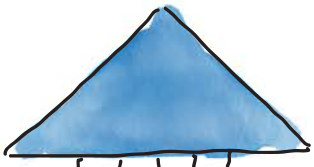
- May 1, 2024 — Working Group Session #9
- May 6, 2024 — Community Association Session #1 (in-person)
- May 13, 2024 — Community Association Session #2 (virtual)
- May 23, 2024 — Public Open House #1 (virtual)
- May 29, 2024 — Public Open House #2 (in-person)
- May 29, 2024 — Hillhurst - Sunnyside Community Association Mobility Study Touch Base (virtual)
- June 3, 2024 — Public Open House #3 (virtual)
- June 19, 2024 — Conversation Series #1 (in-person)
- June 26, 2024 — Conversation Series #2 (in-person)
- June 27, 2024: — Industry Session (virtual)
- July 15, 2024: — West Hillhurst Community Association Mobility Study Touch Base (virtual)
- July 22, 2024: — Hounsfield Heights - Briar Hill Community Association Mobility Study Touch Base (virtual)
- July 26, 2024 — Hounsfield Heights - Briar Hill Community Association Walking Tour
- August 7, 2024 — Hillhurst Sunnyside Community Association Walking Tour
- August 9, 2024 — West Hillhurst Community Association Walking Tour

"As a senior living in a single detached home, I would like to have affordable attached homes, low rise condos, townhouse options available in this residential neighborhood, with adequate and accessible green spaces, close to 'walkable' amenities, including shopping and community resources."

— Participant

Local Area Plan – Key Considerations

Local Area Plan

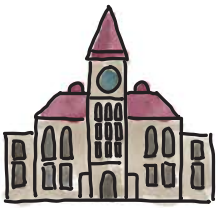


Context & Trends

What is the current context of the area? What is changing when it comes to population demographics, needs and trends?

Equity

How do we plan for equity within our communities and city?



Participant Input

What ideas, insights, opportunities and concerns have been raised by the public and other participants?

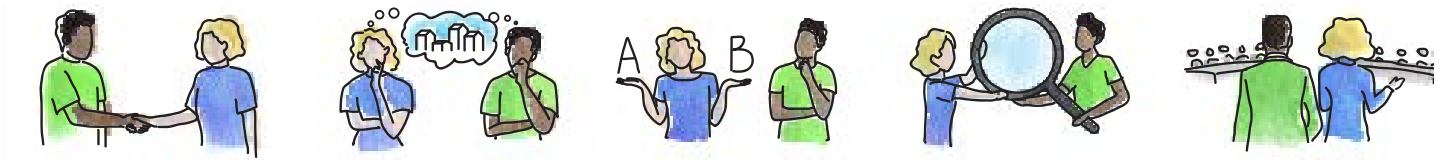
Professional Expertise

What are the urban planning best practices, what is economically feasible and technically possible?

City Policies

How do we ensure alignment to the Municipal Development Plan, Climate Strategy and other City policies?

Creating the Local Area Plan



Phase 0: Discover

Pre-project research, relationship building, and knowledge transfer.

Phase 1: Envision

Looking back at the past, understanding the present and envisioning the future of the area.

Phase 2: Explore

Exploring where and how growth and change could happen in the area.

Phase 3: Refine

Refining the plan and confirming the community improvements.

Phase 4: Realize

Committee and Council review and decision.

LOCAL AREA PLAN

CHAPTER 1: **VISUALIZING GROWTH**	CHAPTER 2: **ENABLING GROWTH**	CHAPTER 3: **SUPPORTING GROWTH**
What do we know about the history of the area, what's loved about the area today, what could be improved, and what's the vision for the future?	*What type of growth makes sense where and what local/ custom direction is needed to realize great development in this area?*	*If growth occurs, what physical and social investments are needed?*
• **History & Current State** history of the area and current context. • **Vision** statement that outlines the vision for the area's future • **Core Values** key priorities to keep in mind as the area evolves in the future	• **Future Growth Concept** Urban Form & Building Scale Maps outline a future vision for the types and forms of new development through the plan area • **Development direction** development policies that provide direction to help shape and guide decisions on future development proposals	• **Future investment goals & objectives** goals and objectives aligned with the Plan's core values • **Implementation options** specific implementation actions or investment options to achieve the supporting growth objectives

What We Heard & What We Did reports

The Riley Communities Local Area Plan was informed by input provided by thousands of participants over multiple phases and multiple years. The Plan sets the vision for the next 30 years – providing direction on future development and investment that residents, landowners, builders/developers, City Planners and Council can commonly refer to as new development and investment ideas are proposed.

For more detailed information about what was heard through the project or to learn more about how input provided in each phase informed the creation and refinement of the Riley Communities Local Area Plan, please review the following What We Heard & What We Did reports.

Riley Communities Local Area Planning Project Key Themes & What We Did Report

Phase 1 What We Heard Report

Phase 1 What We Did Report

Phase 2 What We Heard Report

Phase 2 What We Did Report

Phase 3 What We Heard Report

Phase 3 What We Did Report

RILEY COMMUNITIES MOBILITY STUDY - BRIEF

URBAN SYSTEMS

1.0 WHAT IS THE MOBILITY STUDY?

The Riley Communities Local Area Plan (The Plan) provides guidance on how the Riley Communities will grow and change over the next 30 years. In support of this growth, the Riley Mobility Study (the Mobility Study) was developed to provide direction on the **transportation improvements that The City should complete over the long-term to support this anticipated growth and change**.

The Mobility Study is a long-term roadmap to guide transportation projects and investments in the Riley Communities on a broader level to ensure a complete and connected mobility network. The Mobility Study is a shift from an autocentric assessment to one that considers mobility opportunities and optimization of more sustainable transportation modes, opportunities for travel demand management and the integration of transportation and land use planning. Development of the Mobility Study was based on a review of existing mobility travel patterns and data, built infrastructure and anticipated mobility issues and opportunities in the Riley Communities. Anticipated mobility issues and opportunities were identified through evaluation of previous City planning projects, community engagement and review of anticipated growth areas to determine the relative change and potential impacts. More detailed mobility analysis on a local level will be completed with future redevelopment applications.

The following sections briefly describes the outcomes of the Mobility Study and the impacts on the Plan. To review the full Mobility Study, visit:

https://www.calgary.ca/content/dam/www/pda/pd/documents/riley-communities-lap-mobility-study.pdf

2.0 MOBILITY STUDY OUTCOMES

2.1 PROJECT IDENTIFICATION

The Mobility Study is focused on larger projects rather than spot improvements. Larger projects tend to require greater investment, have longer timelines for study, design and implementation (typically taking several years to complete from planning to implementation) and require significant cross-department collaboration.

The Mobility Study provides a list of over 90 mobility improvement projects to be considered over the long-term. The projects were divided into five categories with some subcategories, as outlined below:

1. **IMPROVEMENTS FOR PEOPLE WALKING AND WHEELING**
   - Enhancements to the existing walking and/or wheeling networks (e.g., upgrades to existing infrastructure)
   - Enhancements to the future walking and/or wheeling networks (e.g., new facilities)
2. **IMPROVED TRANSIT CONNECTIONS**
   - Enhancements to the existing transit network and the walking and wheeling connections that enable people to access it.
3. **IMPROVEMENTS FOR ALL MODES OF TRANSPORTATION**
   - Intersection improvements
   - Corridor improvements

4. **PARKING MANAGEMENT REVIEW**
   - Reviewing current parking demands in an area to understand if the existing supply is sufficient.
5. **TRAFFIC CALMING**
   - Volume and speed reduction
   - Speed reduction

2.2 PROJECT PRIORITIZATION

To assist The City with determining which projects to implement first, the projects were prioritized for implementation based on a set of criteria. Seven prioritization criteria were identified:

1. Proximity to transit
2. Proximity to key destinations (ex. libraries, schools, parks and commercial areas)
3. Safety (Proximity to a location identified to have a higher number of collisions)
4. Relative cost
5. Community interest
6. Previously planned projects
7. Maintenance or lifecycle replacement projects

These seven criteria were applied to each mobility improvement project to establish an overall score for each project. The projects were sorted into “high priority”, “medium priority” and “low priority” categories. These projects were ranked with the most up-to-date information available at the time of writing. While it is recommended that The City begin with implementing the high-priority projects, **the ultimate order of implementation could change over time based as factors such as operational needs, joint funding opportunities with other Capital Projects and community feedback, among other considerations.**

2.3 PROJECT PROFILES

A key outcome of the Mobility Study was the Project Profiles. These profiles provide details on the projects identified as “high priority”. Each Project Profile allows a newly assembled project team to easily and quickly understand the project background and potential options and next steps to begin moving the project forward. A large focus of these projects is on improvements to movement and safety for those walking and wheeling. This focus aligns with several of the Plan’s Core Values including improving access to parks, recreation and public space, climate resilience and safe and accessible communities.

3.0 IMPACTS ON THE PLAN

The Mobility Study provided the framework for implementing the vision for mobility in the Riley Communities over the long-term. The vision and objectives of what would be achieved by implementation of the projects helped to shape the mobility policies in the LAP. The mobility projects prioritized for implementation to support the planned growth in the Riley Communities are outlined in Chapter 3 of The Plan.

The Riley Communities Local Area Plan should be monitored, reviewed and updated as required to reflect the changing priorities and conditions of the area as mobility-related area improvements and investment options are implemented.

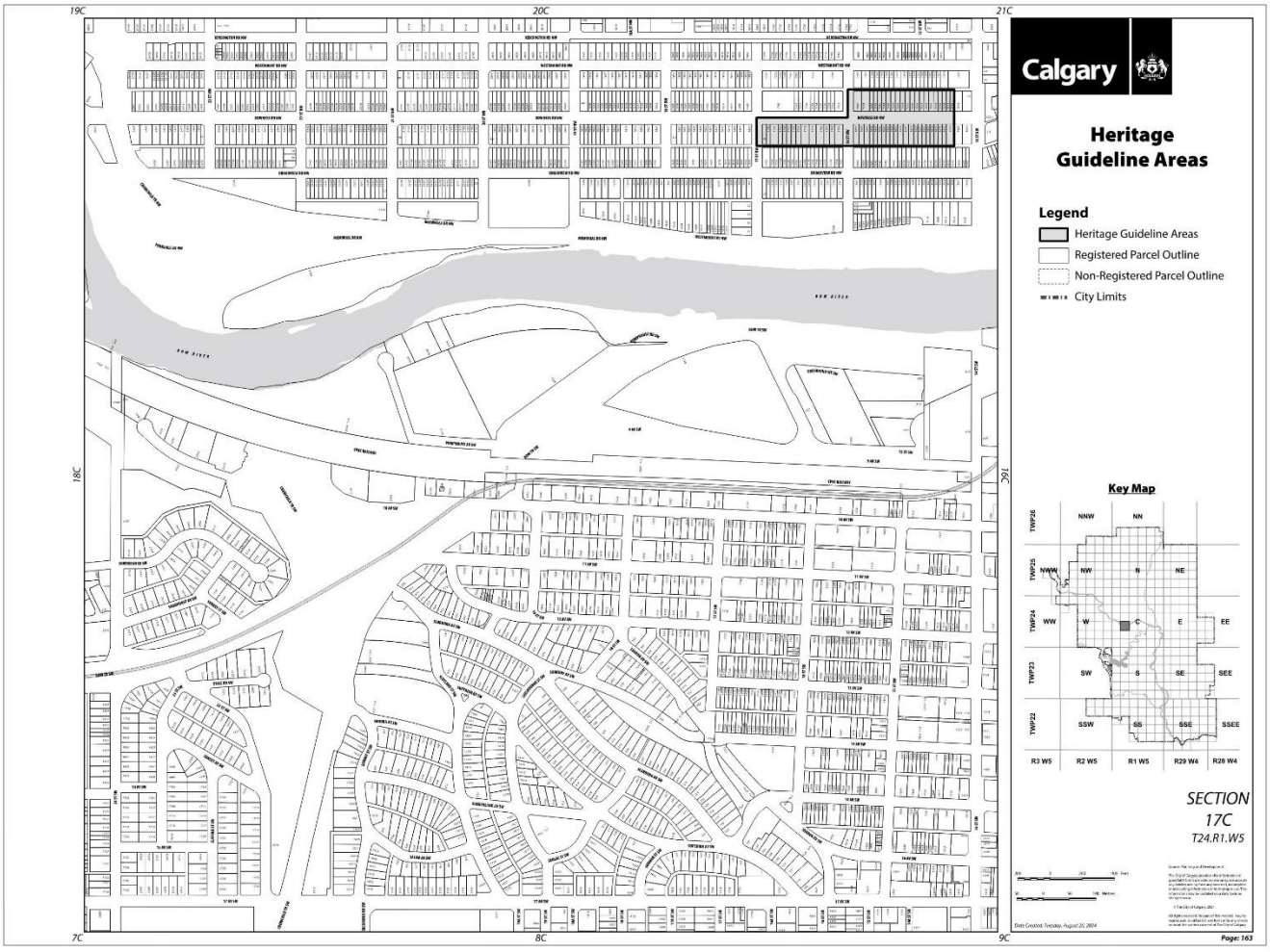
Proposed Amendments to Land Use Bylaw 1P2007

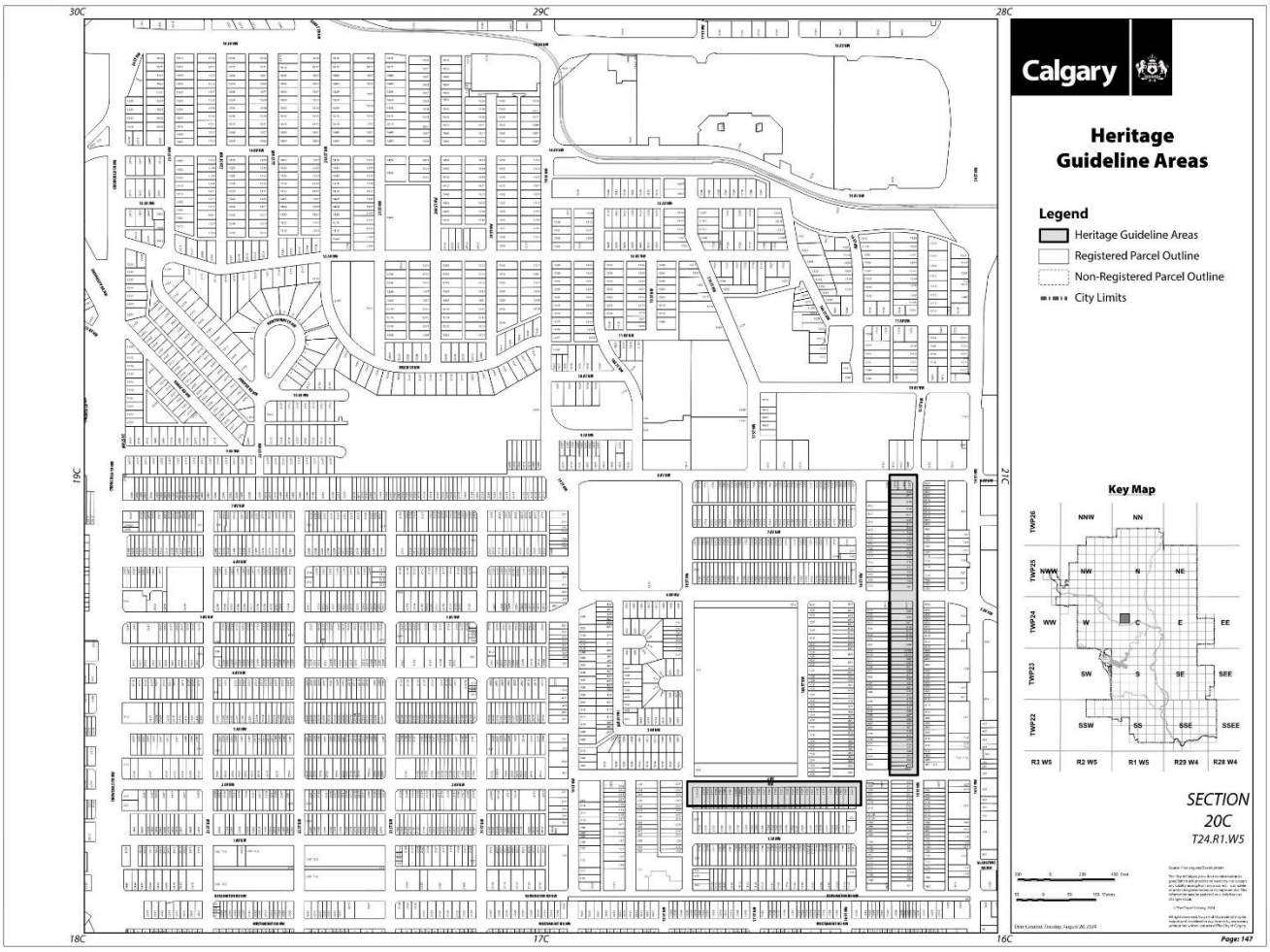
1. The City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:

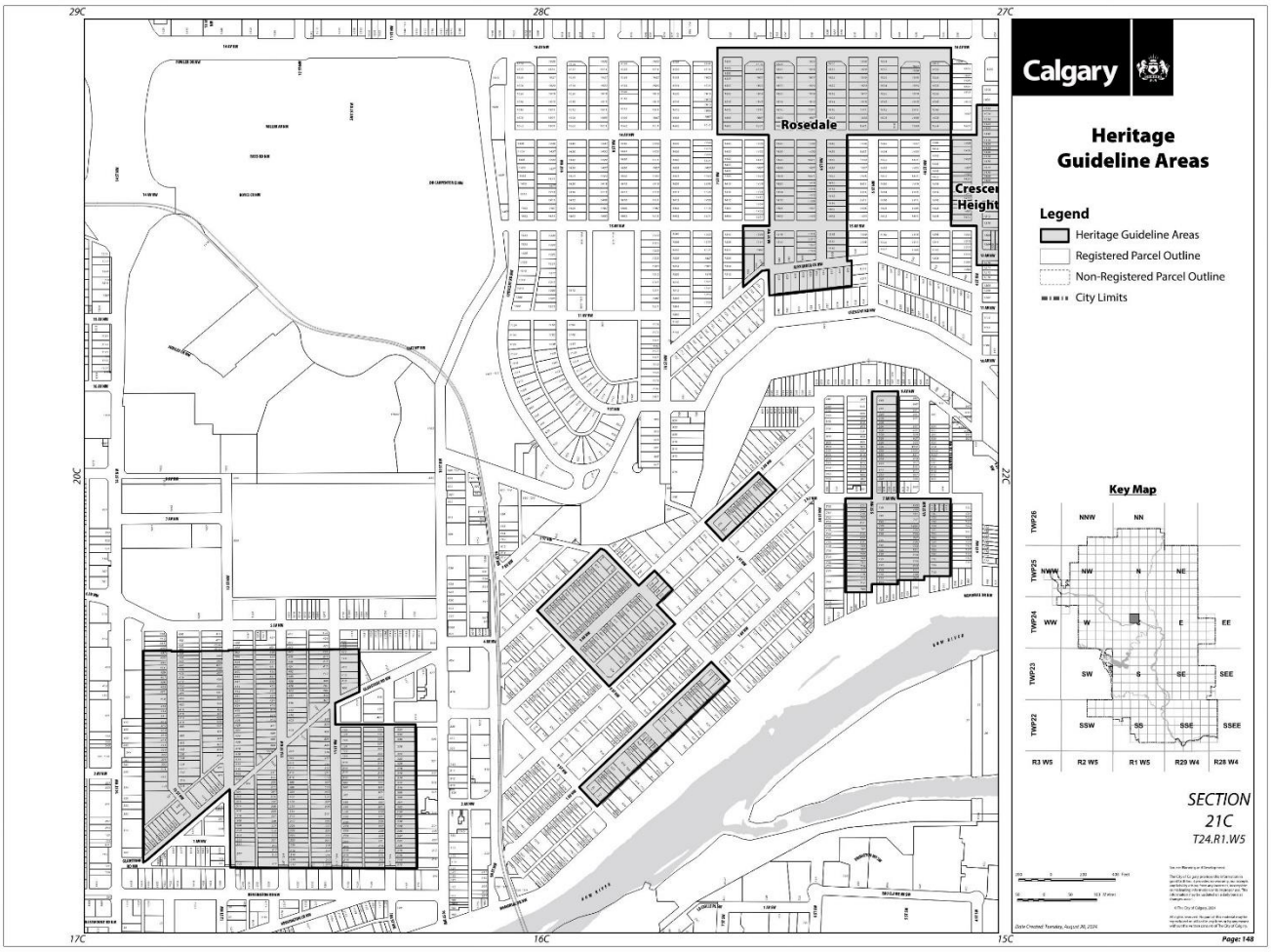
a) delete the existing Heritage Guideline Areas Maps for Section 21C and Section 22C; and,

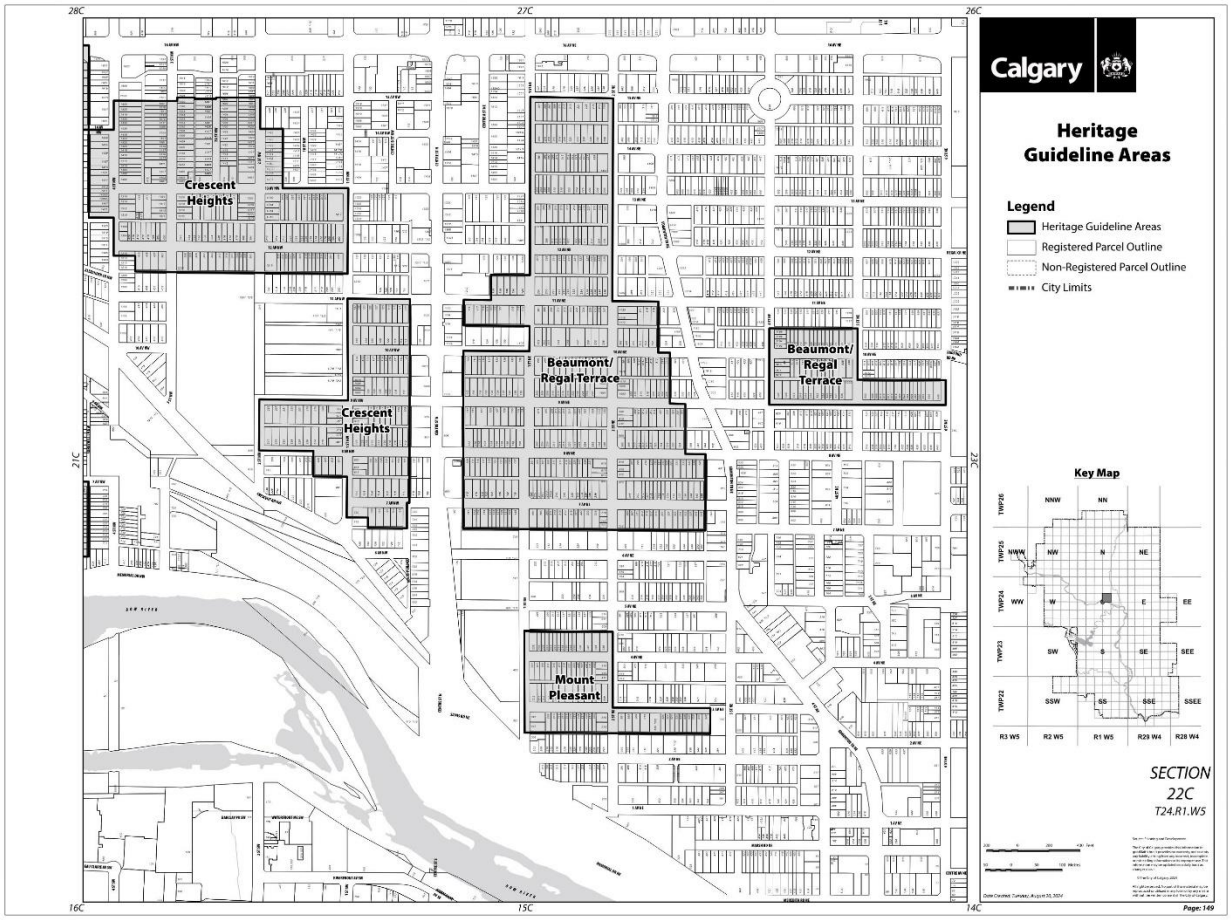
b) add the maps attached as Schedule "A" to the Heritage Guideline Areas Maps, to be deposited with the City Clerk.

SCHEDULE A


19C
20C
21C
18C
19C
7C
8C
9C
Calgary
Heritage
Guideline Areas
Legend
Heritage Guideline Areas
Registered Parcel Outline
Non-Registered Parcel Outline
City Limits
Key Map
TWP26
TWP25
TWP24
TWP23
TWP22
NNW
NN
NW
N
NE
WW
W
C
E
EE
SW
S
SE
SEE
SSW
SS
SSE
SSEE
R3 W5
R2 W5
R1 W5
R29 W4
R28 W4
SECTION
17C
T24.R1.W5
Page: 163


30C
29C
28C
19C
21C
18C
17C
16C
Calgary
Heritage
Guideline Areas
Legend
Heritage Guideline Areas
Registered Parcel Outline
Non-Registered Parcel Outline
City Limits
Key Map
TWP26
TWP25
TWP24
TWP23
TWP22
NNW
NN
NW
N
NE
WW
W
C
E
EE
SW
S
SE
SEE
SSW
SS
SSE
SSEE
R3 W5
R2 W5
R1 W5
R29 W4
R28 W4
SECTION
20C
T24.R1.W5
Page: 147


29C
28C
27C
20C
21C
17C
16C
15C
Rosedale
Crescent Height
Calgary
Heritage Guideline Areas
Legend
Heritage Guideline Areas
Registered Parcel Outline
Non-Registered Parcel Outline
City Limits
Key Map
TWP26
TWP25
TWP24
TWP23
TWP22
NNW
NN
NW
N
NE
WW
W
E
EE
SW
S
SE
SEE
SSW
SS
SSE
SSEE
R3 W5
R2 W5
R1 W5
R29 W4
R28 W4
SECTION
21C
T24.R1.W5
Page: 148


Calgary
Heritage Guideline Areas
Legend
Heritage Guideline Areas
Registered Parcel Outline
Non-Registered Parcel Outline
City Limits
Crescent Heights
Crescent Heights
Beaumont/ Regal Terrace
Beaumont/ Regal Terrace
Mount Pleasant
Key Map
SECTION 22C
T24.R1.W5
28C
27C
26C
21C
22C
16C
15C
14C

Calgary Planning Commission Review

Summary of comments from the Calgary Planning Commission (CPC) – 2024 January 25 Closed Session workshop and Administration's follow up.

Topic 1: Urban Form and Building Scale		
1A. Does CPC propose any changes to the draft urban form categories and building scales along 19 Street NW (between 5 Avenue NW and Memorial Drive NW)?		
Comment	**Edits**	**Administration Follow Up**
As a community corridor, expand areas of 6 storeys further along 19 Street NW or look to tie in more commercial opportunities along Kensington Road NW and portions of 19 Street NW. Reconsider use of active frontage as requiring active uses at grade may impact viability of developments at this scale.	In West Hillhurst, modifications were made to 19 Street NW, including removing the active frontage modifiers, adding additional Neighbourhood Flex north of 3 Avenue NW on west side of street and adding additional Neighbourhood Commercial and Neighbourhood Flex on Kensington Road NW east and west of 19 Street NW.	The Plan envisions 19 Street NW as a key corridor of growth that will continue to experience redevelopment incrementally in the form of both residential and mixed-use developments that will contribute to an enhanced pedestrian experience. The urban forms and scales provided give flexibility to enable a range of forms to be realized on the corridor long-term.
1B. Does CPC propose any changes to the draft urban form categories and building scales along 10 Street NW (between 5 Avenue NW and Kensington Road NW)?		
Comment	**Edits**	**Administration Follow Up**
Panel members noted that this portion of 10 Street NW has significant concentration of heritage assets. Administration should consider enabling additional height elsewhere in the transit station area boundaries to allow for new built forms near Sunnyside LRT station and activate lanes with development. Connect this Main Street to the Bow River and nearby parks.	Heritage density transfer policy was further refined to account for conservation of heritage resources and enable additional storeys for "receiver" sites nearby. Additional activation policies were provided for lanes within station areas. Additionally, implementation options were added in Chapter 3 to ensure improvements to 10 Street NW and connections across Memorial Drive NW.	This change will allow for innovative outcomes and thoughtful growth opportunities by providing transit station area incentives. Coupled with improvements to 10 Street NW and better access across Memorial Drive NW to the Bow River Pathway, this Main Street will continue to act as a destination in the Plan Area for Calgarians.
1C. Does CPC propose any changes to the draft urban form categories and building scales along 14 Street NW (between 5 Avenue NW and Kensington Road NW)?		
Comment	**Edits**	**Administration Follow Up**
Discussions highlighted challenges and concerns with this Main Street, particularly lot depths. Several panel members highlighted how 14 Street NW will need significant investment to have a public realm that matches other defining Main Streets and to be truly walkable and inviting for pedestrians.	With general support from the community for use of Neighbourhood Flex and a height up to 10 storeys, no additional changes were made to maps. Policies and implementation options were added to Chapter 3 to guide investment into public spaces and pedestrian improvements.	The Plan envisions that 14 Street NW will evolve into a more pedestrian-friendly street with a mix of multi-residential, commercial and mixed-use developments. Improvements to enhance public spaces within public realm setback will be required and policies in Chapter 2 and 3 support this.

1D. Would CPC propose any changes to the draft urban form categories and building scales along Kensington Road NW (between Crowchild Trail NW and 14 Street NW)?		
Comment	**Edits**	**Administration Follow Up**
Along Kensington Road NW keep scale of up to six storeys. Explore additional forms through additional Neighbourhood Connector on streets adjacent to this Main Street, including Westmount Boulevard and potentially areas south. Privacy fences and poor pedestrian realm along south side needs to be addressed by the Plan.	The Plan added Low Scale (6 storeys) closer to Memorial Drive NW, neighbourhood parks and schools. Additional analysis was completed and Neighbourhood Connector was added to adjacent streets, including portions of Westmount Boulevard NW and areas along 19 Street NW south of Kensington Road NW.	Kensington Road NW west of 14 Street NW requires a range of urban forms and a consistent scale of up to 6 storeys. With the south side of Kensington Road NW in this area defined by privacy fences and narrow sidewalks, additional policy direction is provided in the Plan to ensure new development has access onto the Main Street and enhances the pedestrian realm.
2. How should the project team approach height transitions on the building scale map for areas south of Lions Park LRT Station?		
Comment	**Edits**	**Administration Follow Up**
Strong support for use of Neighbourhood Connector and proposed building scale south of station. CPC members suggested extending Neighbourhood Connector further south and west from station. Slope adaptive designs can lead to unique forms.	Further analysis was completed and no Neighbourhood Connector was added further south. Building scales were modified to refocus height along Lions Park. Additional policies were added to reinforce slope adaptive design and high-quality design outcomes.	With the highest heights proposed on the North Hill Mall site, areas south of the LRT station needed a thoughtful and forward approach. Using varying scales and Neighbourhood Connector along with area specific policies and Chapter 3 improvements are deemed critical.
3. How should the project team approach the building scales along Memorial Drive NW, particularly west of 14 Street NW?		
Comment	**Edits**	**Administration Follow Up**
The use of Neighbourhood Connector is effective along Memorial Drive NW, but need to consider increasing heights between 19 Street NW and 14 Street NW. Look to add more scale in this area.	Additional scale was added along Memorial Drive NW, including a transition to Low-Modified (up to four storeys) west of the former CBC site and up to six storeys at the EMS site.	Memorial Drive NW is a key arterial in the Plan and can accommodate a range of building forms and scales. Additional improvements will be required and direction is provided in Chapter 3.
4. What are the potential challenges in the application of low-modified (4 storeys or less) in the Plan area? Where is the application of the low-modified scale working and where is it not working in the proposed building scale map?		
Comment	**Edits**	**Administration Follow Up**
The use of the Low-Modified scale is an important tool for the Plan as it provides direction on type of built form to be realized. Use this scale to give flexibility to certain areas, but also use to direct where multi-residential development could be realized.	Additional analysis was completed and each Low-Modified area was further examined. Where Low-Modified areas overlapped an identified Heritage Guideline Area, Low scale (up to three storeys) was applied to remain consistent.	The Plan approaches the use of Low-Modified scale in different ways, including as transitions off Main Streets, as transitions between higher-and lower-scale development and along key corridors and nodes.

Topic 2: Chapter 3 – Supporting Growth		
5. What additional ideas for implementation options and / or investment priorities would help support growth and change in the Plan Area?		
Comment	**Edits**	**Administration Follow Up**
Strong support was outlined for the Mobility Study and how it will inform Chapter 3. Discussions also explored what other funding mechanisms could exist with the transition away from density bonusing outside Greater Downtown. Comments concluded asking about future of the North Hill Mall site.	The Mobility Study was completed in Spring 2024 and its findings later informed policies in Chapter 2 and improvement options in Chapter 3 of the proposed Plan. Local Area Plan Improvement Fund (LAIF) and other programs will be applied equitably across all communities. North Hill Mall policies as a comprehensive planning site were further refined.	Supporting growth through community improvements and investment opportunities will be coordinated with available funding. Chapter 3 and Appendix A provide the necessary starting point for future projects and investments. Future redevelopment of the Mall site has the right balance of clear direction and flexibility.

IP2024-0938
Attachment 8

Riley Communities Local Area Plan

October 16, 2024

RECOMMENDATION(S):

That Infrastructure and Planning Committee:

1. Forward this Report to the 2024 December 03 **Public Hearing Meeting of Council**; and

That Infrastructure and Planning Committee recommend that Council:

2. Give FIRST READING to the proposed bylaw, the proposed Riley Communities Local Area Plan (Attachment 2);

3. WITHHOLD second and third readings of the proposed bylaw until the Riley Communities Local Area Plan has been approved by the Calgary Metropolitan Region Board;

4. Give FIRST READING to the proposed bylaw for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas (Attachment 7);

5. WITHHOLD SECOND and THIRD READINGS of the proposed bylaw for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas until the Riley Communities Local Area Plan has been approved by the Calgary Metropolitan Region Board; and,

6. Following THIRD READING of the proposed bylaw to adopt the proposed Riley Communities Local Area Plan and the proposed bylaw for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas, REPEAL by bylaw the Hillhurst/Sunnyside Area Redevelopment Plan and Hounsfield Heights/Briar Hill Area Redevelopment Plan, and RESCIND, by resolution, the North Bow Design Brief.

Home is Here: The City of Calgary's Housing Strategy

Vision: **Everyone in Calgary has an affordable place to call home.**

Outcome 1

Increase the supply of housing to meet demand and increase affordability.

Outcome 2

Support affordable housing providers to deliver services that make a positive impact.

Outcome 3

Enable The City's housing subsidiaries to improve service delivery.

Outcome 4

Ensure diverse housing choice to meet the needs of equity-deserving populations.

Outcome 5

Address the affordable housing needs of Indigenous people living in Calgary.

Plan Area

4 Communities

- Sunnyside
- Hillhurst
- Hounsfield Heights - Briar Hill
- West Hillhurst

Engagement Overview

2+ years to create the **Riley Communities Local Area Plan**

4 **phases** of public participation

10 community association **sessions**

9 working group **sessions**

5 Riley Heritage working group **sessions**

32 public engagement **events**

4 landowner/ development industry **sessions**

110 days of **online engagement**

42K+ **engagement packages** & booklets mailed

45K+ instances of **involvement**

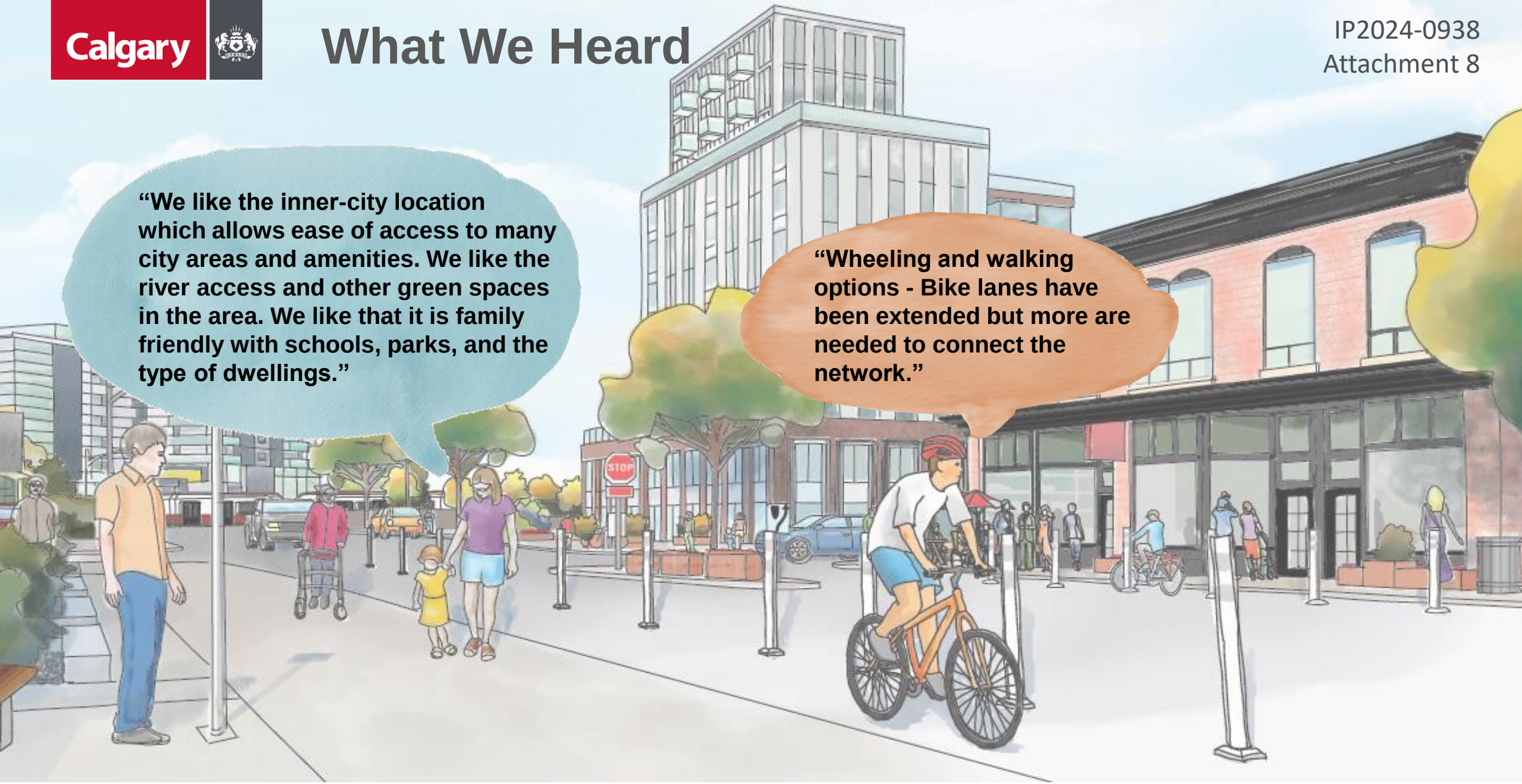
1.8K+ instances of **direct engagement participation**

2.6M+ **advertisements** displayed

3K+ **contributions** submitted

What We Heard

IP2024-0938
Attachment 8



Key Ideas of the Draft Plan

Direction to inform decisions about future development and investment over the next 30 years.

Increase Housing Choice and Affordability

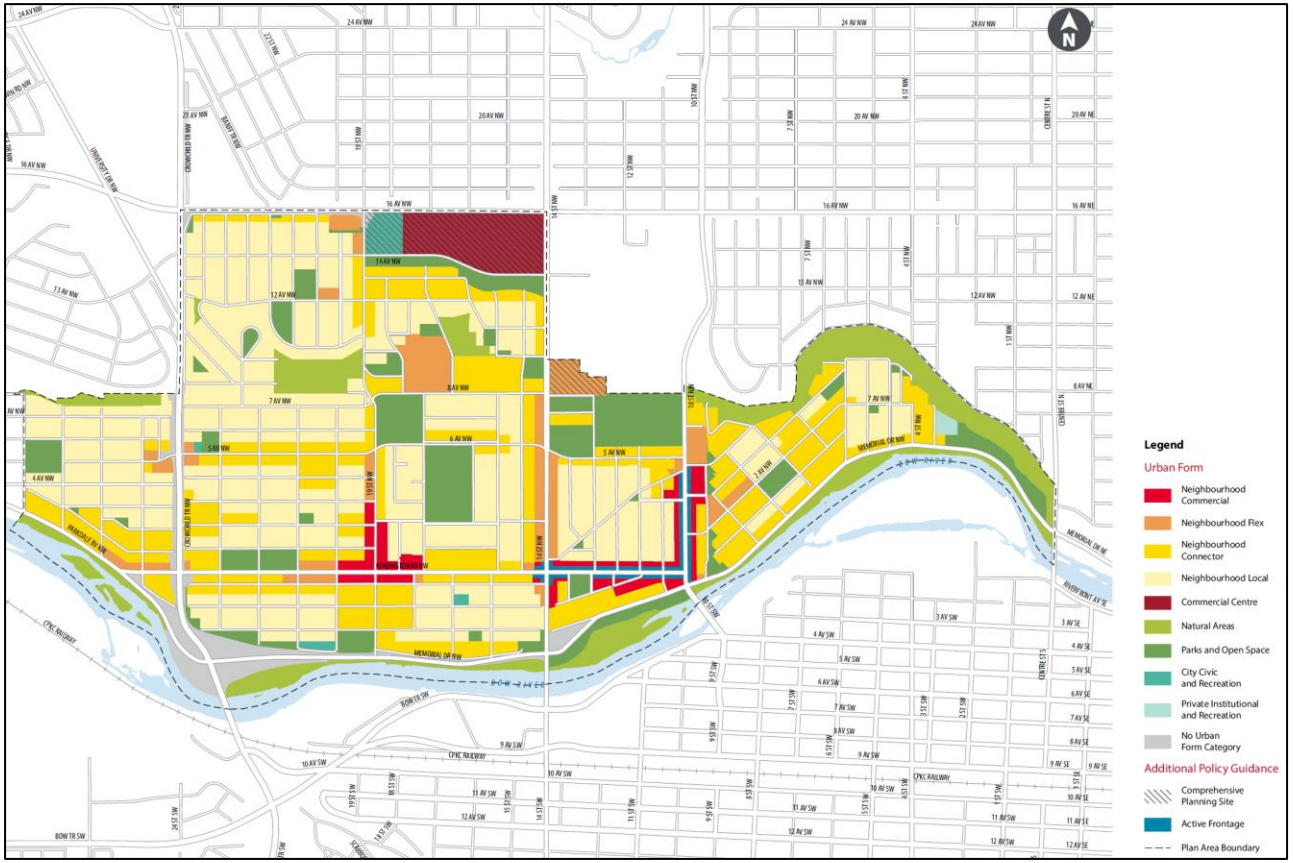
Improve Pedestrian and Cycling Pathways

Enhance Local Parks and Open Spaces

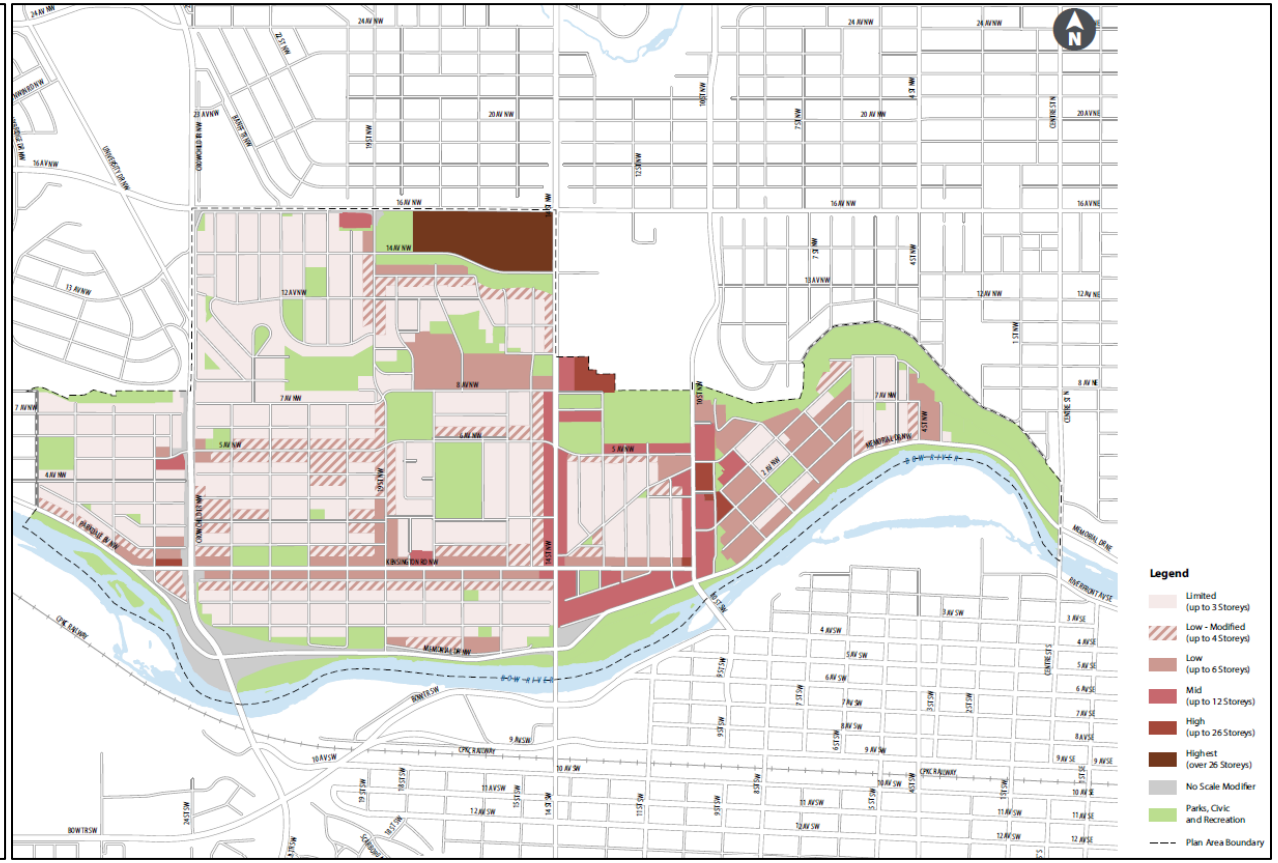
Incentivize Heritage Retention in the Riley Communities

Foster Vibrant Transit Station Areas

Urban Form and Building Scale Maps



Urban Form Map



Building Scale Map

RECOMMENDATION(S):

That Infrastructure and Planning Committee:

1. Forward this Report to the 2024 December 03 **Public Hearing Meeting of Council**; and

That Infrastructure and Planning Committee recommend that Council:

2. Give FIRST READING to the proposed bylaw, the proposed Riley Communities Local Area Plan (Attachment 2);

3. WITHHOLD second and third readings of the proposed bylaw until the Riley Communities Local Area Plan has been approved by the Calgary Metropolitan Region Board;

4. Give FIRST READING to the proposed bylaw for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas (Attachment 7);

5. WITHHOLD SECOND and THIRD READINGS of the proposed bylaw for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas until the Riley Communities Local Area Plan has been approved by the Calgary Metropolitan Region Board; and,

6. Following THIRD READING of the proposed bylaw to adopt the proposed Riley Communities Local Area Plan and the proposed bylaw for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas, REPEAL by bylaw the Hillhurst/Sunnyside Area Redevelopment Plan and Hounsfield Heights/Briar Hill Area Redevelopment Plan, and RESCIND, by resolution, the North Bow Design Brief.

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Darwin
Last name [required]	Bateyko
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Local Area Plan Consideration

Calgary

Public Submission

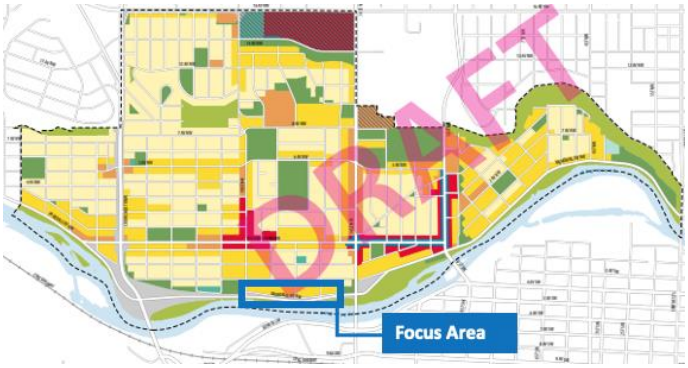
CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	IPC Comments Sept 2024.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please find below my comments regarding the draft Riley Local Area Plan. Our comments focus on the Westmount area of the Plan as indicated in the adjacent map, and detail our concern that City Administration did not listen to community input, and therefore did not understand that area context, which has led to uninformed policy direction in the Plan. The attachment provides more detail related to these concerns.

Infrastructure & Planning Committee

RE: RILEY LOCAL AREA PLAN COMMENTS

Please find below our comments regarding the draft Riley Local Area Plan. Our comments focus on the Westmount area of the Plan as indicated in the adjacent map, and detail our concern that City Administration did not listen to community input, and therefore did not understand that area context, which has led to uninformed policy direction in the Plan.



We would like to express 3 significant concerns as follows:

1. Substantial written and in-person feedback was not recorded and not considered in this Plan.
    - Area residents attended the Open Houses and online events held during Phase 3 of this Plan, and submitted written comments that summarized key points. <u>This feedback was not captured in any way in the What We Heard Report or What We Did Report</u>, and both reports failed to capture the general sentiment of the Open Houses or online events. When asked about this, City Administration confirmed that the written feedback was not incorporated because one submission was received that was signed by many households. ***They considered this a petition and thus ignored it***. For the Open House comments, we were told that they were grouped by category, but when we ask for them to show us where the general sentiments we communicated were listed, they were unable to do so. City Administration committed to following up with us on this issue, but never did so.
    - Engagement that is simply lip-service, with no intention of listening to or considering residents' input, is not engagement. It leads to increasing levels of mistrust in our local government and disrespects the time of residents who, unlike City Administration, do not get paid to participate. Throughout this process we have heard City Planners say they are "the experts" and they "know what is best" – although they are recommending higher-density development in an area with known contamination and justifying their decisions based on incorrect contextual information.
    - If there is a desire to continue with the public engagement process, we strongly recommend proper training for City Administration, and a revamping of public engagement design, along with oversight of administration to provide a balanced view of community input.

2. The context of the area is unsuitable for the proposed intensification from a historically low-density residential area to a medium-density mixed-use area. The Plan designates this area as a Neighbourhood Connector that will promote four to six storey development and retail and commercial uses in an area that is assessable by a one-way single-lane roadway and has existing contamination that prohibits subsurface disruption.

- Westmount Boulevard is a one-way, single-lane roadway that parallels Memorial Drive. There is a landscaped/treed median that separates the community from Memorial Drive, with a 1.5 meter plus grade-separation for a significant portion as shown in the adjacent pictures.

- As all the properties along this street face Memorial Drive, retail uses will attract non-local, commuter traffic from Memorial into the community, which will bring in significant vehicle traffic to this area. As this is a single-lane one-way street with parking on one side of the street only, and no opportunity for underground parking due to the existing contamination, vehicle traffic will undoubtedly overflow into other parts of the community.

- The MDP encourages growth to happen around Main Streets, Transit Station Areas and Activity Centres – none of which applies to this area. City Planners have stated that the area's proximity to Memorial Drive makes it a corridor, which justifies the higher densities and non-residential uses. What has not been considered is that:
    i. Memorial Drive is a commuter roadway for non-local citywide traffic;
    ii. there is no direct access to the river pathway system from this location;
    iii. there is no existing or planned transit to this area;
    iv. there is limited to no existing pedestrian or bike activity along this roadway;
    v. at each end of this roadway there exists a non-conforming and dangerous intersection that cannot handle existing traffic; and
    vi. this area is separated by a treed median and a significant grade differential.
- Despite what City Planners have said, there are no apartments (multi-residential) currently existing in this area. With the exception of the former CBC lot (zoned DC to allow for a townhouse complex), the area is zoned RC2, which does not allow apartment/multi-residential buildings as either permitted or discretionary uses. This is an unfortunate example of context not being accurately reflected in the plan and then being used as uninformed arguments for polices that do not fit community contexts.

3. The Plan does not address or take into context the unique planning considerations and appears to prioritizes redevelopment and the Local Area Plan's approval timeline over public health and safety. This area is impacted by creosote contamination, that if exposed, will impact the health and wellbeing of area residents.

- Alberta Environment and Parks (AEP), along with Alberta Health Services, maintains monitoring wells in the area to keep track of conditions related to this carcinogen.
- Through the engagement process, area residents asked that the Plan consider the existing contamination to ensure the protection of public health and wellness in this area. The response was to further exasperate the condition but increasing the intensification in the area between the first and second draft of the Plan, with no acknowledgement or concern for risk to area residents. Both written submissions and in-person **feedback from area residents were not recorded in the What We Heard Report**, and not reflected in the Plan.
- According to the February 2024 paper published by the Environmental Law Center (Alberta) – *The Regulation of Pollution and Contaminated Sites in Alberta* - building on contaminated land is complex and requires careful planning, regulatory complication and often substantial remediation efforts. This is especially true when municipalities and the province have shared jurisdiction. A key finding of the report was that there is currently a **'lack of regulation for risk management through exposure control at contaminated sites in Alberta'**. One of top seven recommendations stemming from the report include **'Implementing a comprehensive regulatory regime for risk management through exposure control at contaminated sites**. (https://elc.ab.ca/wp-content/uploads/2024/02/The-Regulation-of-Contaminated-Sites-in-Alberta_.pdf)
- Disregarding the complexity of redevelopment and placing development pressure in this area puts the safety of area residents at significant risk. **It also places an unfair burden on area resident to continuously monitor, and be actively involved in, all redevelopment activity in the area** – which should be the role of City Administration and City Council as the regulatory body.
- Instead of placing inappropriate development pressures that are at odds with public health, we encourage The City to develop policy that focuses on addressing one of the key findings of the afore mentioned report. This key finding is related to '**uneven public access to environmental site information'** and we urge The City to have policies in place to help reduce the city and taxpayers' long-term liabilities, especially as it relates to sites that have no qualifying 'responsible person' under the Environmental Protection and Enhancement Act.

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	David
Last name [required]	Gray
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	LOC2023-0203 - Anthem Properties land use amendment on the old CBC site

Calgary

Public Submission

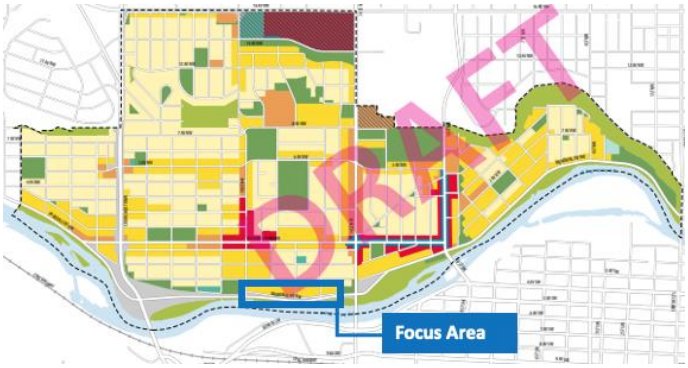
CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	IPC Comments Sept 2024.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	

Infrastructure & Planning Committee

RE: RILEY LOCAL AREA PLAN COMMENTS

Please find below our comments regarding the draft Riley Local Area Plan. Our comments focus on the Westmount area of the Plan as indicated in the adjacent map, and detail our concern that City Administration did not listen to community input, and therefore did not understand that area context, which has led to uninformed policy direction in the Plan.



We would like to express 3 significant concerns as follows:

1. Substantial written and in-person feedback was not recorded and not considered in this Plan.
    - Area residents attended the Open Houses and online events held during Phase 3 of this Plan, and submitted written comments that summarized key points. <u>This feedback was not captured in any way in the What We Heard Report or What We Did Report</u>, and both reports failed to capture the general sentiment of the Open Houses or online events. When asked about this, City Administration confirmed that the written feedback was not incorporated because one submission was received that was signed by many households. ***They considered this a petition and thus ignored it***. For the Open House comments, we were told that they were grouped by category, but when we ask for them to show us where the general sentiments we communicated were listed, they were unable to do so. City Administration committed to following up with us on this issue, but never did so.
    - Engagement that is simply lip-service, with no intention of listening to or considering residents' input, is not engagement. It leads to increasing levels of mistrust in our local government and disrespects the time of residents who, unlike City Administration, do not get paid to participate. Throughout this process we have heard City Planners say they are "the experts" and they "know what is best" – although they are recommending higher-density development in an area with known contamination and justifying their decisions based on incorrect contextual information.
    - If there is a desire to continue with the public engagement process, we strongly recommend proper training for City Administration, and a revamping of public engagement design, along with oversight of administration to provide a balanced view of community input.

2. The context of the area is unsuitable for the proposed intensification from a historically low-density residential area to a medium-density mixed-use area. The Plan designates this area as a Neighbourhood Connector that will promote four to six storey development and retail and commercial uses in an area that is assessable by a one-way single-lane roadway and has existing contamination that prohibits subsurface disruption.

- Westmount Boulevard is a one-way, single-lane roadway that parallels Memorial Drive. There is a landscaped/treed median that separates the community from Memorial Drive, with a 1.5 meter plus grade-separation for a significant portion as shown in the adjacent pictures.

- As all the properties along this street face Memorial Drive, retail uses will attract non-local, commuter traffic from Memorial into the community, which will bring in significant vehicle traffic to this area. As this is a single-lane one-way street with parking on one side of the street only, and no opportunity for underground parking due to the existing contamination, vehicle traffic will undoubtedly overflow into other parts of the community.

- The MDP encourages growth to happen around Main Streets, Transit Station Areas and Activity Centres – none of which applies to this area. City Planners have stated that the area's proximity to Memorial Drive makes it a corridor, which justifies the higher densities and non-residential uses. What has not been considered is that:
    i. Memorial Drive is a commuter roadway for non-local citywide traffic;
    ii. there is no direct access to the river pathway system from this location;
    iii. there is no existing or planned transit to this area;
    iv. there is limited to no existing pedestrian or bike activity along this roadway;
    v. at each end of this roadway there exists a non-conforming and dangerous intersection that cannot handle existing traffic; and
    vi. this area is separated by a treed median and a significant grade differential.
- Despite what City Planners have said, there are no apartments (multi-residential) currently existing in this area. With the exception of the former CBC lot (zoned DC to allow for a townhouse complex), the area is zoned RC2, which does not allow apartment/multi-residential buildings as either permitted or discretionary uses. This is an unfortunate example of context not being accurately reflected in the plan and then being used as uninformed arguments for polices that do not fit community contexts.

3. The Plan does not address or take into context the unique planning considerations and appears to prioritizes redevelopment and the Local Area Plan's approval timeline over public health and safety. This area is impacted by creosote contamination, that if exposed, will impact the health and wellbeing of area residents.

- Alberta Environment and Parks (AEP), along with Alberta Health Services, maintains monitoring wells in the area to keep track of conditions related to this carcinogen.
- Through the engagement process, area residents asked that the Plan consider the existing contamination to ensure the protection of public health and wellness in this area. The response was to further exasperate the condition but increasing the intensification in the area between the first and second draft of the Plan, with no acknowledgement or concern for risk to area residents. Both written submissions and in-person **feedback from area residents were not recorded in the What We Heard Report**, and not reflected in the Plan.
- According to the February 2024 paper published by the Environmental Law Center (Alberta) – *The Regulation of Pollution and Contaminated Sites in Alberta* - building on contaminated land is complex and requires careful planning, regulatory complication and often substantial remediation efforts. This is especially true when municipalities and the province have shared jurisdiction. A key finding of the report was that there is currently a **'lack of regulation for risk management through exposure control at contaminated sites in Alberta'**. One of top seven recommendations stemming from the report include **'Implementing a comprehensive regulatory regime for risk management through exposure control at contaminated sites**. (https://elc.ab.ca/wp-content/uploads/2024/02/The-Regulation-of-Contaminated-Sites-in-Alberta_.pdf)
- Disregarding the complexity of redevelopment and placing development pressure in this area puts the safety of area residents at significant risk. **It also places an unfair burden on area resident to continuously monitor, and be actively involved in, all redevelopment activity in the area** – which should be the role of City Administration and City Council as the regulatory body.
- Instead of placing inappropriate development pressures that are at odds with public health, we encourage The City to develop policy that focuses on addressing one of the key findings of the afore mentioned report. This key finding is related to '**uneven public access to environmental site information'** and we urge The City to have policies in place to help reduce the city and taxpayers' long-term liabilities, especially as it relates to sites that have no qualifying 'responsible person' under the Environmental Protection and Enhancement Act.

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Peter
Last name [required]	Skirving
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley park plan

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Infrastructure & Planning Committee RE: RILEY LOCAL AREA PLAN COMMENTS Please find below our comments regarding the draft Riley Local Area Plan. Our comments focus on the Westmount area of the Plan as indicated in the adjacent map, and detail our concern that City Administration did not listen to community input, and therefore did not understand that area context, which has led to uninformed policy direction in the Plan. We would like to express 3 significant concerns as follows: 1. Substantial written and in-person feedback was not recorded and not considered in this Plan. • Area residents attended the Open Houses and online events held during Phase 3 of this Plan, and submitted written comments that summarized key points. This feedback was not captured in any way in the What We Heard Report or What We Did Report, and both reports failed to capture the general sentiment of the Open Houses or online events. When asked about this, City Administration confirmed that the written feedback was not incorporated because one submission was received that was signed by many households. They considered this a petition and thus ignored it. For the Open House comments, we were told that they were grouped by category, but when we ask for them to show us where the general sentiments we communicated were listed, they were unable to do so. City Administration committed to following up with us on this issue, but never did so. • Engagement that is simply lip-service, with no intention of listening to or considering residents' input, is not engagement. It leads to increasing levels of mistrust in our local government and disrespects the time of residents who, unlike City Administration, do not get paid to participate. Throughout this process we have heard City Planners say they are "the experts" and they "know what is best" – although they are recommending higher-density development in an area with known contamination and justifying their decisions based on incorrect contextual information. • If there is a desire to continue with the public engagement process, we strongly recommend proper training for City Administration, and a revamping of public engagement design, along with oversight of administration to provide a balanced view of community input. 2. The context of the area is unsuitable for the proposed intensification from a historically low- density residential area to a medium-density mixed-use area. The Plan designates this area as a Neighbourhood Connector that will

Calgary

Public Submission

CC 968 (R2024-05)

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Peter
Last name [required]	Skirving
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley local area plan consideration

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Continuation of comments - The context of the area is unsuitable for the proposed intensification from a historically low- density residential area to a medium-density mixed-use area. The Plan designates this area as a Neighbourhood Connector that will promote four to six storey development and retail and commercial uses in an area that is assessable by a one-way single-lane roadway and has existing contamination that prohibits subsurface disruption. • Westmount Boulevard is a one-way, single-lane roadway that parallels Memorial Drive. There is a landscaped/treed median that separates the community from Memorial Drive, with a 1.5 meter plus grade-separation for a significant portion as shown in the adjacent pictures. • As all the properties along this street face Memorial Drive, retail uses will attract non-local, commuter traffic from Memorial into the community, which will bring in significant vehicle traffic to this area. As this is a single-lane one-way street with parking on one side of the street only, and no opportunity for underground parking due to the existing contamination, vehicle traffic will undoubtedly overflow into other parts of the community. • The MDP encourages growth to happen around Main Streets, Transit Station Areas and Activity Centres – none of which applies to this area. City Planners have stated that the area's proximity to Memorial Drive makes it a corridor, which justifies the higher densities and non-residential uses. What has not been considered is that: i. Memorial Drive is a commuter roadway for non-local citywide traffic; ii. there is no direct access to the river pathway system from this location; iii. there is no existing or planned transit to this area; iv. there is limited to no existing pedestrian or bike activity along this roadway; v. at each end of this roadway there exists a non-conforming and dangerous intersection that cannot handle existing traffic; and vi. this area is separated by a treed median and a significant grade differential. • Despite what City Planners have said, there are no apartments (multi-residential) currently existing in this area. With the exception of the former CBC lot (zoned DC to allow for a townhouse complex), the area is zoned RC2, which does not allow apartment/multi-residential buildings as either permitted or discretionary uses. This is an unfortunate example of context not being accurately reflected in the plan and then being

used as uninformed arguments for polices that do not

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Peter
Last name [required]	Skirving
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley local area plan consideration

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Continuation of comments 2 - t fit community contexts. 3. The Plan does not address or take into context the unique planning considerations and appears to prioritizes redevelopment and the Local Area Plan's approval timeline over public health and safety. This area is impacted by creosote contamination, that if exposed, will impact the health and wellbeing of area residents. • Alberta Environment and Parks (AEP), along with Alberta Health Services, maintains monitoring wells in the area to keep track of conditions related to this carcinogen. • Through the engagement process, area residents asked that the Plan consider the existing contamination to ensure the protection of public health and wellness in this area. The response was to further exasperate the condition but increasing the intensification in the area between the first and second draft of the Plan, with no acknowledgement or concern for risk to area residents. Both written submissions and in-person feedback from area residents were not recorded in the What We Heard Report, and not reflected in the Plan. • According to the February 2024 paper published by the Environmental Law Center (Alberta) – The Regulation of Pollution and Contaminated Sites in Alberta - building on contaminated land is complex and requires careful planning, regulatory complication and often substantial remediation efforts. This is especially true when municipalities and the province have shared jurisdiction. A key finding of the report was that there is currently a 'lack of regulation for risk management through exposure control at contaminated sites in Alberta'. One of top seven recommendations stemming from the report include 'Implementing a comprehensive regulatory regime for risk management through exposure control at contaminated sites. (https://elc.ab.ca/wp-content/uploads/2024/02/The-Regulation-of-Contaminated-Sites-in-Alberta_.pdf) • Disregarding the complexity of redevelopment and placing development pressure in this area puts the safety of area residents at significant risk. It also places an unfair burden on area resident to continuously monitor, and be actively involved in, all redevelopment activity in the area – which should be the role of City Administration and City Council as the regulatory body. • Instead of placing inappropriate development pressures that are at odds with public health, we encourage The City to develop policy that focuses on addressing one of the key findings of the afore mentioned report.

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Jeff
Last name [required]	Marsh
How do you wish to attend?	In-person
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Local Area Plan

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Plan to attend in person but may need to switch to remote participation depending upon how timing works out.

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Brady
Last name [required]	Holland
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Local Area Plan Consideration

Calgary

Public Submission

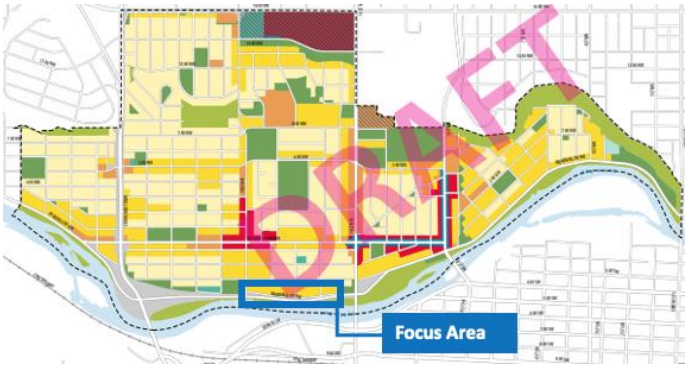
CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	IPC Comments Sept 2024.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Hi, Please review the attached pdf for my comments. Thanks, Brady

Infrastructure & Planning Committee

RE: RILEY LOCAL AREA PLAN COMMENTS

Please find below our comments regarding the draft Riley Local Area Plan. Our comments focus on the Westmount area of the Plan as indicated in the adjacent map, and detail our concern that City Administration did not listen to community input, and therefore did not understand that area context, which has led to uninformed policy direction in the Plan.



We would like to express 3 significant concerns as follows:

1. Substantial written and in-person feedback was not recorded and not considered in this Plan.
    - Area residents attended the Open Houses and online events held during Phase 3 of this Plan, and submitted written comments that summarized key points. <u>This feedback was not captured in any way in the What We Heard Report or What We Did Report</u>, and both reports failed to capture the general sentiment of the Open Houses or online events. When asked about this, City Administration confirmed that the written feedback was not incorporated because one submission was received that was signed by many households. ***They considered this a petition and thus ignored it***. For the Open House comments, we were told that they were grouped by category, but when we ask for them to show us where the general sentiments we communicated were listed, they were unable to do so. City Administration committed to following up with us on this issue, but never did so.
    - Engagement that is simply lip-service, with no intention of listening to or considering residents' input, is not engagement. It leads to increasing levels of mistrust in our local government and disrespects the time of residents who, unlike City Administration, do not get paid to participate. Throughout this process we have heard City Planners say they are "the experts" and they "know what is best" – although they are recommending higher-density development in an area with known contamination and justifying their decisions based on incorrect contextual information.
    - If there is a desire to continue with the public engagement process, we strongly recommend proper training for City Administration, and a revamping of public engagement design, along with oversight of administration to provide a balanced view of community input.

2. The context of the area is unsuitable for the proposed intensification from a historically low-density residential area to a medium-density mixed-use area. The Plan designates this area as a Neighbourhood Connector that will promote four to six storey development and retail and commercial uses in an area that is assessable by a one-way single-lane roadway and has existing contamination that prohibits subsurface disruption.

- Westmount Boulevard is a one-way, single-lane roadway that parallels Memorial Drive. There is a landscaped/treed median that separates the community from Memorial Drive, with a 1.5 meter plus grade-separation for a significant portion as shown in the adjacent pictures.

- As all the properties along this street face Memorial Drive, retail uses will attract non-local, commuter traffic from Memorial into the community, which will bring in significant vehicle traffic to this area. As this is a single-lane one-way street with parking on one side of the street only, and no opportunity for underground parking due to the existing contamination, vehicle traffic will undoubtedly overflow into other parts of the community.

- The MDP encourages growth to happen around Main Streets, Transit Station Areas and Activity Centres – none of which applies to this area. City Planners have stated that the area's proximity to Memorial Drive makes it a corridor, which justifies the higher densities and non-residential uses. What has not been considered is that:
    i. Memorial Drive is a commuter roadway for non-local citywide traffic;
    ii. there is no direct access to the river pathway system from this location;
    iii. there is no existing or planned transit to this area;
    iv. there is limited to no existing pedestrian or bike activity along this roadway;
    v. at each end of this roadway there exists a non-conforming and dangerous intersection that cannot handle existing traffic; and
    vi. this area is separated by a treed median and a significant grade differential.
- Despite what City Planners have said, there are no apartments (multi-residential) currently existing in this area. With the exception of the former CBC lot (zoned DC to allow for a townhouse complex), the area is zoned RC2, which does not allow apartment/multi-residential buildings as either permitted or discretionary uses. This is an unfortunate example of context not being accurately reflected in the plan and then being used as uninformed arguments for polices that do not fit community contexts.

3. The Plan does not address or take into context the unique planning considerations and appears to prioritizes redevelopment and the Local Area Plan's approval timeline over public health and safety. This area is impacted by creosote contamination, that if exposed, will impact the health and wellbeing of area residents.

- Alberta Environment and Parks (AEP), along with Alberta Health Services, maintains monitoring wells in the area to keep track of conditions related to this carcinogen.
- Through the engagement process, area residents asked that the Plan consider the existing contamination to ensure the protection of public health and wellness in this area. The response was to further exasperate the condition but increasing the intensification in the area between the first and second draft of the Plan, with no acknowledgement or concern for risk to area residents. Both written submissions and in-person **feedback from area residents were not recorded in the What We Heard Report**, and not reflected in the Plan.
- According to the February 2024 paper published by the Environmental Law Center (Alberta) – *The Regulation of Pollution and Contaminated Sites in Alberta* - building on contaminated land is complex and requires careful planning, regulatory complication and often substantial remediation efforts. This is especially true when municipalities and the province have shared jurisdiction. A key finding of the report was that there is currently a **'lack of regulation for risk management through exposure control at contaminated sites in Alberta'**. One of top seven recommendations stemming from the report include **'Implementing a comprehensive regulatory regime for risk management through exposure control at contaminated sites**. (https://elc.ab.ca/wp-content/uploads/2024/02/The-Regulation-of-Contaminated-Sites-in-Alberta_.pdf)
- Disregarding the complexity of redevelopment and placing development pressure in this area puts the safety of area residents at significant risk. **It also places an unfair burden on area resident to continuously monitor, and be actively involved in, all redevelopment activity in the area** – which should be the role of City Administration and City Council as the regulatory body.
- Instead of placing inappropriate development pressures that are at odds with public health, we encourage The City to develop policy that focuses on addressing one of the key findings of the afore mentioned report. This key finding is related to '**uneven public access to environmental site information'** and we urge The City to have policies in place to help reduce the city and taxpayers' long-term liabilities, especially as it relates to sites that have no qualifying 'responsible person' under the Environmental Protection and Enhancement Act.

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Jacqueline
Last name [required]	Mootoo
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Local Area Plan Consideration

Calgary

Public Submission

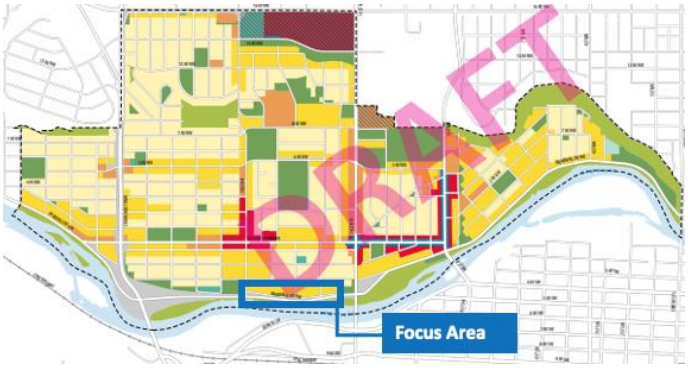
CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	IPC Comments Sept 2024.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	

Infrastructure & Planning Committee

RE: RILEY LOCAL AREA PLAN COMMENTS

Please find below our comments regarding the draft Riley Local Area Plan. Our comments focus on the Westmount area of the Plan as indicated in the adjacent map, and detail our concern that City Administration did not listen to community input, and therefore did not understand that area context, which has led to uninformed policy direction in the Plan.



We would like to express 3 significant concerns as follows:

1. Substantial written and in-person feedback was not recorded and not considered in this Plan.
    - Area residents attended the Open Houses and online events held during Phase 3 of this Plan, and submitted written comments that summarized key points. <u>This feedback was not captured in any way in the What We Heard Report or What We Did Report</u>, and both reports failed to capture the general sentiment of the Open Houses or online events. When asked about this, City Administration confirmed that the written feedback was not incorporated because one submission was received that was signed by many households. ***They considered this a petition and thus ignored it***. For the Open House comments, we were told that they were grouped by category, but when we ask for them to show us where the general sentiments we communicated were listed, they were unable to do so. City Administration committed to following up with us on this issue, but never did so.
    - Engagement that is simply lip-service, with no intention of listening to or considering residents' input, is not engagement. It leads to increasing levels of mistrust in our local government and disrespects the time of residents who, unlike City Administration, do not get paid to participate. Throughout this process we have heard City Planners say they are "the experts" and they "know what is best" – although they are recommending higher-density development in an area with known contamination and justifying their decisions based on incorrect contextual information.
    - If there is a desire to continue with the public engagement process, we strongly recommend proper training for City Administration, and a revamping of public engagement design, along with oversight of administration to provide a balanced view of community input.

2. The context of the area is unsuitable for the proposed intensification from a historically low-density residential area to a medium-density mixed-use area. The Plan designates this area as a Neighbourhood Connector that will promote four to six storey development and retail and commercial uses in an area that is assessable by a one-way single-lane roadway and has existing contamination that prohibits subsurface disruption.

- Westmount Boulevard is a one-way, single-lane roadway that parallels Memorial Drive. There is a landscaped/treed median that separates the community from Memorial Drive, with a 1.5 meter plus grade-separation for a significant portion as shown in the adjacent pictures.

- As all the properties along this street face Memorial Drive, retail uses will attract non-local, commuter traffic from Memorial into the community, which will bring in significant vehicle traffic to this area. As this is a single-lane one-way street with parking on one side of the street only, and no opportunity for underground parking due to the existing contamination, vehicle traffic will undoubtedly overflow into other parts of the community.

- The MDP encourages growth to happen around Main Streets, Transit Station Areas and Activity Centres – none of which applies to this area. City Planners have stated that the area's proximity to Memorial Drive makes it a corridor, which justifies the higher densities and non-residential uses. What has not been considered is that:
    i. Memorial Drive is a commuter roadway for non-local citywide traffic;
    ii. there is no direct access to the river pathway system from this location;
    iii. there is no existing or planned transit to this area;
    iv. there is limited to no existing pedestrian or bike activity along this roadway;
    v. at each end of this roadway there exists a non-conforming and dangerous intersection that cannot handle existing traffic; and
    vi. this area is separated by a treed median and a significant grade differential.
- Despite what City Planners have said, there are no apartments (multi-residential) currently existing in this area. With the exception of the former CBC lot (zoned DC to allow for a townhouse complex), the area is zoned RC2, which does not allow apartment/multi-residential buildings as either permitted or discretionary uses. This is an unfortunate example of context not being accurately reflected in the plan and then being used as uninformed arguments for polices that do not fit community contexts.

3. The Plan does not address or take into context the unique planning considerations and appears to prioritizes redevelopment and the Local Area Plan's approval timeline over public health and safety. This area is impacted by creosote contamination, that if exposed, will impact the health and wellbeing of area residents.

- Alberta Environment and Parks (AEP), along with Alberta Health Services, maintains monitoring wells in the area to keep track of conditions related to this carcinogen.
- Through the engagement process, area residents asked that the Plan consider the existing contamination to ensure the protection of public health and wellness in this area. The response was to further exasperate the condition but increasing the intensification in the area between the first and second draft of the Plan, with no acknowledgement or concern for risk to area residents. Both written submissions and in-person **feedback from area residents were not recorded in the What We Heard Report**, and not reflected in the Plan.
- According to the February 2024 paper published by the Environmental Law Center (Alberta) – *The Regulation of Pollution and Contaminated Sites in Alberta* - building on contaminated land is complex and requires careful planning, regulatory complication and often substantial remediation efforts. This is especially true when municipalities and the province have shared jurisdiction. A key finding of the report was that there is currently a **'lack of regulation for risk management through exposure control at contaminated sites in Alberta'**. One of top seven recommendations stemming from the report include **'Implementing a comprehensive regulatory regime for risk management through exposure control at contaminated sites**. (https://elc.ab.ca/wp-content/uploads/2024/02/The-Regulation-of-Contaminated-Sites-in-Alberta_.pdf)
- Disregarding the complexity of redevelopment and placing development pressure in this area puts the safety of area residents at significant risk. **It also places an unfair burden on area resident to continuously monitor, and be actively involved in, all redevelopment activity in the area** – which should be the role of City Administration and City Council as the regulatory body.
- Instead of placing inappropriate development pressures that are at odds with public health, we encourage The City to develop policy that focuses on addressing one of the key findings of the afore mentioned report. This key finding is related to '**uneven public access to environmental site information'** and we urge The City to have policies in place to help reduce the city and taxpayers' long-term liabilities, especially as it relates to sites that have no qualifying 'responsible person' under the Environmental Protection and Enhancement Act.

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	helen
Last name [required]	henderson
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 9, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Park LAP

Calgary

Public Submission

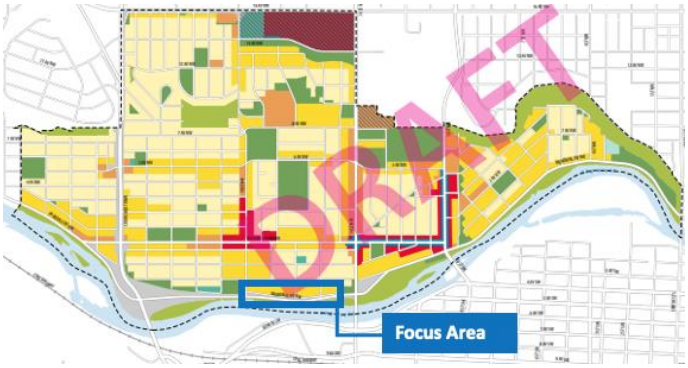
CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	IPC Comments Sept 2024.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	

Infrastructure & Planning Committee

RE: RILEY LOCAL AREA PLAN COMMENTS

Please find below our comments regarding the draft Riley Local Area Plan. Our comments focus on the Westmount area of the Plan as indicated in the adjacent map, and detail our concern that City Administration did not listen to community input, and therefore did not understand that area context, which has led to uninformed policy direction in the Plan.



We would like to express 3 significant concerns as follows:

1. Substantial written and in-person feedback was not recorded and not considered in this Plan.
    - Area residents attended the Open Houses and online events held during Phase 3 of this Plan, and submitted written comments that summarized key points. <u>This feedback was not captured in any way in the What We Heard Report or What We Did Report</u>, and both reports failed to capture the general sentiment of the Open Houses or online events. When asked about this, City Administration confirmed that the written feedback was not incorporated because one submission was received that was signed by many households. ***They considered this a petition and thus ignored it***. For the Open House comments, we were told that they were grouped by category, but when we ask for them to show us where the general sentiments we communicated were listed, they were unable to do so. City Administration committed to following up with us on this issue, but never did so.
    - Engagement that is simply lip-service, with no intention of listening to or considering residents' input, is not engagement. It leads to increasing levels of mistrust in our local government and disrespects the time of residents who, unlike City Administration, do not get paid to participate. Throughout this process we have heard City Planners say they are "the experts" and they "know what is best" – although they are recommending higher-density development in an area with known contamination and justifying their decisions based on incorrect contextual information.
    - If there is a desire to continue with the public engagement process, we strongly recommend proper training for City Administration, and a revamping of public engagement design, along with oversight of administration to provide a balanced view of community input.

2. The context of the area is unsuitable for the proposed intensification from a historically low-density residential area to a medium-density mixed-use area. The Plan designates this area as a Neighbourhood Connector that will promote four to six storey development and retail and commercial uses in an area that is assessable by a one-way single-lane roadway and has existing contamination that prohibits subsurface disruption.

- Westmount Boulevard is a one-way, single-lane roadway that parallels Memorial Drive. There is a landscaped/treed median that separates the community from Memorial Drive, with a 1.5 meter plus grade-separation for a significant portion as shown in the adjacent pictures.

- As all the properties along this street face Memorial Drive, retail uses will attract non-local, commuter traffic from Memorial into the community, which will bring in significant vehicle traffic to this area. As this is a single-lane one-way street with parking on one side of the street only, and no opportunity for underground parking due to the existing contamination, vehicle traffic will undoubtedly overflow into other parts of the community.

- The MDP encourages growth to happen around Main Streets, Transit Station Areas and Activity Centres – none of which applies to this area. City Planners have stated that the area's proximity to Memorial Drive makes it a corridor, which justifies the higher densities and non-residential uses. What has not been considered is that:
    i. Memorial Drive is a commuter roadway for non-local citywide traffic;
    ii. there is no direct access to the river pathway system from this location;
    iii. there is no existing or planned transit to this area;
    iv. there is limited to no existing pedestrian or bike activity along this roadway;
    v. at each end of this roadway there exists a non-conforming and dangerous intersection that cannot handle existing traffic; and
    vi. this area is separated by a treed median and a significant grade differential.
- Despite what City Planners have said, there are no apartments (multi-residential) currently existing in this area. With the exception of the former CBC lot (zoned DC to allow for a townhouse complex), the area is zoned RC2, which does not allow apartment/multi-residential buildings as either permitted or discretionary uses. This is an unfortunate example of context not being accurately reflected in the plan and then being used as uninformed arguments for polices that do not fit community contexts.

3. The Plan does not address or take into context the unique planning considerations and appears to prioritizes redevelopment and the Local Area Plan's approval timeline over public health and safety. This area is impacted by creosote contamination, that if exposed, will impact the health and wellbeing of area residents.

- Alberta Environment and Parks (AEP), along with Alberta Health Services, maintains monitoring wells in the area to keep track of conditions related to this carcinogen.
- Through the engagement process, area residents asked that the Plan consider the existing contamination to ensure the protection of public health and wellness in this area. The response was to further exasperate the condition but increasing the intensification in the area between the first and second draft of the Plan, with no acknowledgement or concern for risk to area residents. Both written submissions and in-person **feedback from area residents were not recorded in the What We Heard Report**, and not reflected in the Plan.
- According to the February 2024 paper published by the Environmental Law Center (Alberta) – *The Regulation of Pollution and Contaminated Sites in Alberta* - building on contaminated land is complex and requires careful planning, regulatory complication and often substantial remediation efforts. This is especially true when municipalities and the province have shared jurisdiction. A key finding of the report was that there is currently a **'lack of regulation for risk management through exposure control at contaminated sites in Alberta'**. One of top seven recommendations stemming from the report include **'Implementing a comprehensive regulatory regime for risk management through exposure control at contaminated sites**. (https://elc.ab.ca/wp-content/uploads/2024/02/The-Regulation-of-Contaminated-Sites-in-Alberta_.pdf)
- Disregarding the complexity of redevelopment and placing development pressure in this area puts the safety of area residents at significant risk. **It also places an unfair burden on area resident to continuously monitor, and be actively involved in, all redevelopment activity in the area** – which should be the role of City Administration and City Council as the regulatory body.
- Instead of placing inappropriate development pressures that are at odds with public health, we encourage The City to develop policy that focuses on addressing one of the key findings of the afore mentioned report. This key finding is related to '**uneven public access to environmental site information'** and we urge The City to have policies in place to help reduce the city and taxpayers' long-term liabilities, especially as it relates to sites that have no qualifying 'responsible person' under the Environmental Protection and Enhancement Act.

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Roisin
Last name [required]	McCormick
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley local area consideration

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Neil
Last name [required]	Campbell
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Council
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Local Area Plan Consideration

Calgary

Public Submission

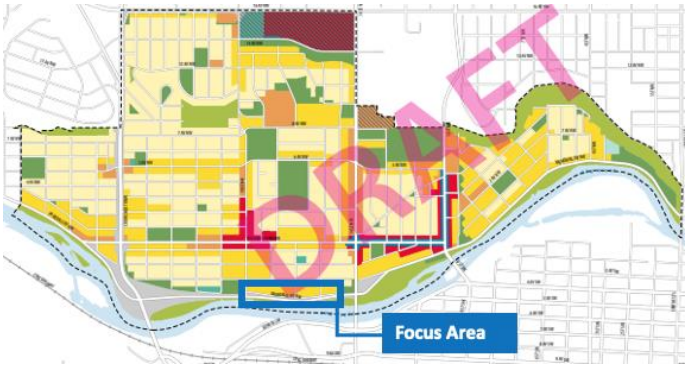
CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	IPC Comments Sept 2024.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	We hope that Council will consider the significant community concerns regarding the old CBC site. The current proposal is at variance with a host of the City's own rules and guidelines and the neighbourhoods input is consistently ignored.

Infrastructure & Planning Committee

RE: RILEY LOCAL AREA PLAN COMMENTS

Please find below our comments regarding the draft Riley Local Area Plan. Our comments focus on the Westmount area of the Plan as indicated in the adjacent map, and detail our concern that City Administration did not listen to community input, and therefore did not understand that area context, which has led to uninformed policy direction in the Plan.



We would like to express 3 significant concerns as follows:

1. Substantial written and in-person feedback was not recorded and not considered in this Plan.
    - Area residents attended the Open Houses and online events held during Phase 3 of this Plan, and submitted written comments that summarized key points. <u>This feedback was not captured in any way in the What We Heard Report or What We Did Report</u>, and both reports failed to capture the general sentiment of the Open Houses or online events. When asked about this, City Administration confirmed that the written feedback was not incorporated because one submission was received that was signed by many households. ***They considered this a petition and thus ignored it***. For the Open House comments, we were told that they were grouped by category, but when we ask for them to show us where the general sentiments we communicated were listed, they were unable to do so. City Administration committed to following up with us on this issue, but never did so.
    - Engagement that is simply lip-service, with no intention of listening to or considering residents' input, is not engagement. It leads to increasing levels of mistrust in our local government and disrespects the time of residents who, unlike City Administration, do not get paid to participate. Throughout this process we have heard City Planners say they are "the experts" and they "know what is best" – although they are recommending higher-density development in an area with known contamination and justifying their decisions based on incorrect contextual information.
    - If there is a desire to continue with the public engagement process, we strongly recommend proper training for City Administration, and a revamping of public engagement design, along with oversight of administration to provide a balanced view of community input.

2. The context of the area is unsuitable for the proposed intensification from a historically low-density residential area to a medium-density mixed-use area. The Plan designates this area as a Neighbourhood Connector that will promote four to six storey development and retail and commercial uses in an area that is assessable by a one-way single-lane roadway and has existing contamination that prohibits subsurface disruption.

- Westmount Boulevard is a one-way, single-lane roadway that parallels Memorial Drive. There is a landscaped/treed median that separates the community from Memorial Drive, with a 1.5 meter plus grade-separation for a significant portion as shown in the adjacent pictures.

- As all the properties along this street face Memorial Drive, retail uses will attract non-local, commuter traffic from Memorial into the community, which will bring in significant vehicle traffic to this area. As this is a single-lane one-way street with parking on one side of the street only, and no opportunity for underground parking due to the existing contamination, vehicle traffic will undoubtedly overflow into other parts of the community.

- The MDP encourages growth to happen around Main Streets, Transit Station Areas and Activity Centres – none of which applies to this area. City Planners have stated that the area's proximity to Memorial Drive makes it a corridor, which justifies the higher densities and non-residential uses. What has not been considered is that:
    i. Memorial Drive is a commuter roadway for non-local citywide traffic;
    ii. there is no direct access to the river pathway system from this location;
    iii. there is no existing or planned transit to this area;
    iv. there is limited to no existing pedestrian or bike activity along this roadway;
    v. at each end of this roadway there exists a non-conforming and dangerous intersection that cannot handle existing traffic; and
    vi. this area is separated by a treed median and a significant grade differential.
- Despite what City Planners have said, there are no apartments (multi-residential) currently existing in this area. With the exception of the former CBC lot (zoned DC to allow for a townhouse complex), the area is zoned RC2, which does not allow apartment/multi-residential buildings as either permitted or discretionary uses. This is an unfortunate example of context not being accurately reflected in the plan and then being used as uninformed arguments for polices that do not fit community contexts.

3. The Plan does not address or take into context the unique planning considerations and appears to prioritizes redevelopment and the Local Area Plan's approval timeline over public health and safety. This area is impacted by creosote contamination, that if exposed, will impact the health and wellbeing of area residents.

- Alberta Environment and Parks (AEP), along with Alberta Health Services, maintains monitoring wells in the area to keep track of conditions related to this carcinogen.
- Through the engagement process, area residents asked that the Plan consider the existing contamination to ensure the protection of public health and wellness in this area. The response was to further exasperate the condition but increasing the intensification in the area between the first and second draft of the Plan, with no acknowledgement or concern for risk to area residents. Both written submissions and in-person **feedback from area residents were not recorded in the What We Heard Report**, and not reflected in the Plan.
- According to the February 2024 paper published by the Environmental Law Center (Alberta) – *The Regulation of Pollution and Contaminated Sites in Alberta* - building on contaminated land is complex and requires careful planning, regulatory complication and often substantial remediation efforts. This is especially true when municipalities and the province have shared jurisdiction. A key finding of the report was that there is currently a **'lack of regulation for risk management through exposure control at contaminated sites in Alberta'**. One of top seven recommendations stemming from the report include **'Implementing a comprehensive regulatory regime for risk management through exposure control at contaminated sites**. (https://elc.ab.ca/wp-content/uploads/2024/02/The-Regulation-of-Contaminated-Sites-in-Alberta_.pdf)
- Disregarding the complexity of redevelopment and placing development pressure in this area puts the safety of area residents at significant risk. **It also places an unfair burden on area resident to continuously monitor, and be actively involved in, all redevelopment activity in the area** – which should be the role of City Administration and City Council as the regulatory body.
- Instead of placing inappropriate development pressures that are at odds with public health, we encourage The City to develop policy that focuses on addressing one of the key findings of the afore mentioned report. This key finding is related to '**uneven public access to environmental site information'** and we urge The City to have policies in place to help reduce the city and taxpayers' long-term liabilities, especially as it relates to sites that have no qualifying 'responsible person' under the Environmental Protection and Enhancement Act.

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Helen Alexandra
Last name [required]	Robertson
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Local Area Plan Consideration

Calgary

Public Submission

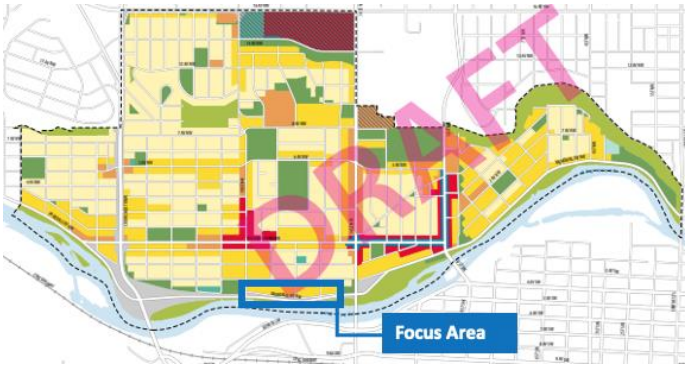
CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	IPC Comments Sept 2024.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	I ama local resident impacted by the focus area. Our local community is active and aligned to ensure the character and utility of the community playground, park and path-ways is maintained.

Infrastructure & Planning Committee

RE: RILEY LOCAL AREA PLAN COMMENTS

Please find below our comments regarding the draft Riley Local Area Plan. Our comments focus on the Westmount area of the Plan as indicated in the adjacent map, and detail our concern that City Administration did not listen to community input, and therefore did not understand that area context, which has led to uninformed policy direction in the Plan.



We would like to express 3 significant concerns as follows:

1. Substantial written and in-person feedback was not recorded and not considered in this Plan.
    - Area residents attended the Open Houses and online events held during Phase 3 of this Plan, and submitted written comments that summarized key points. <u>This feedback was not captured in any way in the What We Heard Report or What We Did Report</u>, and both reports failed to capture the general sentiment of the Open Houses or online events. When asked about this, City Administration confirmed that the written feedback was not incorporated because one submission was received that was signed by many households. ***They considered this a petition and thus ignored it***. For the Open House comments, we were told that they were grouped by category, but when we ask for them to show us where the general sentiments we communicated were listed, they were unable to do so. City Administration committed to following up with us on this issue, but never did so.
    - Engagement that is simply lip-service, with no intention of listening to or considering residents' input, is not engagement. It leads to increasing levels of mistrust in our local government and disrespects the time of residents who, unlike City Administration, do not get paid to participate. Throughout this process we have heard City Planners say they are "the experts" and they "know what is best" – although they are recommending higher-density development in an area with known contamination and justifying their decisions based on incorrect contextual information.
    - If there is a desire to continue with the public engagement process, we strongly recommend proper training for City Administration, and a revamping of public engagement design, along with oversight of administration to provide a balanced view of community input.

2. The context of the area is unsuitable for the proposed intensification from a historically low-density residential area to a medium-density mixed-use area. The Plan designates this area as a Neighbourhood Connector that will promote four to six storey development and retail and commercial uses in an area that is assessable by a one-way single-lane roadway and has existing contamination that prohibits subsurface disruption.

- Westmount Boulevard is a one-way, single-lane roadway that parallels Memorial Drive. There is a landscaped/treed median that separates the community from Memorial Drive, with a 1.5 meter plus grade-separation for a significant portion as shown in the adjacent pictures.

- As all the properties along this street face Memorial Drive, retail uses will attract non-local, commuter traffic from Memorial into the community, which will bring in significant vehicle traffic to this area. As this is a single-lane one-way street with parking on one side of the street only, and no opportunity for underground parking due to the existing contamination, vehicle traffic will undoubtedly overflow into other parts of the community.

- The MDP encourages growth to happen around Main Streets, Transit Station Areas and Activity Centres – none of which applies to this area. City Planners have stated that the area's proximity to Memorial Drive makes it a corridor, which justifies the higher densities and non-residential uses. What has not been considered is that:
    i. Memorial Drive is a commuter roadway for non-local citywide traffic;
    ii. there is no direct access to the river pathway system from this location;
    iii. there is no existing or planned transit to this area;
    iv. there is limited to no existing pedestrian or bike activity along this roadway;
    v. at each end of this roadway there exists a non-conforming and dangerous intersection that cannot handle existing traffic; and
    vi. this area is separated by a treed median and a significant grade differential.
- Despite what City Planners have said, there are no apartments (multi-residential) currently existing in this area. With the exception of the former CBC lot (zoned DC to allow for a townhouse complex), the area is zoned RC2, which does not allow apartment/multi-residential buildings as either permitted or discretionary uses. This is an unfortunate example of context not being accurately reflected in the plan and then being used as uninformed arguments for polices that do not fit community contexts.

3. The Plan does not address or take into context the unique planning considerations and appears to prioritizes redevelopment and the Local Area Plan's approval timeline over public health and safety. This area is impacted by creosote contamination, that if exposed, will impact the health and wellbeing of area residents.

- Alberta Environment and Parks (AEP), along with Alberta Health Services, maintains monitoring wells in the area to keep track of conditions related to this carcinogen.
- Through the engagement process, area residents asked that the Plan consider the existing contamination to ensure the protection of public health and wellness in this area. The response was to further exasperate the condition but increasing the intensification in the area between the first and second draft of the Plan, with no acknowledgement or concern for risk to area residents. Both written submissions and in-person **feedback from area residents were not recorded in the What We Heard Report**, and not reflected in the Plan.
- According to the February 2024 paper published by the Environmental Law Center (Alberta) – *The Regulation of Pollution and Contaminated Sites in Alberta* - building on contaminated land is complex and requires careful planning, regulatory complication and often substantial remediation efforts. This is especially true when municipalities and the province have shared jurisdiction. A key finding of the report was that there is currently a **'lack of regulation for risk management through exposure control at contaminated sites in Alberta'**. One of top seven recommendations stemming from the report include **'Implementing a comprehensive regulatory regime for risk management through exposure control at contaminated sites**. (https://elc.ab.ca/wp-content/uploads/2024/02/The-Regulation-of-Contaminated-Sites-in-Alberta_.pdf)
- Disregarding the complexity of redevelopment and placing development pressure in this area puts the safety of area residents at significant risk. **It also places an unfair burden on area resident to continuously monitor, and be actively involved in, all redevelopment activity in the area** – which should be the role of City Administration and City Council as the regulatory body.
- Instead of placing inappropriate development pressures that are at odds with public health, we encourage The City to develop policy that focuses on addressing one of the key findings of the afore mentioned report. This key finding is related to '**uneven public access to environmental site information'** and we urge The City to have policies in place to help reduce the city and taxpayers' long-term liabilities, especially as it relates to sites that have no qualifying 'responsible person' under the Environmental Protection and Enhancement Act.

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	JORDAN
Last name [required]	MARTENS
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Area Local Plan Consideration

Calgary

Public Submission

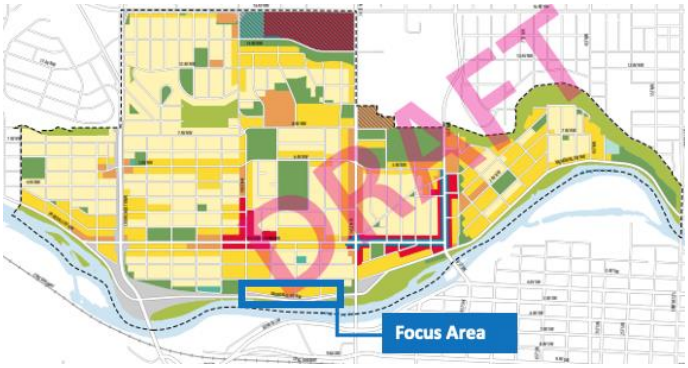
CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	IPC Comments Sept 2024.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please see attached comments related to the Riley Area Plan, specifically related to the Westmount area of the plan (the Anthem development site)

Infrastructure & Planning Committee

RE: RILEY LOCAL AREA PLAN COMMENTS

Please find below our comments regarding the draft Riley Local Area Plan. Our comments focus on the Westmount area of the Plan as indicated in the adjacent map, and detail our concern that City Administration did not listen to community input, and therefore did not understand that area context, which has led to uninformed policy direction in the Plan.



We would like to express 3 significant concerns as follows:

1. Substantial written and in-person feedback was not recorded and not considered in this Plan.
    - Area residents attended the Open Houses and online events held during Phase 3 of this Plan, and submitted written comments that summarized key points. <u>This feedback was not captured in any way in the What We Heard Report or What We Did Report</u>, and both reports failed to capture the general sentiment of the Open Houses or online events. When asked about this, City Administration confirmed that the written feedback was not incorporated because one submission was received that was signed by many households. ***They considered this a petition and thus ignored it***. For the Open House comments, we were told that they were grouped by category, but when we ask for them to show us where the general sentiments we communicated were listed, they were unable to do so. City Administration committed to following up with us on this issue, but never did so.
    - Engagement that is simply lip-service, with no intention of listening to or considering residents' input, is not engagement. It leads to increasing levels of mistrust in our local government and disrespects the time of residents who, unlike City Administration, do not get paid to participate. Throughout this process we have heard City Planners say they are "the experts" and they "know what is best" – although they are recommending higher-density development in an area with known contamination and justifying their decisions based on incorrect contextual information.
    - If there is a desire to continue with the public engagement process, we strongly recommend proper training for City Administration, and a revamping of public engagement design, along with oversight of administration to provide a balanced view of community input.

2. The context of the area is unsuitable for the proposed intensification from a historically low-density residential area to a medium-density mixed-use area. The Plan designates this area as a Neighbourhood Connector that will promote four to six storey development and retail and commercial uses in an area that is assessable by a one-way single-lane roadway and has existing contamination that prohibits subsurface disruption.

- Westmount Boulevard is a one-way, single-lane roadway that parallels Memorial Drive. There is a landscaped/treed median that separates the community from Memorial Drive, with a 1.5 meter plus grade-separation for a significant portion as shown in the adjacent pictures.

- As all the properties along this street face Memorial Drive, retail uses will attract non-local, commuter traffic from Memorial into the community, which will bring in significant vehicle traffic to this area. As this is a single-lane one-way street with parking on one side of the street only, and no opportunity for underground parking due to the existing contamination, vehicle traffic will undoubtedly overflow into other parts of the community.

- The MDP encourages growth to happen around Main Streets, Transit Station Areas and Activity Centres – none of which applies to this area. City Planners have stated that the area's proximity to Memorial Drive makes it a corridor, which justifies the higher densities and non-residential uses. What has not been considered is that:
    i. Memorial Drive is a commuter roadway for non-local citywide traffic;
    ii. there is no direct access to the river pathway system from this location;
    iii. there is no existing or planned transit to this area;
    iv. there is limited to no existing pedestrian or bike activity along this roadway;
    v. at each end of this roadway there exists a non-conforming and dangerous intersection that cannot handle existing traffic; and
    vi. this area is separated by a treed median and a significant grade differential.
- Despite what City Planners have said, there are no apartments (multi-residential) currently existing in this area. With the exception of the former CBC lot (zoned DC to allow for a townhouse complex), the area is zoned RC2, which does not allow apartment/multi-residential buildings as either permitted or discretionary uses. This is an unfortunate example of context not being accurately reflected in the plan and then being used as uninformed arguments for polices that do not fit community contexts.

3. The Plan does not address or take into context the unique planning considerations and appears to prioritizes redevelopment and the Local Area Plan's approval timeline over public health and safety. This area is impacted by creosote contamination, that if exposed, will impact the health and wellbeing of area residents.

- Alberta Environment and Parks (AEP), along with Alberta Health Services, maintains monitoring wells in the area to keep track of conditions related to this carcinogen.
- Through the engagement process, area residents asked that the Plan consider the existing contamination to ensure the protection of public health and wellness in this area. The response was to further exasperate the condition but increasing the intensification in the area between the first and second draft of the Plan, with no acknowledgement or concern for risk to area residents. Both written submissions and in-person **feedback from area residents were not recorded in the What We Heard Report**, and not reflected in the Plan.
- According to the February 2024 paper published by the Environmental Law Center (Alberta) – *The Regulation of Pollution and Contaminated Sites in Alberta* - building on contaminated land is complex and requires careful planning, regulatory complication and often substantial remediation efforts. This is especially true when municipalities and the province have shared jurisdiction. A key finding of the report was that there is currently a **'lack of regulation for risk management through exposure control at contaminated sites in Alberta'**. One of top seven recommendations stemming from the report include **'Implementing a comprehensive regulatory regime for risk management through exposure control at contaminated sites**. (https://elc.ab.ca/wp-content/uploads/2024/02/The-Regulation-of-Contaminated-Sites-in-Alberta_.pdf)
- Disregarding the complexity of redevelopment and placing development pressure in this area puts the safety of area residents at significant risk. **It also places an unfair burden on area resident to continuously monitor, and be actively involved in, all redevelopment activity in the area** – which should be the role of City Administration and City Council as the regulatory body.
- Instead of placing inappropriate development pressures that are at odds with public health, we encourage The City to develop policy that focuses on addressing one of the key findings of the afore mentioned report. This key finding is related to '**uneven public access to environmental site information'** and we urge The City to have policies in place to help reduce the city and taxpayers' long-term liabilities, especially as it relates to sites that have no qualifying 'responsible person' under the Environmental Protection and Enhancement Act.

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Frank
Last name [required]	Johnston
How do you wish to attend?	In-person
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	no
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Plan

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In favour
ATTACHMENT_01_FILENAME	
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Christie
Last name [required]	Page
How do you wish to attend?	Remotely
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley LAP

Calgary

Public Submission

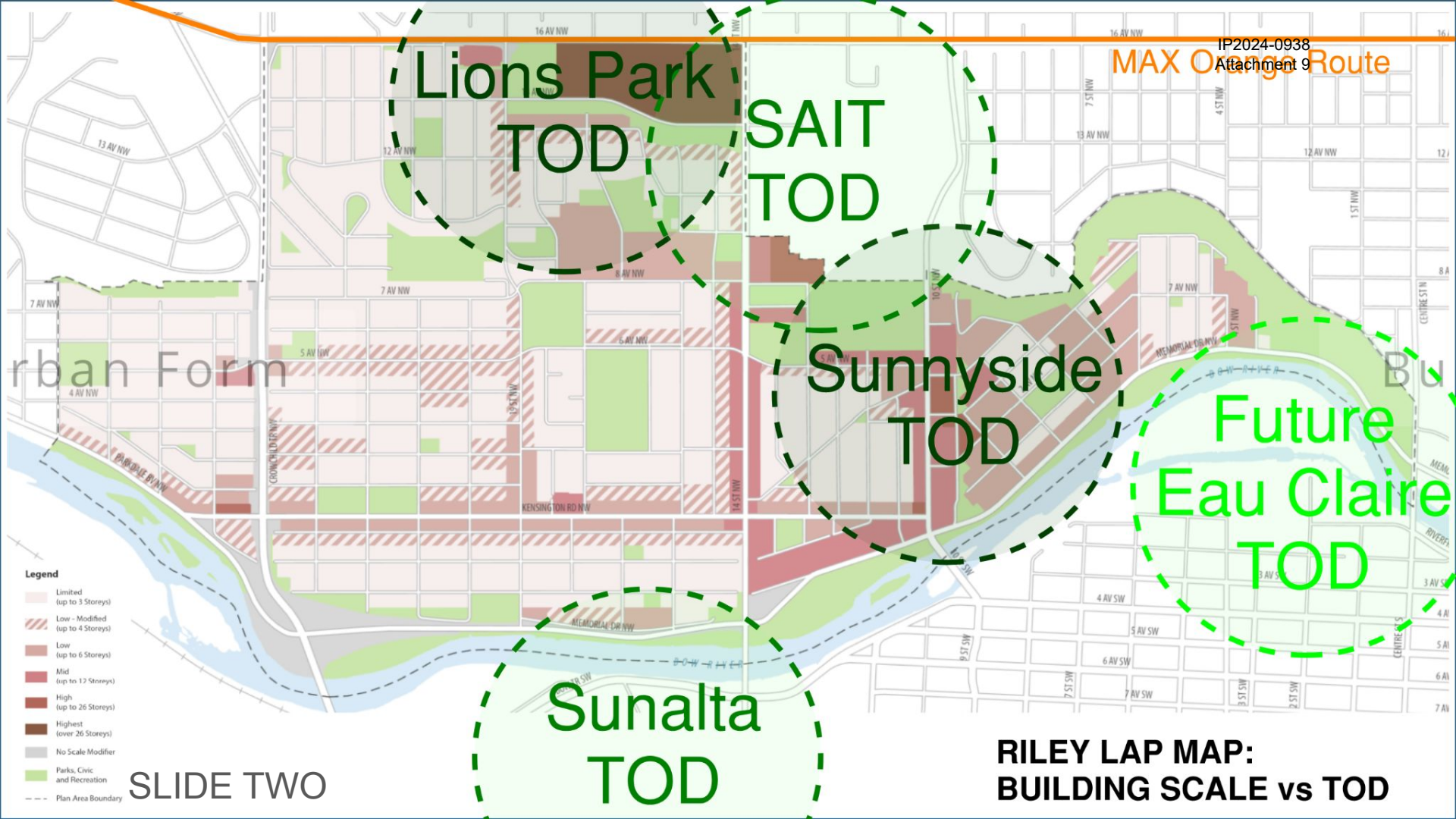
CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	RILEY LAP IPC.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	

Riley Plan Feedback

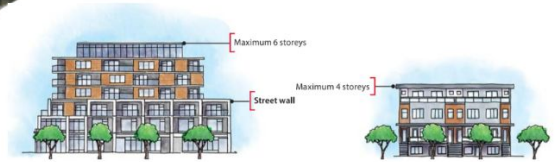
by Christie Page

SLIDE ONE


IP2024-0938
Attachment 9
MAX Orange Route
Lions Park TOD
SAIT TOD
Sunnyside TOD
Future Eau Claire TOD
Sunalta TOD
rban Form
Legend
Limited (up to 3 Storeys)
Low - Modified (up to 4 Storeys)
Low (up to 6 Storeys)
Mid (up to 12 Storeys)
High (up to 26 Storeys)
Highest (over 26 Storeys)
No Scale Modifier
Parks, Civic and Recreation
Plan Area Boundary
SLIDE TWO
RILEY LAP MAP:
BUILDING SCALE vs TOD

What if we put our density around green spaces too? Would it reinvigorate empty schools and parks? It would offer loads of amenity space
and.... street parking.

Limited (up to 3 storeys)	• Buildings of three storeys or less • Examples consist of small-scale homes
Low-Modified (up to 4 storeys)	• Buildings of four storeys or less • Examples include small-scale homes, apartments, stacked townhouse or mixed-use buildings • Areas include portions of Community Corridors
Low (up to 6 storeys)	• Buildings of six storeys or less • Examples include small-scale homes, apartments, stacked townhouses or mixed-use buildings
Mid (up to 12 storeys)	• Buildings of up to 12 storeys or less • Examples include apartments, offices and mixed-use buildings
High (up to 26 storeys)	• Buildings of up to 26 storeys • Limited to parcels that already allowed for this height



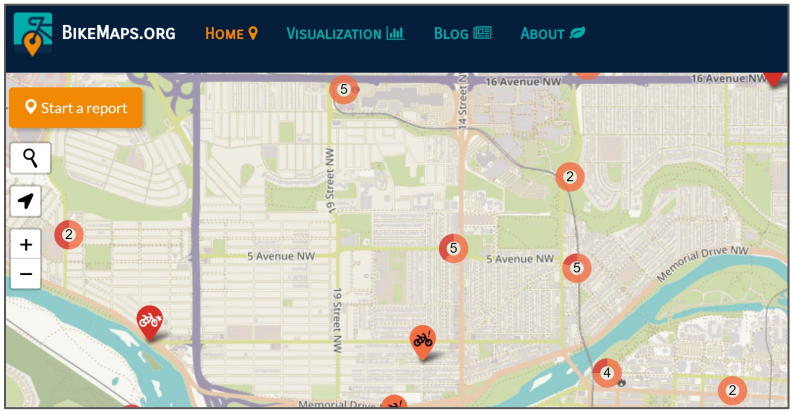
SLIDE THREE

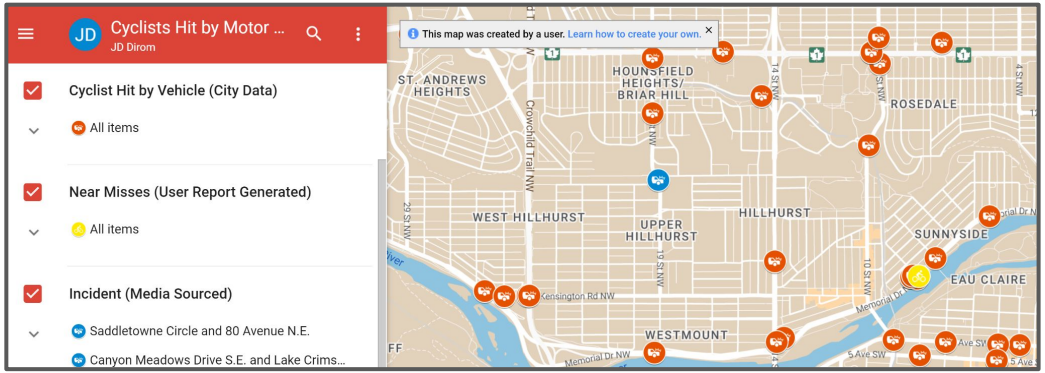
Google

IP2024-0938
Attachment 9

Ever Active Schools
www.everactive.org

Youth En Route





SLIDE FOUR

5A Network Priorities

2024-08-28
Attachment 9

The Hillhurst Sunnyside and the West Hillhurst Community Associations have prioritized where 5A-Network investment should happen in our area.*

Top & Equal Priority

- **A. 2 Av / 7 Av NW full length** (1.2km)
- **B. 5 Av / 6 Av NW full length** (2.8km)
- **C. Kensington Rd NW full length** (2.4km)
- **D. 18 St NW from Kensington Rd to 6 Av** (0.5km)
- **E. Crosswalk 8 Av & 10 St NW**
- **E. 12 St NW from 5 Av to 8 Av (0.3km)**
- **F. 8 Av NW from 10 St to 14 St (0.6km)**

**The 5A Network is active mobility infrastructure that is Always Available for All Ages & Abilities.*

SLIDE FIVE

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Klara
Last name [required]	Urban
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Communities Local Area Plan

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	Letter Riley LAP.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Attached please find our letter concerning Riley Local Area Plan. Thank you, Klara Urban

Klara and Radovan Urban
Calgary, AB T2N 2L5

October 7th, 2024

Calgary City Council

Dear Mayor and City Councillors,

RE: The Riley Communities Local Area Plan

We are residents of Calgary and writing to you in the hope that you will **vote against the proposed new Riley Local Area Plan (Riley LAP)** for our community presented online at http://engage.calgary.ca/Riley/Realize. While we understand the need for increased density in the City of Calgary, we believe the Riley LAP will have profound and irreversible negative effects on our community and its residents.

Blanket Zoning and the proposed Riley LAP in its current form will create a wild-west development environment to benefit mostly developers, to maximize their profits by building large structures on the small lots designed for single family homes. This type of development will fracture the community rather than execute a deliberate and environmentally sustainable development of mature neighborhoods. The wild-west approach will not create affordable housing nor housing abundance. It will, however, encourage and permit uncoordinated development, put an unsustainable strain on electrical grid, water and sewer services, parking, and emergency services in existing communities that were not designed for substantial increases in density. Duplexes, apartments, and other multi-unit structures developed beside small single-family homes will provide too much contrast in height and lot coverage and will overshadow the existing single-family structures. We are extremely disappointed by the proposed changes and hear nothing but overwhelmingly negative response from our community.

Blanket Zoning and the proposed Riley LAP is already impacting our dream home ownership in our new community. We recently purchased a renovated bungalow in the Hounsfield Heights/Briar Hill community that suited the needs and dreams of our family. It has taken us over 20 years to save money to purchase this home. When we purchased our home, we were led to believe the property beside ours would be a single-family house. Unfortunately, due to Blanket Zoning and the new Riley LAP, the developer now plans to build a larger four-unit house (a duplex with 2 secondary suites). The proposed development is too large for the existing footprint, will have insufficient parking and green space, and will not fit in with the existing neighboring properties on our street. It will not provide affordable housing due to the new build and the neighborhood. It will create privacy issues and completely overshadow the existing neighboring properties, including ours. Moreover, the proposed development does not align with the wishes of the majority of residents in our neighborhood.

There are better ways to address the housing crisis through housing strategy initiatives that allow input from concerned Calgarians. This includes putting appropriate construction guidelines in place with greater granularity to achieve desirable outcomes for densifying Calgary neighbourhoods. Careful planning and neighborhoods' design will be able to address critical infrastructure needs and mitigate negative environmental impacts.

We implore you to **listen to community feedback and vote against the Riley LAP** to protect our mature neighbourhoods. If you wish to further discuss our concerns, please contact us.

Thank you for considering this request.

Sincerely,

Klara Urban and Radovan Urban

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Angeles
Last name [required]	Mendoza Sammet
How do you wish to attend?	In-person
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	I do not need one
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Communities Local Area Plan

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	Angeles Mendoza S Riley Communities Local Area Plan.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	This presentation outlines the points I would like to address.

Riley Communities Local Area Plan

Comments to Standing Policy Committee on Infrastructure and Planning

Dr. Angeles Mendoza Sammet

Member of the Working Group for the Local Area Planning, Riley Communities
Professional Biologist
Affiliate Researcher, IHE Delft Institute for Water Education, the Netherlands
Mediator –Community Mediation Calgary Society
Resident of Briar Hill Community

Oct. 16, 2024.

The Engagement Process

The process for the Local Area Plan needed more transparency and participation.

- Maps were not available for reviewing before or after the meetings
- Relevant information was not available for other residents
- Other resident did not have opportunities to participate

(even this meeting was not among the “upcoming meetings”)

- Planning requires integration of different types of information to analyze alternatives and select the best option.
  - Key information was missing
    - Focus on types of buildings and locations is insufficient for a 30- year plan
    - Transportation strategy was not shared
    - Plan for Parks, green areas and wildlife corridors were not available
    - Safety concerns were not addressed

Strategic Environmental Assessment is a recognized process to improve planning[1]

The City should **use Strategic Environmental Assessment(SEA)** to engage residents in the planning process

- **Analyze interactions** (positive and negative) among different local area plans that are being done in isolation.
- **Combine different types of information** to have a better understanding of challenges and opportunities at different scales.
- **Engage citizens** in discussions to set a new vision for the future and allow all interested residents- and potentially affect ones- voice their concerns.

1 Cabinet Directive on Strategic Environmental and Economic Assessment, 2024

The City should use Strategic Environmental Assessment(s), among other, to…

- **Identify areas** where densification may not be appropriate
  - Glenmore landing Multistorey buildings
  - Multi-storey buildings adjacent to green areas
- **Determine potential** environmental, social and economic **impacts** and how to manage them
- **Analyze gaps** in policies and regulations

1 Cabinet Directive on Strategic Environmental and Economic Assessment

Example:

Parking Policy (4.1.1 Residential Areas) is insufficient to help residents deal with problems caused by increased density and limited on-street parking

- Conflict arising in neighbourhoods

Thank you for listening

Dr. Angeles Mendoza Sammet

angeles@angelesmendoza.co

403-585-5525

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Alison
Last name [required]	Timmins
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Communities Local Area Plan

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	Neither
ATTACHMENT_01_FILENAME	Riley LAP - QPD Position.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	

QuantumPlace® CONSULTING

1026 16 Ave NW, Suite 203
Calgary, AB T2M 0K6
587-350-5172

October 8, 2023

Calgary Infrastructure and Planning Committee
Calgary City Hall
800 Macleod Trail SE
Calgary, AB T2G 5E6

Re: Proposed Riley LAP at IPC

Dear Infrastructure and Planning Committee,

On behalf of our clients, we would like to express our concerns regarding the current version of the draft Riley LAP, particularly regarding the modified building scale on the east side of 10th St NW, north of Memorial Dr NW. Although the building scale for this area in Map 4 is identified as up to 12 storeys, Policy 2.5.2(k) limits the height in this area to eight storeys.

We are advocating for the removal of this policy for the following reasons:

- Limiting opportunity and development scale between the Greater Downtown and a TOD / major transit connections at the convergence of two Main Streets is not in alignment with sound planning principles.
- The current ARP sets the height limit at eight storeys and development on this block has been stagnant.
    - Development it is unlikely to occur should this height limit be retained. The building code requires concrete construction for buildings seven storeys or higher. Concrete construction typically does not become feasible until 12 storeys is reached. Therefore, a limitation of 8 storeys will impede the creation of much needed housing and add additional hurdles and costs to housing.
- The difference between eight and twelve stories cannot be felt at the street with a pedestrian-oriented façade.
- Streetscape design and architectural features that lend themselves to an active streetscape is achieved by Policy 2.5.1(j) and can be achieved when redevelopment is proposed at the time of DP.

Thank you for your regard of these critical considerations as you deliberate on the proposed Riley LAP and the removal of Policy 2.5.2(k).

Sincerely,

[redacted]

Jessica Karpat, MEDes, RPP, MCIP
Principal – Planning, QuantumPlace Developments Ltd.

CC:

Alison Timmins, QuantumPlace Developments Ltd.

Ward 7 Councillor Terry Wong

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Helen
Last name [required]	Henderson
How do you wish to attend?	Remotely
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	no
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Local Area Improvement consderation

Calgary

Public Submission

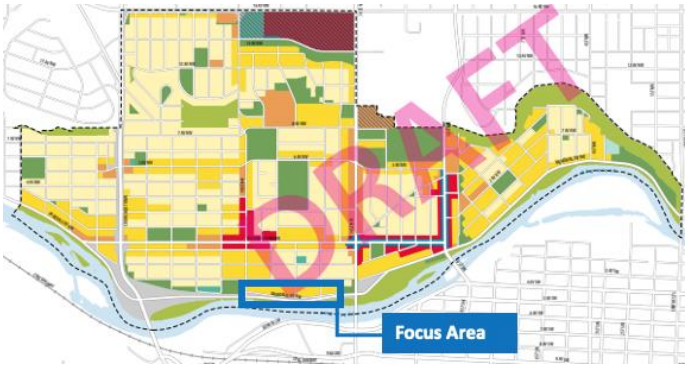
CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	Neither
ATTACHMENT_01_FILENAME	IPC Comments Sept 2024.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	

Infrastructure & Planning Committee

RE: RILEY LOCAL AREA PLAN COMMENTS

Please find below our comments regarding the draft Riley Local Area Plan. Our comments focus on the Westmount area of the Plan as indicated in the adjacent map, and detail our concern that City Administration did not listen to community input, and therefore did not understand that area context, which has led to uninformed policy direction in the Plan.



We would like to express 3 significant concerns as follows:

1. Substantial written and in-person feedback was not recorded and not considered in this Plan.
    - Area residents attended the Open Houses and online events held during Phase 3 of this Plan, and submitted written comments that summarized key points. <u>This feedback was not captured in any way in the What We Heard Report or What We Did Report</u>, and both reports failed to capture the general sentiment of the Open Houses or online events. When asked about this, City Administration confirmed that the written feedback was not incorporated because one submission was received that was signed by many households. ***They considered this a petition and thus ignored it***. For the Open House comments, we were told that they were grouped by category, but when we ask for them to show us where the general sentiments we communicated were listed, they were unable to do so. City Administration committed to following up with us on this issue, but never did so.
    - Engagement that is simply lip-service, with no intention of listening to or considering residents' input, is not engagement. It leads to increasing levels of mistrust in our local government and disrespects the time of residents who, unlike City Administration, do not get paid to participate. Throughout this process we have heard City Planners say they are "the experts" and they "know what is best" – although they are recommending higher-density development in an area with known contamination and justifying their decisions based on incorrect contextual information.
    - If there is a desire to continue with the public engagement process, we strongly recommend proper training for City Administration, and a revamping of public engagement design, along with oversight of administration to provide a balanced view of community input.

2. The context of the area is unsuitable for the proposed intensification from a historically low-density residential area to a medium-density mixed-use area. The Plan designates this area as a Neighbourhood Connector that will promote four to six storey development and retail and commercial uses in an area that is assessable by a one-way single-lane roadway and has existing contamination that prohibits subsurface disruption.

- Westmount Boulevard is a one-way, single-lane roadway that parallels Memorial Drive. There is a landscaped/treed median that separates the community from Memorial Drive, with a 1.5 meter plus grade-separation for a significant portion as shown in the adjacent pictures.

- As all the properties along this street face Memorial Drive, retail uses will attract non-local, commuter traffic from Memorial into the community, which will bring in significant vehicle traffic to this area. As this is a single-lane one-way street with parking on one side of the street only, and no opportunity for underground parking due to the existing contamination, vehicle traffic will undoubtedly overflow into other parts of the community.

- The MDP encourages growth to happen around Main Streets, Transit Station Areas and Activity Centres – none of which applies to this area. City Planners have stated that the area's proximity to Memorial Drive makes it a corridor, which justifies the higher densities and non-residential uses. What has not been considered is that:
    i. Memorial Drive is a commuter roadway for non-local citywide traffic;
    ii. there is no direct access to the river pathway system from this location;
    iii. there is no existing or planned transit to this area;
    iv. there is limited to no existing pedestrian or bike activity along this roadway;
    v. at each end of this roadway there exists a non-conforming and dangerous intersection that cannot handle existing traffic; and
    vi. this area is separated by a treed median and a significant grade differential.
- Despite what City Planners have said, there are no apartments (multi-residential) currently existing in this area. With the exception of the former CBC lot (zoned DC to allow for a townhouse complex), the area is zoned RC2, which does not allow apartment/multi-residential buildings as either permitted or discretionary uses. This is an unfortunate example of context not being accurately reflected in the plan and then being used as uninformed arguments for polices that do not fit community contexts.

3. The Plan does not address or take into context the unique planning considerations and appears to prioritizes redevelopment and the Local Area Plan's approval timeline over public health and safety. This area is impacted by creosote contamination, that if exposed, will impact the health and wellbeing of area residents.

- Alberta Environment and Parks (AEP), along with Alberta Health Services, maintains monitoring wells in the area to keep track of conditions related to this carcinogen.
- Through the engagement process, area residents asked that the Plan consider the existing contamination to ensure the protection of public health and wellness in this area. The response was to further exasperate the condition but increasing the intensification in the area between the first and second draft of the Plan, with no acknowledgement or concern for risk to area residents. Both written submissions and in-person **feedback from area residents were not recorded in the What We Heard Report**, and not reflected in the Plan.
- According to the February 2024 paper published by the Environmental Law Center (Alberta) – *The Regulation of Pollution and Contaminated Sites in Alberta* - building on contaminated land is complex and requires careful planning, regulatory complication and often substantial remediation efforts. This is especially true when municipalities and the province have shared jurisdiction. A key finding of the report was that there is currently a **'lack of regulation for risk management through exposure control at contaminated sites in Alberta'**. One of top seven recommendations stemming from the report include **'Implementing a comprehensive regulatory regime for risk management through exposure control at contaminated sites**. (https://elc.ab.ca/wp-content/uploads/2024/02/The-Regulation-of-Contaminated-Sites-in-Alberta_.pdf)
- Disregarding the complexity of redevelopment and placing development pressure in this area puts the safety of area residents at significant risk. **It also places an unfair burden on area resident to continuously monitor, and be actively involved in, all redevelopment activity in the area** – which should be the role of City Administration and City Council as the regulatory body.
- Instead of placing inappropriate development pressures that are at odds with public health, we encourage The City to develop policy that focuses on addressing one of the key findings of the afore mentioned report. This key finding is related to '**uneven public access to environmental site information'** and we urge The City to have policies in place to help reduce the city and taxpayers' long-term liabilities, especially as it relates to sites that have no qualifying 'responsible person' under the Environmental Protection and Enhancement Act.

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Mark
Last name [required]	Oliver
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Local Area Plan

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	Riley LAP Oliver Allan comments Oct 8, 2024.docx
ATTACHMENT_02_FILENAME	HHBH Riley LAP map Oliver-Allan submission copy.jpeg
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Written document and annotated map are attached.

As long-time residents of Hounsfield Heights (44 and 33 years respectively), we have many concerns regarding the Riley LAP, both as to the proposals within the Riley Local Area Plan and to the whole process of it being produced.

We have owned our residence on 16A Street NW since 1980, have renovated it twice and have made many improvements to the property over that time, precisely because we enjoy the community and its single-family home nature. We have invested a lot of money into renovations and maintenance to improve the property, not just for us, but also for our neighbours. In addition, we own a rental home next door, which we extensively renovated and have rented since 2000. We have privacy and peace and quiet in our yard, with good tree cover, vegetation, gardens, all providing an oasis for us and an amazing variety of wildlife.

The proposals, particularly for four-storey apartments along the south side of 13th Avenue, and six-storey apartments on the south side of Lions Park, would have a hugely deleterious effect on the quality of life of all current residents in the vicinity through loss of privacy, noise and increased traffic. In addition, with the increased lot coverage allowed, there will be a large detrimental effect on tree canopy and plant material.

Local Area Plan Process

Proposal: Riley LAP "engagement" and Phases 1 through 4 documents

Problems: Residents/Citizens/Taxpayers' opinions, wishes and input are being ignored

With regard to the LAP process, we have been extensively engaged throughout the process by commenting on each phase of the draft documents, participating in on-line sessions with the City and on a community walk-around with City planners, all of where we brought our concerns forward. It is apparent from each iteration of the draft and from the response during the on-line sessions and the walk-around that there was a **pretence** at listening and taking into account our, and nearly all residents', concerns with what is being proposed. Nearly 100% of residents who responded during the entire process are against the proposals, yet there has been no real compromise from the City in terms of the proposals.

During the online sessions, the only participants who supported the plan already live in a high-density area (Sunnyside), and based on comments in the chat, made it very clear that they wanted Hounsfield Heights-Briar Hill to be densified in the same way. People who live in Sunnyside or other densely developed areas bought there knowing its density and the potential for further development. **People who bought in single-family areas bought there in order to have that lifestyle in their home and community**. The City has listened to the voices of those who are pro-development, even though they will not be directly affected, and not to those of the people whom it will directly affect, i.e. the residents of HH-BH. We are not against thoughtful densification, but it is very apparent through our engagement that what is being shoved down our throats is something else entirely.

There are many places in Calgary where higher density apartments make sense, and most in the community would consider that directly around LRT stations is one of those. There are commercial/institutional lots near the Lions Park LRT station where apartment towers make sense. Redevelopment along busy corridors such as 19th and 14th streets make sense. The redevelopment of the North Hill mall site makes sense. These should provide ample space for multi-storey apartments without ripping apart Hounsfield Heights by building four and six storey apartment building through the length of the community.

The entire process of the Riley LAP has been extremely frustrating. It is the view of many that the city pretends that it is going to engage, pretends to listen, pretends to take into account residents' wishes, and then does what they were planning to do anyway. It appears that the City Administration has run amok – they have an agenda, and nothing is going to turn them – whether on a city-wide issue such as the rezoning proposal where the majority of presenters objected to the proposal, or whether it is a more local plan such as the Riley LAP, where the vast majority of residents of one of the included communities, Hounsfield Heights/Briar Hill, are against the plan. Council needs to do their job and listen to the citizens of this city, those taxpayers who elect the council to represent them openly and fairly. City administration and planners need to be told to do their jobs properly by actually working with residents of HHBH to come up with a modified plan that can satisfy both sides.

Specific concerns with the proposed Riley Local Area Plan

The following specifically outlines our concerns regarding the proposed Riley Local Area Plan. We did offer our "input" throughout the process, but unfortunately, when there is a pre-conceived plan in place, not much expressed by citizens (i.e. voters/taxpayers) gets listened to by the city. As an example, the City asked SAIT students for their input on development. Why did they do this? These students are renters, residing adjacent to the community. Most reasonable people would say that they should not have been consulted but were because they would very likely agree with the City's proposals in the LAP.

Our community walkaround with the City planners made it very obvious that they had never visited the community, discussed the issues with residents and had no idea of the impact of their proposals. The biggest joke was that we all walked to the LRT station to meet them to start the meeting. They were late **"because we had trouble finding parking"!** Couldn't make this stuff up! City planners don't ride transit to a meeting at a transit station, where some of the concerns of residents is transit and adjacent Lions Park safety, traffic congestion, parking and the likelihood that adequate parking won't be provided by developers of the proposed apartment buildings. And we are being told by said planners that parking isn't needed because everyone will ride transit!

We would like to make sure that Council is aware of the following issues, and those raised by other submissions, before they review the proposal. An annotated map is attached for greater clarity of locating the following concerns.

1. **Proposal: Development of four and six-storey apartments along 13th Avenue / Lions Park**

   Problems: Increased traffic on 13th Avenue and 16A Street adjacent to playground, through playground zone and on quiet residential street

   Currently, the main through road in Hounsfield Heights from 19th Street to 14th Street is **12th Avenue**, connecting to the lower end of 16A Street and then onto 11th Avenue. By opening 13th Avenue to much higher density development, **13th Avenue will become a major route**. In fact, the Riley LAP identifies it as a Regional Connector. Maybe in the planners' wildest dreams, but if they had actually visited the community, it would be obvious that **it is a quiet residential street where many problematic issues will be caused** by the concomitant increased traffic that will come with this level of densification.

1. There is a short, steep hill at the east end of the paved portion of 13th Avenue, where it makes a right angle turn south onto 16A Street, just west of the playground and pedestrian path. It is **problematic in the winter**, with cars either sliding down the hill or unable to make it up the hill. In addition, there is a **playground and playground zone** immediately at this corner. Increased traffic will mean additional risks for children and families using the

playground. Currently, many people do not obey the 30 kph speed limit, so the problem will get much worse with more traffic.

2. The current Phase 4 of the Riley LAP has proposed allowing four-storey apartments along the continuation of 13th Avenue, east of 16A Street to 14th Street. This "road" is currently a **very narrow pot-holed alley** which divides Lions Park on the north from houses on the south. If development occurs along the south side of this road, then it will have to be upgraded to a much wider paved road. By necessity, there will be a **significant loss of park and tree canopy** to allow for a wider road, both of which go against City policy of increasing green space and tree canopy. In addition, this wider, and much busier road, will **be within a two or three second run by a toddler at the playground**.

3. There is a **very awkward offset three-way intersection** at the base of the hill noted in point 1 above, where 16A Street tees into 13th Avenue, which goes up the hill to the west and along the south edge of the park to the east. Drivers cut corners here, don't stop or even slow down when entering the intersection. It is currently an accident waiting to happen and **will be far worse with a paved portion along the park, more development and the presence of the playground**.

4. The huge amount of densification proposed will lead to **increased car traffic**, no matter what planners believe about everyone riding transit. To exit the community, any residents along 13th Avenue will either proceed west to 19th Street or zigzagging east and south to access 14th Street southbound. Turning north or south onto 19th Street is almost impossible now during rush hour, so will be much worse with all the increased traffic.

   The 14th Street egress is also problematic. As pointed out to the apparently unaware planners during the community walkaround, very steep hills leading down the escarpment have resulted in some unusual traffic controls. There is a **very awkward four-way intersection** at 15th Street and 11th Avenue where the **uphill traffic on 15th Street has the right of way** and the other three directions have stop signs. Increased traffic at this intersection will result in a much higher chance of accidents as people ignore or don't see the stop signs. In addition, the **southbound turn onto 14th Street from 11th Avenue is dangerous**, with very limited view of oncoming traffic due to the crest of the hill of 14th Street to the north. There are proposals to build **multi-storey apartments/complexes along 14th Street**, which will make this situation **more congested and more dangerous**.

5. Parking will be a huge issue, particularly if the City bows to developers' wishes to not include parking as part of new developments of multi-storey apartments.

2. Proposal: four-storey apartments along south side of 13th Avenue

Problems: narrow alley which is difficult with current density

The south side of 13th Avenue is proposed for 4-storey apartment blocks. The **E-W alley along the south side of the houses on 13th Avenue between 16A and 17A streets is extremely narrow.** Access to the alley at the west and east ends is along short N-S alleys from 13th Avenue. Both of these "stub" alleys are **very narrow, and both have extremely sharp right angle turns to access the E-W alley**.

The proposed densification of four-storey apartments will result in **increased congestion in the narrow alleys, problems with storage and collection of City bins and difficulty with providing off-street parking**, as should be the case in Neighbourhood Connector areas.

However, it is noted in the LAP document that “Applications for new multi-residential developments that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when the criteria from the Calgary Parking Policies are met”. If no or limited parking is provided, then people will park on the street, which adds congestion to what is being proposed as a busier road (Neighbourhood Connector).

In our walkaround with the City planners, these were all new issues to them. Again, spending some time in the community with the residents affected by proposals would seem to be an absolute minimum requirement for anyone engaged in this process, particularly when they are being paid by said residents.

1. The **E-W alley is already problematic**, as it is narrow and at both ends the exits are extremely tight right angle turns onto N-S alleys that join onto 13th Avenue. There is no access to 12th Avenue to the south from the alley. The turns are so tight that the City **garbage, recycling and compost trucks must back into** the short N-S alleys from 13th Avenue. Then the crews must **manually move all the bins** from houses along the E-W alley to the waiting trucks, and then return the bins to the proper places. Due to the tight turn at our (east) end, we have had many instances of people turning the corner, which is situated along our rear fence-line, and running into our fence.

2. The main issue with city services and bins is that any development along the south side of 13th Avenue, between 16A and 17A Streets, will result in **many more city bins**, presumably located in the rear alley. It will become problematic for the city crews to efficiently empty many 10s of bins, as they will have to manually move them along the alley to the trucks. The rezoning development for the entire city is problem enough, but 4 storey apartment blocks magnify the issue many-fold. In addition, it is hard to imagine where all these bins will be placed in a narrow alley.

3. Due to the narrow nature of the alley, **providing access to parking will be challenging**. The narrow alley also makes it difficult to handle more traffic, presenting potential for conflict, and increase traffic and people not taking suitable caution **increases the risk of property damage**.

3. Proposal: multi-level apartments

Problems: Privacy, shadowing and noise issues

Privacy, shadowing and noise issues are huge concerns with the potential for multi-year development of such large, out of character apartment buildings. Four-storey apartment blocks along the south side of 13th Avenue will **loom over the yards of houses to the south**. They will also cast big shadows over adjacent houses to the east and west and across the street to the north. Six storey apartments will loom over everything in all directions, no matter how they are “stepped back”. Not a lot of stepping back can occur on a 120-foot-deep lot, especially when it is proposed to occur on both front and back of the apartment.

All of these apartment block create **huge privacy issues** for other residents, as no doubt they will have balconies looking out across the neighbourhood, and therefore into other residents’ homes and yards. Then there is the **noise** issue, with the huge potential for disturbing levels of noise from people playing music and subjecting surrounding residents to noise that they don’t wish to hear.

There does not appear to be any discussion in the Riley LAP on this relative to other homes, just the discussion of shadowing on Lions Park.

4. **Proposal: multi-level apartments, row house, narrow infills**

   Problems: local built-form context not taken into account

   There appears to be no attempt to take into account one of the stated principles of the Neighbourhood Connector guidelines: that development in this type of designated area should "**consider the local built-form context**". Or is this just a case of "consider" but "ignore"?

   Where to even start with this? It is apparent to anyone with an open mind that the **proposals do not fit with any interpretation of "the local build-form context" for Hounsfield Heights/Briar Hill**. It is apparent that they conform to the preconceived ideas held by indoctrinated city planners with their own goals of social engineering, no matter what the residents (taxpayers and voters) desire. Even a simple mitigating, low-impact proposal from our community doesn't seem to be able to gain any traction with the idealogues at City Hall.

   The proposal from our community is to consider a **minor change** to what is required when densifying a building lot which currently contains a single-family dwelling. We are asking that **if the developer is proposing two residences, that they should be required to build them in a semi-detached manner, rather than two narrow infill homes**. A resulting semi-detatched building can be designed to **much better fit within the "local built-form context"** than can two narrow infill homes, which do not fit the character of our neighbourhood whatsoever.

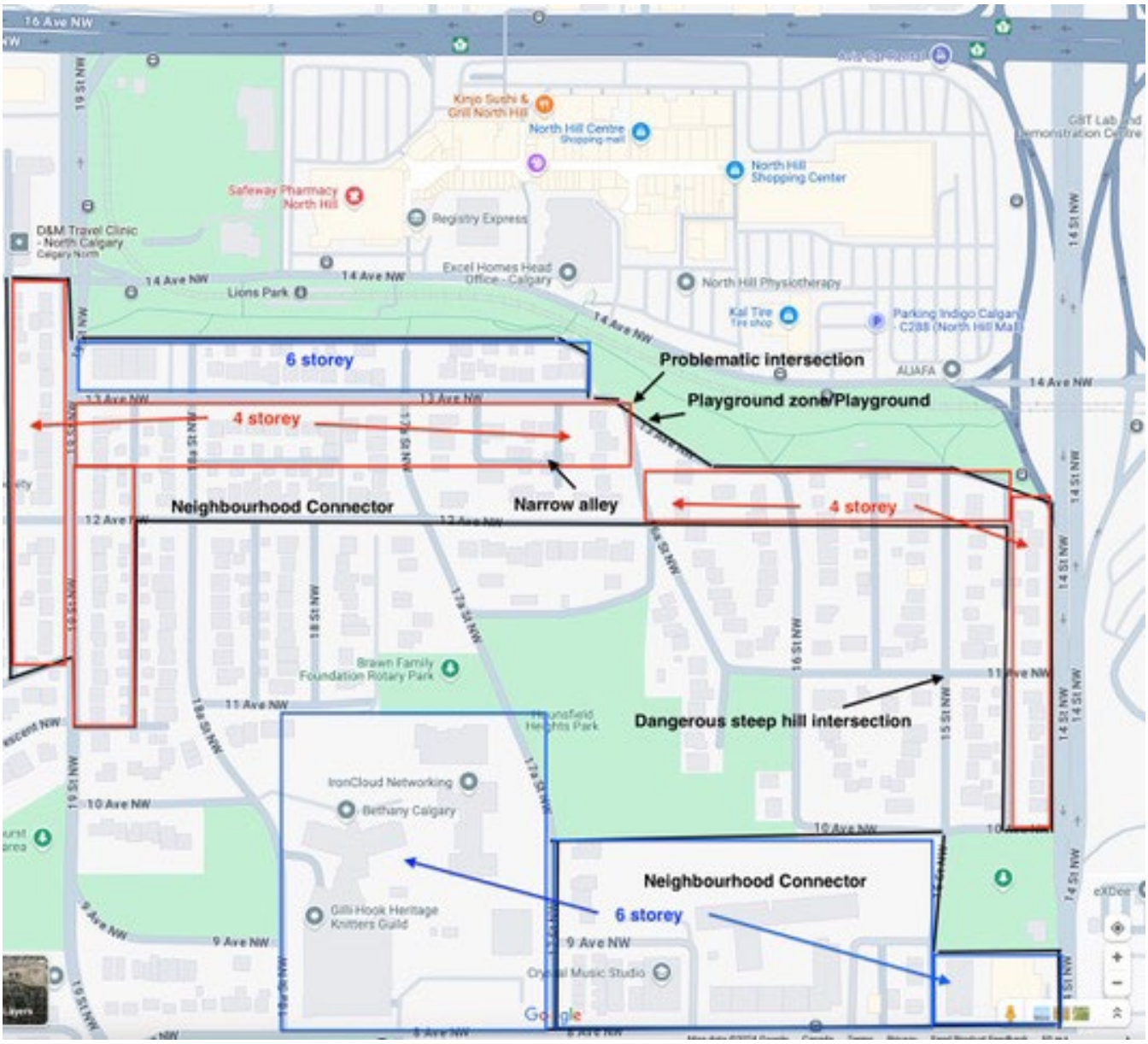
   We feel that this is a very small ask from the city and should receive serious consideration and discussion. We are already seeing approval of narrow infill development permits and the risk is that these will increase dramatically, thus severely altering the rest of the community that isn't being destroyed by the multi-family apartment proposals.

In summary, as long-time resident and taxpayers, we are extremely frustrated by this whole process and the lack of real consultation, real exchange of ideas and the chance of coming up with a plan that all parties can agree to, no doubt with compromises on both sides. What we are being fed is a preconceived plan that has only got worse for this community with each phase, with no real engagement, no real intent to listen and understand and no compromise on the part of the city.

We ask City Council to do their jobs and not approve this proposal. Please send it back to planning and put the hard questions to Administration as to why they have not done what should have been done. If council as a whole is unwilling to this, then it is apparent that the majority of councillors are complicit in not dealing honestly and openly with their citizens/taxpayers/voters.

Thank you.

Mark Oliver and Sheila Allan


6 storey
Problematic intersection
Playground zone/Playground
4 storey
Neighbourhood Connector
Narrow alley
4 storey
Dangerous steep hill intersection
Neighbourhood Connector
6 storey
16 Ave NW
14 Ave NW
13 Ave NW
12 Ave NW
11 Ave NW
10 Ave NW
9 Ave NW
North Hill Centre
North Hill Shopping Center
Safeway Pharmacy North Hill
Registry Express
Lions Park
Excel Homes Head Office - Calgary
North Hill Physiotherapy
Kal Tire
Parking Indigo Calgary - C288 (North Hill Mall)
Brawn Family Foundation Rotary Park
IronCloud Networking
Bethany Calgary
Gilli Hook Heritage Knitters Guild
Crystal Music Studio
Google

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	ROBERT
Last name [required]	MC LAUGHLIN
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	RILEY COMMUNITIES LOCAL AREA PLAN

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Want to add our support to the letter from the Hounsfield Heights - Briar Hill Community Assoc Land Use Director BETH ATKINSON of October 9 2024 to the INFRASTRUCTURE & PLANNING COMMITTEE. We are strongly in favour of - increasing density that is SYMPATHETIC to the existing environment in HH - BH - GRADE ORIENTED options within the CORE of the community to maintain the current scale, neighbourly feel - design & proportions that allows DENSER building forms to blend in with the existing housing stock - eg 2 semi detached homes v 2 SINGLE narrow homes on the same lot size avoiding the negative effects referred to in Beth's letter (sunlight loss, privacy issues etc) - development of the SEARS site which carries with it the option of high rise buildings etc. What is going on in this location that is preventing / delaying development of this prime inner city site that would go a long way to alleviating the current housing crunch. We STRONGLY OPPOSE proposals to - build up to 6 storeys below the HH escarpment (apparently 6 can mean 7 in certain instances) - advise 4 storeys MAX - build up to 6 storeys north of 13th Ave against LIONS PARK - advise 4 storeys MAX - build up to 4 storeys EAST of 16A St along Lions Park over to 14th St - replace with LIMITED scale buildings. We understand that in addition there is a proposal to build an apartment building with 22 UNITS on 14th Street on 2 adjacent lots on a steep slope between 11th & 10th Aves which will have LANE ONLY access. Adding in more apartments / town houses / whatever 2 blocks to the north in a corner of the community which is in essence a CUL de SAC with the same limited ingress & egress makes little sense to us. As things stand the gravel road running east - west is "stuffed" with cars daily belonging mostly , I suspect , to SAIT students (10 vehicles this Wednesday AM , just after 9, in a 1 HOUR parking zone between 15th and 16A St - enforcement lax in the extreme) and another 12 cars at the NORTH end of 15th St within 75 meters of the gravel road on BOTH sides of the street. We concur completely with the other points that Beth alludes to with reference to the NEIGHBOURHOOD CONNECTOR, the NORTH HILL mall comprehensive plan etc and share her views on the City's reluctance to listen to and engage with in a meaningful , respectful and constructive manner with our neighbours and the Community Association. Yours, 2 residents of HH East

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Joan
Last name [required]	Jack
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Dec 3, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Local Area plam

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Highly oppose the 4 and 6 story allowance and this blanket rezoning in Hounsfield Heights. City is not respecting the communities character and the residents privacy by allowing high density developments. Development of the two lots on 14th Street NW between 10-11th Ave with 21 units would heavily impact traffic as there would be no vehicle access off 14th street and only off the back alley which cannot handle this type of development.

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Jason
Last name [required]	Doornbos
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Local Area Plan Consideration

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	The context of the area is unsuitable for the proposed intensification from a historically low density residential area to a medium-density mixed-use area. The Plan designates this area as a Neighborhood Connector that will promote four to six story development and retail and commercial uses in an area that is assessable by a one-way single-lane roadway and has existing contamination that prohibits subsurface disruption. Additionally, there are no apartments (multi-residential) currently existing in this area. The MDP encourages growth to happen around Main Streets, Transit Station Areas and Activity Centers – none of which applies to this area. City Planners have stated that the area's proximity to Memorial Drive makes it a corridor, which justifies the higher densities and non-residential uses. What has not been considered is that: i. Memorial Drive is a commuter roadway for non-local citywide traffic; ii. there is no direct access to the river pathway system from this location; iii. there is no existing or planned transit to this area; iv. there is limited to no existing pedestrian or bike activity along this roadway; v. at each end of this roadway there exists a non-conforming and dangerous intersection that cannot handle existing traffic; and vi. this area is separated by a treed median and a significant grade differential. Alberta Environment and Parks (AEP), along with Alberta Health Services, maintains monitoring wells in the area to keep track of conditions related to this carcinogen. The plan further exasperate the condition by increasing the intensification in the area, with no acknowledgement or concern for risk to area residents. According to the February 2024 paper published by the Environmental Law Center (Alberta) – The Regulation of Pollution and Contaminated Sites in Alberta - building on contaminated land is complex and requires careful planning, regulatory complication and often substantial remediation efforts. A key finding of the report was that there is currently a 'lack of regulation for risk management through exposure control at contaminated sites in Alberta'. One of top seven recommendations stemming from the report include 'Implementing a comprehensive regulatory regime for risk management through exposure control at contaminated sites. Disregarding the complexity of redevelopment and placing development pressure in this area puts the safety of area residents at significant risk.

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Beth
Last name [required]	Atkinson
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Local Area Plan

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	Hounsfield Heights - Briar Hill Community Association - Riley LAP IPC hearing.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	This is the letter from the Hounsfield Heights - Briar Hill Community Association. We are requesting the following amendments (or ideally further consultation and study): - Add phrasing to favour semi-detached options over narrow infills in the core of HH-BH, suggested wording: “The core areas of Hounsfield Heights and Briar Hill historically had single family (RC-1) zoning with consistent wide lot and dwelling widths. To respect this community character, even as greater density is added to the community, subdivision of lots that were historically RC-1 to lots narrower than 12 m should use semi-detached, duplex, or other contextually appropriate built forms, to use good design to fit into context with the width proportions of surrounding dwellings. Built forms with widths less than 9.5 m, such as narrow single-family dwellings, are strongly discouraged, especially for standard lots with lanes. Redevelopments of all scales should have façade articulation, and a variety of quality finishing materials.” - Replace 6 storeys with 4 storeys below Hounsfield Heights escarpment - Replace 6 storeys with limited scale (or at least 4 storeys) north of 13th Ave NW against Lions Park - Replace 4 storeys with limited scale on the south side of 13th Ave NW, including east of 16A Street NW along Lions Park - Replace Neighbourhood Connector with Neighbourhood Local along the Briar Hill sound wall - Refine wording of North Hill Mall Comprehensive Plan to acknowledge the importance of indoor access for pedestrians from residential towers to shopping, in addition to ‘winter design elements’. It is confusing and concerning that the agenda and stated meeting for IPC, as circulated by the Riley LAP city planning team, isn't showing up (at least easily found) on the website. This discourages fulsome participation. It would also be helpful to be able to submit a letter and register to speak with the same submission form. Beth Atkinson, Director - Hounsfield Heights - Briar Hill Community Association

HOUNSFIELD HEIGHTS – BRIAR HILL
COMMUNITY ASSOCIATION
Box 65086, RPO North Hill
Calgary, AB T2N 4T6
403-282-6634
http://www.hh-bh.ca

October 9, 2024

To the Infrastructure and Planning Committee:

The community of Hounsfield Heights – Briar Hill has been engaging in the Riley Local Area Plan process in good faith, and have been explaining to the Riley planning team what we love about our community. Our community already has a variety of housing choices - there are high rise condos, low rise more affordable condos, townhomes, three large care homes, and narrower modern homes, in addition to the main single-family part of the community, which includes secondary suites. Our community has a park-like atmosphere, beautiful mature tree canopy, and wild-life, and a friendly neighbourly atmosphere. We are looking for planning which respects and maintains our community whilst welcoming new residents. The Community Association understands that some density increase is needed and inevitable. We have been seeking reasonable compromise, that preserves the character, beauty, and environment of our home neighbourhood whilst adding density.

We continue to feel that the potential for very high density on the mall site should be balanced with grade-oriented options within the core of the community. Grade-oriented options (up to H-GO row houses, rather than apartments/condos) maintain the scale and neighbourly feel of the community, and allow room for trees and other natural features. Apartments right beside single-family homes provide too much contrast in height, setbacks, and lot coverage. Existing residents lose sunlight, privacy, mature trees, green spaces, and vistas. Apartments will add too much traffic to quiet streets and will shade the adjacent park.

We also oppose six storey apartments permitted below the Hounsfield Heights escarpment, which will block off the community with excessive height – we are the only escarpment community with higher than the escarpment planned immediately in front. Four storeys in this area would fit with the existing multi-family residences and respect the community and adjacent parks above.

Where new types of dwellings are added, we are looking for good design and proportions that makes denser building forms blend in with the existing context. We have been asking for phrasing in the LAP to discourage narrow infills. Where two dwellings are proposed on a typical lot, the CA strongly prefers well-designed semi-detached homes, that blend in by maintaining the proportions of the homes around them, whilst adding density. Very narrow dwellings stand out from their neighbours and extend deeper into the lot, shading neighbours and taking away from their enjoyment of their gardens. Many detailed policies are outlined in the LAP for other matters – surely a simple policy to prefer semi-detached built form, to help mitigate the impact on our community character, should be possible.

The community is concerned about some details amended in Phase 4. The 4-storey building scale has been added at the north ends of 15th, 16th and 16A Streets against Lions Park. These are dead-end streets ending on a gravel lane – egress from apartments in those locations

will create too much traffic and safety issues for the park playground. 4-storeys will also shade the park. Neighbourhood Connector (with the implied permitted H-GO) has been added against the sound wall on the north edge of Briar Hill. Again, the vehicular egress from this area is very poor – all of these streets, from 20A to 24th Street, end on a one lane one way street. This is a poor place to add extra density. The rationale was the proximity to the BRT on 16th Ave, but this is incorrect. The closest BRT stops are at 19th Street and the only other pedestrian access to transit is over the pedestrian bridge at 21A Street. These locations along the sound wall do NOT have better access to transit than much of the community, and should not be zoned based on the road on the other side of a large wall.

The section on the North Hill Mall Comprehensive Plan continues to concern us. The mall plan emphasizes a grid of streets and individual buildings, in our winter city. There are already two towers of residences at the mall, with indoor access to the shopping. This feature has attracted many seniors and disabled people for this very practical lifestyle. Whilst the Riley plan now acknowledges the need for 'convenient pedestrian movement… during all seasons' – we need some concept of indoor access maintained in future mall plans. The plan mentions that 'redevelopment may occur on the City-owned lands to provide a new library and other civic facilities', but fails to mention a previous proposal to include non-market housing specifically on this site. Further, the density potential of the Louise Riley site is not properly illustrated on the building scale map – the civic land is lumped with and looks like a park.

Some other details in the plan that concern the community include: There are far too many ways to justify less parking, far below a realistic demand – these policies will place demand onto street parking, adversely affecting the community. Additional height for Heritage Preservation is inappropriate, as the heights proposed within the community are already excessive. Details about 13th Ave NW seem to only to address the north side of the avenue, and still allow excessive height that loses neighbourly interaction and vigilance on the park. And, there is a disconnect between the long-term plan for Crowchild Trail and the Riley LAP, regarding pedestrian bridges over Crowchild. There are many other details that residents have pointed out (see other submissions and previous letters), in addition to these key concerns.

Hounsfield Heights – Briar Hill requests these specific amendments:

- **Add phrasing to favour semi-detached options over narrow infills** in the core of HH-BH, suggested wording: "The core areas of Hounsfield Heights and Briar Hill historically had single family (RC-1) zoning with consistent wide lot and dwelling widths. To respect this community character, even as greater density is added to the community, subdivision of lots that were historically RC-1 to lots narrower than 12 m should use semi-detached, duplex, or other contextually appropriate built forms, to use good design to fit into context with the width proportions of surrounding dwellings. Built forms with widths less than 9.5 m, such as narrow single-family dwellings, are strongly discouraged, especially for standard lots with lanes. Redevelopments of all scales should have façade articulation, and a variety of quality finishing materials."
- **Replace 6 storeys with 4 storeys below Hounsfield Heights escarpment**

- **Replace 6 storeys with limited scale (or at least 4 storeys) north of 13th Ave NW against Lions Park**
- **Replace 4 storeys with limited scale on the south side of 13th Ave NW, including east of 16A Street NW along Lions Park**
- **Replace Neighbourhood Connector with Neighbourhood Local along the Briar Hill sound wall**
- Refine wording of **North Hill Mall Comprehensive Plan** to **acknowledge the importance of indoor access** for pedestrians from residential towers to shopping, in addition to 'winter design elements'.

The Riley Plan has not incorporated feedback about our community from our residents, the people actually affected by the plan – many many emails from our residents and many meetings with our residents have been ignored. The Riley Plan has not incorporated our ideas for mitigations, even the simple 'semi-detached to blend in' idea. We can definitely accept some density, but there are other places, even in our community, to put high density (e.g. North Hill Mall) and affordable options (e.g. Louise Riley, existing Cedar Brae) that do not fundamental change our established community. The existing residents should matter too!

We look forward to council amending, or further studying, this plan to find reasonable compromise and reflect the feedback and needs of community members along with other stakeholders.

HHBH Community Association
Beth Atkinson, Director – Land-Use
land.use@hh-bh.ca

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Skyler
Last name [required]	Nagorski
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Community Development
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Nov 18, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Local Area Plan Consideration

Calgary

Public Submission

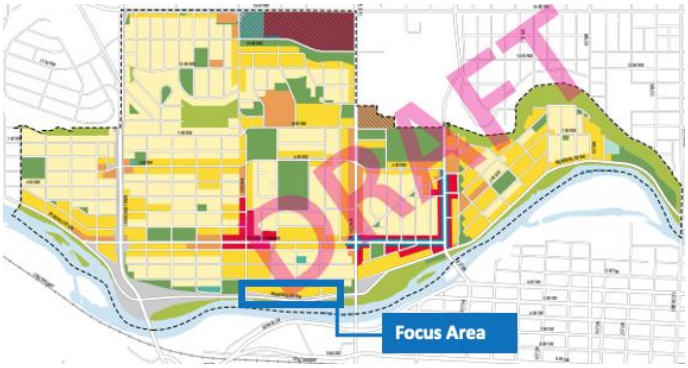
CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	IPC Comments Sept 2024.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Please see attachment

Infrastructure & Planning Committee

RE: RILEY LOCAL AREA PLAN COMMENTS

Please find below our comments regarding the draft Riley Local Area Plan. Our comments focus on the Westmount area of the Plan as indicated in the adjacent map, and detail our concern that City Administration did not listen to community input, and therefore did not understand that area context, which has led to uninformed policy direction in the Plan.



We would like to express 3 significant concerns as follows:

1. Substantial written and in-person feedback was not recorded and not considered in this Plan.
    - Area residents attended the Open Houses and online events held during Phase 3 of this Plan, and submitted written comments that summarized key points. <u>This feedback was not captured in any way in the What We Heard Report or What We Did Report</u>, and both reports failed to capture the general sentiment of the Open Houses or online events. When asked about this, City Administration confirmed that the written feedback was not incorporated because one submission was received that was signed by many households. ***They considered this a petition and thus ignored it***. For the Open House comments, we were told that they were grouped by category, but when we ask for them to show us where the general sentiments we communicated were listed, they were unable to do so. City Administration committed to following up with us on this issue, but never did so.
    - Engagement that is simply lip-service, with no intention of listening to or considering residents' input, is not engagement. It leads to increasing levels of mistrust in our local government and disrespects the time of residents who, unlike City Administration, do not get paid to participate. Throughout this process we have heard City Planners say they are "the experts" and they "know what is best" – although they are recommending higher-density development in an area with known contamination and justifying their decisions based on incorrect contextual information.
    - If there is a desire to continue with the public engagement process, we strongly recommend proper training for City Administration, and a revamping of public engagement design, along with oversight of administration to provide a balanced view of community input.

2. The context of the area is unsuitable for the proposed intensification from a historically low-density residential area to a medium-density mixed-use area. The Plan designates this area as a Neighbourhood Connector that will promote four to six storey development and retail and commercial uses in an area that is assessable by a one-way single-lane roadway and has existing contamination that prohibits subsurface disruption.

- Westmount Boulevard is a one-way, single-lane roadway that parallels Memorial Drive. There is a landscaped/treed median that separates the community from Memorial Drive, with a 1.5 meter plus grade-separation for a significant portion as shown in the adjacent pictures.

- As all the properties along this street face Memorial Drive, retail uses will attract non-local, commuter traffic from Memorial into the community, which will bring in significant vehicle traffic to this area. As this is a single-lane one-way street with parking on one side of the street only, and no opportunity for underground parking due to the existing contamination, vehicle traffic will undoubtedly overflow into other parts of the community.

- The MDP encourages growth to happen around Main Streets, Transit Station Areas and Activity Centres – none of which applies to this area. City Planners have stated that the area's proximity to Memorial Drive makes it a corridor, which justifies the higher densities and non-residential uses. What has not been considered is that:
    i. Memorial Drive is a commuter roadway for non-local citywide traffic;
    ii. there is no direct access to the river pathway system from this location;
    iii. there is no existing or planned transit to this area;
    iv. there is limited to no existing pedestrian or bike activity along this roadway;
    v. at each end of this roadway there exists a non-conforming and dangerous intersection that cannot handle existing traffic; and
    vi. this area is separated by a treed median and a significant grade differential.
- Despite what City Planners have said, there are no apartments (multi-residential) currently existing in this area. With the exception of the former CBC lot (zoned DC to allow for a townhouse complex), the area is zoned RC2, which does not allow apartment/multi-residential buildings as either permitted or discretionary uses. This is an unfortunate example of context not being accurately reflected in the plan and then being used as uninformed arguments for polices that do not fit community contexts.

3. The Plan does not address or take into context the unique planning considerations and appears to prioritizes redevelopment and the Local Area Plan's approval timeline over public health and safety. This area is impacted by creosote contamination, that if exposed, will impact the health and wellbeing of area residents.

- Alberta Environment and Parks (AEP), along with Alberta Health Services, maintains monitoring wells in the area to keep track of conditions related to this carcinogen.
- Through the engagement process, area residents asked that the Plan consider the existing contamination to ensure the protection of public health and wellness in this area. The response was to further exasperate the condition but increasing the intensification in the area between the first and second draft of the Plan, with no acknowledgement or concern for risk to area residents. Both written submissions and in-person **feedback from area residents were not recorded in the What We Heard Report**, and not reflected in the Plan.
- According to the February 2024 paper published by the Environmental Law Center (Alberta) – *The Regulation of Pollution and Contaminated Sites in Alberta* - building on contaminated land is complex and requires careful planning, regulatory complication and often substantial remediation efforts. This is especially true when municipalities and the province have shared jurisdiction. A key finding of the report was that there is currently a **'lack of regulation for risk management through exposure control at contaminated sites in Alberta'**. One of top seven recommendations stemming from the report include **'Implementing a comprehensive regulatory regime for risk management through exposure control at contaminated sites**. (https://elc.ab.ca/wp-content/uploads/2024/02/The-Regulation-of-Contaminated-Sites-in-Alberta_.pdf)
- Disregarding the complexity of redevelopment and placing development pressure in this area puts the safety of area residents at significant risk. **It also places an unfair burden on area resident to continuously monitor, and be actively involved in, all redevelopment activity in the area** – which should be the role of City Administration and City Council as the regulatory body.
- Instead of placing inappropriate development pressures that are at odds with public health, we encourage The City to develop policy that focuses on addressing one of the key findings of the afore mentioned report. This key finding is related to '**uneven public access to environmental site information'** and we urge The City to have policies in place to help reduce the city and taxpayers' long-term liabilities, especially as it relates to sites that have no qualifying 'responsible person' under the Environmental Protection and Enhancement Act.

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Julie
Last name [required]	Doornbos
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Local Area Plan Consideration

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	The context of the area is unsuitable for the proposed intensification from a historically low[1]density residential area to a medium-density mixed-use area. The Plan designates this area as a Neighborhood Connector that will promote four to six story development and retail and commercial uses in an area that is assessable by a one-way single-lane roadway and has existing contamination that prohibits subsurface disruption. Additionally, there are no apartments (multi-residential) currently existing in this area. The MDP encourages growth to happen around Main Streets, Transit Station Areas and Activity Centers – none of which applies to this area. City Planners have stated that the area's proximity to Memorial Drive makes it a corridor, which justifies the higher densities and non-residential uses. What has not been considered is that: i. Memorial Drive is a commuter roadway for non-local citywide traffic; ii. there is no direct access to the river pathway system from this location; iii. there is no existing or planned transit to this area; iv. there is limited to no existing pedestrian or bike activity along this roadway; v. at each end of this roadway there exists a non-conforming and dangerous intersection that cannot handle existing traffic; and vi. this area is separated by a treed median and a significant grade differential. Alberta Environment and Parks (AEP), along with Alberta Health Services, maintains monitoring wells in the area to keep track of conditions related to this carcinogen. The plan further exasperate the condition by increasing the intensification in the area, with no acknowledgement or concern for risk to area residents. According to the February 2024 paper published by the Environmental Law Center (Alberta) – The Regulation of Pollution and Contaminated Sites in Alberta - building on contaminated land is complex and requires careful planning, regulatory complication and often substantial remediation efforts. A key finding of the report was that there is currently a 'lack of regulation for risk management through exposure control at contaminated sites in Alberta'. One of top seven recommendations stemming from the report include 'Implementing a comprehensive regulatory regime for risk management through exposure control at contaminated sites. Disregarding the complexity of redevelopment and placing development pressure in this area puts the safety of area residents at significant risk.

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Laura
Last name [required]	Morrison
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	The Riley Communities Local Area Plan

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	Riley Communities LAP Submission.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	see attached

My goal as a citizen of the City of Calgary is to live in a community minded and environmentally conscientious way. All residents should have the opportunity to live in safe and thriving communities and we, as individuals and the city as a whole, must minimize our environmental footprint. To facilitate this, land use planning which guides how communities and the city as a whole will grow and function are critical. When the opportunity to participate as a member of the Riley Communities Local Area Plan came up I thought it was a great opportunity to help shape what the future look and feel of my community ... so I applied and was accepted. Accordingly, for the last couple of years I have spent time reviewing materials, giving my opinion and so on through the stages of developing the LAP. The problem is that I am not sure I, and other public members of the communities, were ever really herd. At times it seemed like we were just being led through a prescribed consultative process to check a box and that the LAP was essentially already written regardless of our input. Frequently items which were discussed in meetings failed to ever appear or even impact relevant parts of the LAP and often radically different outcomes would be part of the next generation of maps and text. I realize that we, as members of the public, were not promised that everything we wanted might appear in the final LAP, and that there were indeed a variety of viewpoints offered by different people. But when virtually nothing of consequence ever made it through the filtering process than I have to wonder why the city planning group did not just put out the document they clearly intended to produce and save the volunteer time of the committee members and tax payers dollars. What are a few examples of this? One discussion related to the way in which row housing impacts surrounding homes. A key request was require row houses to be built with the same orientation to the street or avenue as the original house and neighboring homes (as opposed to being turned 90 degrees on the lot). In this way allowing row houses and increased density on sites, but avoiding the significant impact to neighbors who are suddenly faced with an 11 m tall wall of row houses blocking light and view to the sky and raised balconies looking down on their yards. Nothing of this discussion went forward to the document. Or, consider the significant changes to community characteristics, urban form, and building scale that happened without or contrary to discussions with the working group. For example, the designation of land between 14 Ave and 16 Ave, from 19 Street to 21A Street as Urban Main Street which would be key location for a range of commercial/residential development (Map 2). This block of land is over twice what was presented on previous maps, which focused on the first two blocks west from 19th Street, when discussions were had about this type of designation. Similarly, the designation of Neighborhood Flex and Connector Urban Forms (Map 3) were substantially increased in the community between maps which were presented to the working group for discussion and those included in this final document being considered by Committee. It seems like a disingenuous shell game to present one set of maps to the working group, have honest and candid discussions about them, and then double or triple the amount of land to be impacted by the specific designations. This combined with urban form allowances of 4 to 6 storey buildings (Map 4) where our original discussions involved 3 or maximum 4 storey buildings is alarming. I came to the table in good faith, with the objective of hoping a balance of increased density and preserving the character of our neighborhood and feel like I was duped and that the future of much of my community is just a bunch of big, rectangular apartments. There are many neighborhoods in the city which provide this type of environment. If I wanted to live in such a neighborhood I would. So, there is my first concern… the Riley Communities LAP does not

reflect the LAP I and working group members were led to believe we were going to get. My second concern is that the LAP does not reflect its own core values. The big one for me is related to Climate Risk. Specifically the document states (Page 18) "*The Plan seeks to reduce climate risk by encouraging and supporting the development of climate resilience features in buildings and infrastructure; creating resources and spaces that can support citizens as they prepare for, cope with, and respond to climate hazards; and leveraging the innate resiliency of natural assets."* But there is nothing in the Riley Community LAP which addresses this further. How can a community be resilient against climate change, overland flooding, increased heat and so on when the features of the community - namely trees and green spaces around homes - is being removed in the name of densification. This type of disconnect between core values and the LAP needs to be addressed.

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Michele
Last name [required]	Boag
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Community Development
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley communities LAP

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	LAP feedback oct 2024.docx
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	Sent to Publicsubmissions and they ask I put in this way as well...hence 2 minutes late

Riley LAP team, and all members of Calgary City Council,

The Proposed Riley LAP, specifically the Hounsfield Heights Briar Hill (HHBH) portion, needs to change. We have lived here for 22 years and represent 3 generations – a senior in the Renaissance towers, working parents, and university students. I have actively participated in the process and provided input. Unfortunately, I am left feeling that the city is not listening nor actually addressing concerns. I feel ignored. To this end I support the counsellors who are requesting the 'consultation' process be reviewed by a third party. That said I am trying AGAIN to provide feedback about the proposed changes to our Area Redevelopment Plan into a broader LAP.

HHBH is an older, established community and largely zoned R1, but with options for students, seniors and all families. The TOD Policy guidelines state: "These *TOD Policy Guidelines* will respect existing, stable communities." And the MDP 2020 has as principal #3 "Foster distinctive, attractive communities with a strong sense of place" (which is HHBH). Further the MPD 2020 has a whole section (2.3.2) that specifically seems to be designed to protect areas like ours by stating Calgary will "Respect the existing character of low-density residential areas." These principals appear to be ignored/missed.

Within the Riley area (Sunnyside, Hillhurst, and Hounsfield Heights/Briar Hill), HHBH is the only R1. Unlike other areas of the city, this area is not over 60% R1. Yet we seem to be a target. Even within HH/BH R1 is mostly above the escarpment, but with other zoning below the escarpment and at North Hill mall. When created the 'Plan area' encouraged owners to protect this R1 designation with Restrictive Covenants (1950s). How do these RCs get treated with the changes? I feel it is inappropriate for the city to overrule these legal documents and force rezoning. Rather these covenants should be respected as they form the essence of our community.

Lion's Park LRT station is one of the original LRT stations, and did NOT include expectations of densification within x meters of the station, and definitely NOT in the section south of the line. R1 zoning south of this LRT station should be grandfathered. The community did understand that desire for densification around LRTs and did agree the North Hill mall area would provide it and alternative housing. In addition to that, 8 Ave apartments and other adjacent areas (Capital Hill, Hillhurst, Sunnyside) have multifamily zoning. As noted, my mother owns and lives in a condo at North Hill Mall (a natural progression for home owners wishing to stay in the area and downsize). We support the addition of towers at the mall and understood more were planned.

LAP inconsistent definitions are a concern. (CONNECTORS) The current LAP plan identifies streets as connectors that do not fit the city's definition. 12 Ave and 13 Ave EAST of 19th are 'connectors', but have no businesses, nor connect any streets (effectively dead ends) and are effectively local traffic only. Yet 12th Ave WEST of 19th (not a connector) has local commercial businesses, is the main access to the school and is much busier. It seems the labels are put where City simply wants to create traffic (and with 4 blocks of apartments it would become busty), not based on the resident's feedback nor facts. This must be changed.

HH/BH areas that do meet Connector definitions, should be densified with structures that 'fit' into the neighborhood. For example, 14th and 19th Streets do meet connector status and HHBH Land use did agree row housing (more consistent with ground-oriented family) would be acceptable on those connectors, if RCs allow them. Brownstones similar to what was put in in Marda loop area would fit over height infill would not. Similarly, the low apartment style housing

on 8th Ave also makes it more of a connector, and continued low apartments/condos that would not impact views or privacy of houses on the escarpment would also be reasonable. The houses around should be the determiner of stories not a city random number.

The concern of design addressing SAFETY: According to the CPS at a community meeting, our low density, the ground orientation, few on-street parked cars, and the active (walking/cycling) community with eyes on (and reporting) help with safety concerns that have occurred in the past few years (since COVID). CPS has also been responsive (greatly appreciated) and active in our area as issues require. The changes proposed –apartment housing directly beside the LRT and multiplexes with insufficient of-street parking could case greater safety concerns and encourage petty crime. The compromise of row housing by the park (HHBH land use committee supported) if RCs allowed could increase some density, and increase ground-oriented living consistent with CPS recommendations. 6 Stories does not fit our area, nor align with ongoing safety concerns, and could reduce sunlight for the park and its trees. None of these houses would be affordable or help the housing crisis.

INFRASTRUCTURE: I would also request engineering confirm these proposals are reasonable with respect to existing infrastructure. HH/BH was developed in the 1950s. The sewar, water, and electrical infrastructure would likely require significant upgrade for additional housing proposed. With the past summer's water infrastructure issue, what engineering has been done to understand infrastructure costs for significant development occurring randomly. Supporting development, for example at North Hill mall, would allow upgrades to be incorporated with efficient cost structure for a significant addition of housing. Adding houses and apartments randomly in areas with infrastructure planned for R1 could be disastrous, and costly. The city is looking for savings, and to ensure security of infrastructure. This is not low-cost housing. Has the city received engineering reports that support this random development to show the existing old infrastructure can handle the additional development?

To summarize, HHBH is a long time, established Calgary neighborhood with a distinctive feel and character. The family orientation is protected with current zoning to not allow infills, apartments, and side-by-sides. It is also protected by the original owners and also supported by the current owners with Restrictive Covenants. The proposed LAP is NOT listening to the residents, nor respecting these binding documents. Changing the zoning and forcing densification will NOT make these citizens happy, will NOT help the housing crisis, and could be potentially costly with infrastructure upgrades required. In fact, it seems driven by developers as they may be the only ones happy with the current LAP. Consider the house at 19th St and 10th Ave subdivided for 3 – each will be priced higher ($2.5 million for first) than the original house.

In light of citizens legal challenge rezoning, counsellors (finally!) proposing an independent review of the City's engagement policy (or lack thereof), and questionable infrastructure, it is my hope that this feedback is considered seriously. City Hall needs to understand that engagement is not just a tick mark and start HEARING your constituents. It seems like the city is being driven by developers who would benefit from this LAP, at the cost to infrastructure, and erosion of community character. Developer are pursuing maximum profit versus building low cost housing in low cost housing areas.

Please contact me if you would like to discuss any these concerns. .

Michele McKenzie Boag, B.Sc. MBA

micheleboag@gmail.com
403-617-2916 c

Calgary

Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Robert
Last name [required]	MacInnis
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required] (if you	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18")	Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)
(if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters	Riley Communities Local Area Plan

Calgary

Public Submission

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]	In opposition
ATTACHMENT_01_FILENAME	To the Infrastructure and Planning Committee.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	

To the Infrastructure and Planning Committee:

Our names are Robert MacInnis and Marion MacKay and we are co-owners of the property located at 1312 – 16 St. NW. We have lived in the community of Hounsfield Heights / Briar Hill (HHBH) for over thirty-three (33) years.

We strongly oppose the Riley Communities Local Area Plan as it is currently drafted. We have submitted comments to the City's Engagement team on this proposal in the past (Phase 3: Refine) and include those emails for your reference below following our current comments on this Final Phase.

We support the concerns and recommendations of our Hounsfield Heights / Briar Hill Community Association regarding the proposed Riley Communities Local Area Plan (LAP).

Transit Oriented Development (TOD) is being used by the city to push density and commercial development in the form of mixed use development into areas of our community which up to now have been quiet streets, back alleys and parkland. Parkland (ie. Lions Park) which was dedicated to the community in consideration for allowing the LRT line through our community is being jeopardised by the existence of that LRT line and LRT station. Pressures from the considerable redevelopment project that will cover the North Hill Mall area, along with changes that will come from 19th Street, 14th street and the already approved expansion of the Bethany Care Institution will hasten the loss of the character and soul of our community which attracted us all here in the first place.

TOD Guidelines state they will respect existing stable communities, however that has not been demonstrated with the proposed Urban Form and Building Scale maps, especially along Lions Park east of 16A Street NW to 14 Street NW.

This community has been here since the early 1900's and there are still well cared for heritage homes from that era standing today. No consideration has been made for these homes or the heritage of our community. The city has heritage polices which are exclusionary and limited in scope. There is no incentive to preserve these homes. In fact the opposite is true and we have lost some heritage homes already from this community. The location of some of these homes fall within the Neighbourhood Connector urban form. How is this proposed development form contextually sensitive to the existing community?

The City says that Single-detached housing is still a desirable housing form yet in the proposed Riley LAP it appears that it is only supported in Neighbourhood Local, Limited Scale areas under section 2.2.1.6, under Limited Scale Policies. The same cannot be said for the Neighbourhood Connector or Low – Modified areas. This would seem to imply that Single-detached housing is not supported in these areas forcing any new redevelopment in these areas to higher, multi unit forms such as apartment buildings or mixed use commercial uses. This would effectively build a wall between the existing Single-detached homes and Lions Park.

As stated previously in our earlier submission, the Municipal Development Plan (MDP) has policies under section 2.3.2 Respecting and Enhancing Neighbourhood Character:

"...c. Ensure infill development complements the established character of the area and does not create dramatic contrasts in the physical development pattern.

d. Ensure that the preparation of local area plans includes community engagement early in the decision making process that identifies and addresses local character, community needs and appropriate development transitions with existing neighbourhoods..."

The City's Engagement Process regarding the drafting of this LAP has been an exercise in futility and it further emphasizes the City's determination to push this LAP through regardless of the opposition of those directly affected by this document. The true stakeholders and those best qualified to understand the local context and needs of their own communities are given lip service and little say or control of the guidelines laid out here.

If the City succeeds with this LAP as it stands our community will no longer be known as Hounsfield Heights / Briar Hill. Instead it will be known as Lions Park Station. The City is so focused on the Transit Oriented Development it has forgotten that this is a Community, with it's own unique character, needs and desires for growth in the future.

We ask the Infrastructure and Planning Committee to send this Riley LAP proposal back for further refinement and revisions after proper and meaningful collaboration with the HHBH Community Association and affected parties.

Sincerely,

Robert MacInnis / Marion MacKay

1312 – 16 St NW

Our previous comments on this proposal and the City's response are included below for your reference:

From: RileyPlan <Riley.Plan@calgary.ca>
Sent: November 21, 2023 2:11 PM
To: Bob MacInnis <bmacinnis@shaw.ca>; WARD7 <WARD7@calgary.ca>
Cc: RileyPlan <Riley.Plan@calgary.ca>
Subject: RE: [External] Riley Communities Local Area Planning Phase 3: Refine

Good Afternoon Bob -

Thank you for getting in touch and providing your feedback on the Riley Communities Local Area Planning Phase 3: REFINE engagement. We appreciate the time and thought put into your response to provide further insight into your community.

It is important to note that the Plan, including all figures, maps and chapters are draft and subject to change. As part of this phase, we are looking for feedback and insight from residents. All maps and chapters will be worked on until a final draft is released in Spring 2024, so your commentary is timely.

As noted in the booklet and on our online engagement page, the concepts and info in the topics presented are all currently in draft form and nothing has been finalized. We use this important phase of engagement to gather feedback that will help us refine and make further changes to the draft concepts and info shared. Your feedback will be reviewed further by the project team and included in the 'What We Heard' report for Phase 3.

We will be working on these updates between now and Spring 2024, at which point we will share the Phase 3 'What We Heard' and 'What We Did' reports (in response to feedback received), as well as the draft Riley Communities Local Area Plan as part of our final phase of engagement, Phase 4: REALIZE. Phase 4 is where the draft plan is brought forward to Committee and Council for review and decision.

It is important to note that adoption of a local area plan does not result in the rezoning (redesignation) of land. Local area plans provide direction to help inform decisions about development if/when proposals to rezone are brought forward by property/landowners in the area. If a land use rezoning were brought forward by a property/landowner, it would be reviewed for alignment with a local area plan (if one were in place and approved by Council). If a local area plan is not in place, applications to rezone would be reviewed against the direction of broader Council-approved plans such as the Municipal Development Plan. Any proposal to rezone or redesignate a parcel must always include opportunities for public involvement and notification.

As for the draft urban form map, we appreciate you providing additional feedback into specific concerns. Neighbourhood Connector is often used in TOD areas and not just on high activity streets. The proximity to significant transit infrastructure factors into its context. If we look at the approved Heritage Local Area Plan, Neighbourhood connector is used near three station areas in largely low-density residential areas, including on cul-de-sacs south of the LRT station. The booklet provides a high-level summary of each Urban Form Category, but it may be best to read it in tandem with the draft Chapter 2 online as it will provide a bit more written context into this 30 year plan for each urban form category beyond the high-level summary provided in the engagement booklet. Let us know if you have any ideas regarding the draft Chapter 2 policies that correspond to these areas of your community. We have a number of heritage policies included in the draft Chapter 2 and a number of separate heritage programs and policies at The City as well that may be of interest to you.

Lastly, with respect to ongoing engagement - our online engagement feedback portal has been open and accepting feedback since **October 24**. It was intended to be open until November 13, 2023 and was extended online to the end of day on **November 20th, 2023**. All Community Associations and our mailing lists were notified as part of this update. Please note that we will accept mailed feedback forms received until **November 30** (as noted on pg. 3 and again on the back page of the booklet) as we understand that it can take extra time for the mailed booklets to arrive in mailboxes and for the mailed feedback forms to be returned, via Canada Post. We are aware that Beth Atkinson and your Community Association held a meeting on November 8, 2023 and are happy to discuss any ideas whether draft maps, the engagement process to date or other items that emerged from those discussions to help clarify and provide more information.

To stay informed please subscribe to our email list or check back at calgary.ca/riley for updates, or email us at Riley.Plan@calgary.ca with any questions.

Thank you,

Riley Communities Local Area Planning Project

Community Planning | Planning & Development

The City of Calgary | P.O. Box 2100, Station M
Calgary, AB T2P 2M5

E | riley.plan@calgary.ca

W | engage.calgary.ca/Riley

Join the conversation on social media #RileyPlanYYC

From: Bob MacInnis <bmacinnis@shaw.ca>
Sent: Monday, November 13, 2023 1:01 PM
To: RileyPlan <Riley.Plan@calgary.ca>
Cc: WARD7 <WARD7@calgary.ca>; HHBH Land Use <land.use@hh-bh.ca>
Subject: [External] Riley Communities Local Area Planning Phase 3: Refine

To Whom It May Concern RE: Riley Communities Local Area Planning Phase 3: Refine Our names are Robert MacInnis and Marion MacKay and we are co-owners of the property located at 1312 – 16 St. NW. We have lived in the community of Hounsfield

ZjQcmQRYFpfptBannerStart

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

ATTENTION: Do not click links or open attachments from external senders unless you are certain it is safe to do so. Please forward suspicious/concerning email to spam@calgary.ca

ZjQcmQRYFpfptBannerEnd

To Whom It May Concern

RE: Riley Communities Local Area Planning Phase 3: Refine

Our names are Robert MacInnis and Marion MacKay and we are co-owners of the property located at 1312 – 16 St. NW. We have lived in the community of Hounsfield Heights / Briar Hill (HHBH) for over thirty-two (32) years.

We strongly oppose the Riley Local Area Plan as it is currently drafted.

On November 8th, 2023 there was a meeting at our Hounsfield Heights / Briar Hill (HHBH) Community Hall to discuss Phase 3 of the Riley Communities Local Area Plan (LAP) (the "Plan") Engagement process. Attendees included representatives from the HHBH Community Association (CA), members of the Riley LAP Engagement working group, our city councillor, Terry Wong, and many members of the community of Hounsfield Heights – Briar Hill.

The Phase 3 booklet was received from the City of Calgary on November 1st, 2023. It appears the CA representatives received the booklet only a day before it was available to community members. Yet the deadline for response is Nov. 13th, 2023. Certainly this timeline is not conducive to receiving informed or thoughtful feedback from the affected communities.

The Plan includes the communities of Hillhurst, Hounsfield Heights – Briar Hill, Sunnyside and West Hillhurst. However, it appears that Hounsfield Heights has been targeted with massive densification proposals for its Building Scale and Urban form maps. Based upon information provided by our CA representatives at the above CA meeting, it would appear that over forty-four (44) percent of Hounsfield Heights has been designated as "Neighbourhood Connector". The maps from the Phase 2 Engagement versus those provided for Phase 3 are drastically different and not representative of consultation with the HHBH Community.

According to the Phase 1 Public Engagement Key Themes provided by the city, participants asked why more growth was not targeted in Hounsfield Heights – Briar Hill. There were concerns that growth and density were not equitably presented across the Plan area. Based upon feedback received at the CA meeting this does not represent the opinion of the community of Hounsfield Heights – Briar Hill. Hardly a fair or equitable application of the Plan for the community of HHBH.

It would appear that the city considers the quiet streets and alleys of Hounsfield Heights to be high traffic areas which require an Urban form of "Neighbourhood Connector". This Urban form allows up to six (6) story townhouses where only single family homes currently exist. Hardly sensitive development for an established community or for climate sensitive development when mature trees and landscape are sacrificed with lot coverages of sixty (60) percent or more.

The City is also using the Transit Oriented Design (TOD) Guidelines and the proximity to the LRT station at Lions Park to target densification in the area. However TOD's Guidelines state that they "will respect existing, stable communities" and "the TOD Guidelines should not be used to "spot redesignate" individual sites in existing single-detached areas…". The North Hill Mall directly north of the Lion's Park LRT station represents a better area to focus on densification with less focus on

densification to the areas south of the LRT station so as to be more sensitive to existing low-density development, mature tree canopy and landscaping which supports climate initiatives, and existing heritage in the community.

Heritage Resources and heritage assets are valued parts of our community according to the draft Plan. There are heritage homes, built in the early 1900's in Hounsfield Heights, which were identified as part of the Century Homes Project yet there has been no consideration for heritage in the HHBH community. In fact, some of those homes fall within the areas designated as "Neighbourhood Connector". A sad commentary to the value placed on the heritage homes in this community!

The Municipal Development Plan (MDP) has policies under section 2.3.2 with regard to Respecting and Enhancing Neighbourhood Character, such as:

Respecting the existing character of low-density residential areas...,

Ensuring an appropriate transition of development intensity, uses and built form...,

Ensure infill development complements the established character of the area and does not create dramatic contrasts in the physical development pattern...,

Ensure that the preparation of local area plans includes community engagement early in the decision making process that identifies and addresses local character, community needs and appropriate development transitions...

Under section 2.3.7 Foster Community Dialogue and Participation in Community Planning

Provide for effective community consultation and participation in projects of significance to The City and local communities

Ensure that engagement on planning processes is responsible, thorough and transparent

The engagement process has been limited and selective leaving the community's residents with little meaningful input into the process.

Based upon what this community has seen thus far in this Public Engagement process, how can we say that this Plan and this process aligns with the MDP?

The Plan needs more consultation and meaningful collaboration with the communities, including the residents or property owners in those communities, whom are the real stakeholders in this process.

We ask the City for more time for further refinement and revisions after proper consultation and consideration by affected parties.

Sincerely,

Robert MacInnis / Marion MacKay

1312 16 St. NW

Planning & Development Services Report to Infrastructure and Planning Committee 2024 October 16

ISC: UNRESTRICTED IP2024-0993

City Building Program – Program Update – 2024 October

PURPOSE

The purpose of this report is to provide an update on the City Building Program along with the anticipated schedule of forthcoming reports and deliverables. This report discusses each component of the program: the Calgary Plan, the new Zoning Bylaw and the Street Manual.

PREVIOUS COUNCIL DIRECTION

On 2022 February 15, Council approved the City Planning and Policy Roadmap (IP2022-0053) which included a description and schedule for the Calgary Plan and Land Use Bylaw renewal. Additional information is found in Previous Council Direction and Background (Attachment 1).

RECOMMENDATION:

That the Infrastructure and Planning Committee recommend that Council receive this report for the Corporate Record.

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report. The City Building Program is an important opportunity to advance multiple Council strategic priorities, including housing, climate, and modernizing government by updating our highest order plan and two key implementing tools.

HIGHLIGHTS

- The City Building Program will deliver the Calgary Plan, the Zoning Bylaw and the Street Manual to provide more effective direction for land use and mobility in Calgary.
- These tools will help Calgary remain economically competitive, enable growth and development, support climate resilience, foster equity and provide greater opportunities for Truth and Reconciliation.
- The City Building Program has been working with Calgarians for the last two years to build and shape these three documents. They will be finalized and implemented over the next several years.
- The Calgary Plan will soon be recommended for approval, starting with the 2024 December 11 Infrastructure and Planning Committee. The Street Manual is to be completed later in 2025 and the Zoning Bylaw is to be considered by Council in 2026.

DISCUSSION

City building is a key function of what The City of Calgary does. Working with our industry and community partners, we approve and help shape our communities, including building streets, parks and facilities that contribute to an incredible city in which every Calgarian can thrive.

The City Building Program will align The City's highest level land use, mobility and planning policies with effective, user-friendly implementation tools. Together, these documents will guide The City, partners, developers and residents in planning the future of how we move, build and use land across Calgary.

City Building Program – Program Update – 2024 October

With these updated tools, Calgary will continue its journey as a place where everyone can thrive in the face of the many changes, challenges and opportunities that confront us as our city grows towards two million residents.

Components of the City Building Program

The three components of the Program are:

1. The Calgary Plan
2. The Zoning Bylaw
3. The Street Manual

Below is a short summary of each component. A program summary, including a visual timeline of key deliverables, is found in the Program Summary (Attachment 2).

The Calgary Plan

The Calgary Plan provides the highest-level land use and mobility policy to guide development in Calgary. It will provide direction and guidance that balances the long-term sustainability and resilience of our city with the immediate needs of today.

The Calgary Plan builds upon, and will be a replacement for, the current Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) (first approved in 2009 and updated in 2020). The Calgary Plan represents the same vision and principles as the current MDP, with greater emphasis on four key foundations: growth, climate resilience, Truth and Reconciliation and building a more equitable city. The Calgary Plan will reflect feedback gathered from extensive engagement with Calgarians.

The Zoning Bylaw

The Zoning Bylaw will guide land use and development on every parcel in the city, making it one of the most important tools for implementing the vision and policies in the Calgary Plan. The Zoning Bylaw will focus on consistency and usability, making it easier to develop and redevelop land in ways aligned with the Calgary Plan's goals and direction.

The Zoning Bylaw will replace the current Land Use Bylaw 1P2007, which was first approved prior to the current MDP in 2007. The Zoning Bylaw will be informed by completed and ongoing engagement with Calgarians and our partners.

The Street Manual

The Street Manual will be used by The City and its partners to guide design decisions for new and retrofitted streets. The Street Manual will help ensure that our streets provide safe and comfortable environments for all users, while better aligning street design with adjacent development.

The Street Manual will replace the existing Complete Streets Policy and Guide (approved by Council in 2014) as well as The Design Guide for Subdivision Servicing – Section II: Roads (the City's current road specifications). The Street Manual will be informed by our experience and ongoing dialogue with our partners since the Complete Streets Policy and Guide was adopted. It will provide the technical tools to deliver on the mobility policies included in the Calgary Plan.

Planning & Development Services Report to Infrastructure and Planning Committee 2024 October 16

ISC: UNRESTRICTED IP2024-0993

City Building Program – Program Update – 2024 October

Schedule of Deliverables

The Calgary Plan will be presented at the Infrastructure and Planning Committee on 2024 December 11. A public hearing of Council will follow in 2025 Q1, before the Calgary Plan is provided to the Calgary Metropolitan Region Board for review. After this process is complete, it will return to Council for final approval, anticipated in the second quarter of 2025.

The Zoning Bylaw was originally scheduled to come to Council for decision in the fourth quarter of 2024. As a result of feedback from The City's partner organizations, internal program teams and the public, the timeline has been adjusted. A Zoning Bylaw project update will go to Council in 2025. After further refinement and testing, the Zoning Bylaw will return to Council for final approval in 2026.

An update on the Street Manual will be presented to Council by the second quarter of 2025. As a technical standard, the final version of the Street Manual will be approved for use by Administration.

Policy Alignment

The three deliverables of the Program will update City planning policies and tools to align with current Council direction, as well as social, environmental and economic policies from across the organization, including:

- *Resilient Calgary: Council's Strategic Direction 2023-2026*
- *Home is Here – The City of Calgary's Housing Strategy 2024-2030*
- *Dismantling Systemic Racism, Transforming Lives: The City of Calgary Anti-Racism Strategic Plan 2023-2027*
- *Climate Resilience Strategy: Pathways to 2050*
- *The Social Well-being Policy*
- *White Goose Flying – Calls to Action.*

The ways these policies and strategies have influenced the City Building Program are discussed in Attachment 1 (Previous Council Direction and Background). In addition, the City Building Program is working to align with, and set the foundation for, several upcoming cross-corporate initiatives, including Connect: Calgary's Parks Plan and the River Valleys Project.

EXTERNAL ENGAGEMENT AND COMMUNICATION

☒	Public engagement was undertaken	☒	Dialogue with interested parties was undertaken
☐	Public/interested parties were informed	☐	Public communication or engagement was not required

Engagement summary

Three phases of engagement have been completed since the City Building Program began. This has involved robust engagement with the public, interested parties, equity-deserving communities and Indigenous Nations and peoples to ensure that all Calgarians have had the opportunity to help shape the future of our city. A variety of innovative tactics have been used and engagement plans have been adjusted throughout in response to requests from our partners. A fourth phase is underway focused on the Zoning Bylaw and the Street Manual.

Planning & Development Services Report to Infrastructure and Planning Committee 2024 October 16

ISC: UNRESTRICTED IP2024-0993

City Building Program – Program Update – 2024 October

Please see the Engagement Summary (Attachment 3) for a summary of engagement activities.

IMPLICATIONS

Social

The City Building Program will deliver updated land use and mobility policies and guidelines. This work aligns with City policies and strategies related to Housing, Equity, Truth and Reconciliation, Social Well-being and Anti-racism. These changes are expected to influence city planning, policies and practices in Calgary to achieve better results for equity-deserving groups and stronger relationships with Indigenous Nations and peoples.

Environmental

Alignment with Calgary's *Climate Resilience Strategy* has been a significant focus of the updates to each document, putting tools in place to support Calgary's Climate goals.

Economic

The City Building Program has updated policies related to economic resilience, downtown revitalization and economic development. Streamlining policy and guidelines will add flexibility and certainty for business in Calgary, helping to keep our city economically competitive and attractive to new investment.

Service and Financial Implications

No anticipated financial impact

RISK

Significant delays or impediments to completing the City Building Program would mean that Administration would continue to rely on outdated planning documents and policies, which would leave us less well prepared for the significant growth and change anticipated in the coming years. Missed opportunities to streamline processes and respond to Council direction could lead to less certainty and predictability for the development community and Calgarians.

ATTACHMENT(S)

1. Previous Council Direction and Background
2. City Building Program Summary
3. City Building Program – Engagement Summary
4. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Debra Hamilton	Planning & Development Services	Approve

Author: City Building Program

Previous Council Direction and Background

Background

Over the last few years, Council approved several initiatives that helped lay the foundation for the City Building Program. In particular, the approval of the 2022 City Planning and Policy Roadmap and the 2021 City Planning and Policy Workplan set the direction to develop the Calgary Plan, which integrates the *Municipal Development Plan* (MDP) and the *Calgary Transportation Plan* (CTP) and to undertake a significant renewal of the *Land Use Bylaw 1P2007* (LUB).

Previous Council Direction

Date	Report	Direction / Description
2022 February 15	*City Planning and Policy Roadmap 2022* (Roadmap). IP2022-0053	Approval of the Roadmap, which included the Calgary Plan and Land Use Bylaw Renewal marked the start of the City Building Program.
2021 February 8	*City Planning and Policy Priorities and Workplan Report 2021* (Workplan) PUD2021-0046	Approval of the Workplan included priorities for 2021 such as better implementation of the MDP and CTP as well as to update policies and tools to meet the plans' goals. The Land Use Bylaw Renewal was included as one of the actions to support MDP/CTP implementation.
2020 November 2	*Review and Update of the Municipal Development Plan and Calgary Transportation Plan.* PUD2020-1106	Through the *Next20* initiative, Council approved updates to the MDP and the CTP. Council also recognized that more work was required to simplify the planning system and better align policies and implementation tools.

Other Policy Direction Relevant to the City Building Program

The City Building Program (the Program) provides the opportunity to implement or support multiple Council priorities and directions. Each of the Program deliverables incorporates direction provided by Council in a variety of subject areas, as summarized in the table below.

Date	Strategy/Plan/Report	Direction / Description
2023 September 16	*Home is Here – The City of Calgary Housing Strategy.* CD2023-0749	The Housing Strategy represents a comprehensive approach and a variety of actions to increase the supply of diverse housing forms in all communities, as well as address the complexity of housing and housing affordability. The Calgary Plan and Zoning Bylaw drafts align with the direction by enabling more housing options for all.

2023 January 22	*Anti-Racism Strategic Plan 2023–2027*	On 2020 June 15, the City of Calgary made the *Calgary's Commitment to Anti-Racism*. This public commitment directed work to begin in a number of areas and established the Anti-Racism Action Committee. The committee, through *The Anti-Racism Program Update*. C2023,0091, first introduced the *Anti-Racism Strategic Plan 2023-2027*. The Calgary Plan and Zoning Bylaw drafts incorporate the direction established in this strategy to promote a more equitable and accessible city for all.
2022 July 5	*Climate Resilience Strategy, Pathways to 2050* CD2022-0465	The updated *Calgary Climate Strategy – Pathways to 2050* contains the City's strategic framework, providing overarching guiding principles and direction for Calgary to achieve net zero emissions by 2050 and adapt to our changing climate at an accelerated pace and scale. The Climate Strategy has informed policies in the Calgary Plan, increased attention on sustainable travel options and green infrastructure in the draft Street Manual and suggested Zoning Bylaw revisions to support building emission reductions.
2022 July 5	*Neighbourhood Streets Policy* IP2022-0546	This policy focuses on balancing mobility options, enhancing accessibility, advancing education and promoting pilot projects to test new design approaches with options for arts and culture. The policy promotes community participation to implement the policy actions. The draft Street Manual furthers the direction of the *Neighborhood Streets Policy* and lessons learned from the pilot projects to support creating better streets across the city and improve the walking, wheeling and street networks.
2021 February 1	*Neighbourhood Speed Limit Review* C2021-0146	The bylaw approved during a Strategic Meeting of Council on 2021 February 1 changed the unposted speed limit from 50 km/h to 40 km/h and focused on making Calgary residential and collector streets safer for everyone. The draft Street Manual will respond to this direction by providing new standards for local and collector streets that encourage appropriate and safer travel in these contexts.
2021 April 26	*Calgary's Greater Downtown Plan*	The *Calgary's Downtown Strategy* is leveraging the collective efforts of The City and its public and private sector partners to respond to prolonged economic challenges, and capitalize on opportunities that will create jobs, drive economic recovery and revitalize and transform Calgary's downtown. The Calgary Plan supports these efforts by refreshing policy guidance on development and mobility in the Greater Downtown area, facilitating further increases in the residential population through appropriate amenities and mobility networks.

2019 April 8	*Social Well-Being Policy* CPS2019-0276	This policy directs more equitable and inclusive decision-making when developing plans, policies and strategies and delivering City services to all Calgarians. This includes advancing the social wellbeing principles of equity, Truth and Reconciliation, culture and inclusion. The draft Calgary Plan aligns with this Council direction to address barriers to create an equitable, inclusive and resilient Calgary where people from all backgrounds can thrive.
2016 May 1	*The White Goose Flying - Call to Action*	In July 2015, Council asked its Calgary Aboriginal Urban Affairs Committee to deliver recommendations on which of the 94 Calls to Action identified in the *Indian Residential School Truth and Reconciliation Summary Report* were actionable by local government (NM2015-17). The result was the presentation of the *White Goose Flying Report* 43 of the total Calls to Action that The City could own, partner or encourage and move toward sustainable Truth and Reconciliation. The Program is taking meaningful steps to advance Truth and Reconciliation by considering seven calls to action through City planning policies and processes. The Program has engaged and collaborated with Indigenous Nations and Peoples together with other City projects to begin to build relationships and seek areas of collaboration. Their involvement has directly influenced draft policies and work across planning.

Resilient Calgary: Council Strategic Direction 2023-2026

The City Building Program (Program) also follows the *Resilient Calgary: Council's Strategic Direction 2023-2026* (C2022-0372 – confidential item 14.2.1 - Attach 1 - webpage) which identified The City's economic, social and climate resilience as the foundations for all Council decisions in the next four years. The table below outlines the seven focus areas identified in the strategic direction and how the Program has advanced them.

Council Focus Area	Relation to City Building Program
Downtown Revitalization	The elements of the Program provide a framework that supports downtown as the heart of our economy and as an important vibrant gathering place for all Calgarians.
Social Equity	The Program, especially the draft Calgary Plan, focuses on making our city more inclusive, equitable and accessible for all.
Land Use and Local Planning Process Review	The draft Calgary Plan identifies areas where local area plans will provide a context appropriate direction within an inclusive engagement process. The draft Zoning Bylaw will provide more certainty during the development process.
Transit	The draft Zoning Bylaw and Street Manual support and implement the Calgary Plan direction by integrating, connecting, improving and expanding the walking, wheeling, transit and driving networks. This will expand mobility options for all with emphasis on creating a safer, and more accessible, reliable and affordable transit system.

Hosting and Hospitality	The Program through the Calgary Plan direction and the Zoning Bylaw regulation will support lower-level municipal policies to creating required infrastructure and continue supporting arts, culture and events in our city.
Global Positioning and Reputation	The Program will enable a more attractive city for businesses and visitors by improving planning processes, supporting a stronger downtown and improving mobility options. This will also help maintain our reputation as one of the most livable cities in the world.
Modernizing Government	The draft Calgary Plan direction continues to enable The City to work together with other orders of government, nearby jurisdictions and local partners to achieve great outcomes for our residents.

City Building Program Summary

Overview

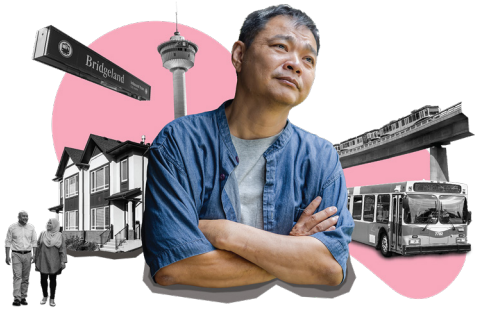
We are planning for Calgary's future. Whether you are a resident of our great city, a business owner or a visitor, the City Building Program is focused on building a better Calgary to benefit everyone. The City Building Program is improving how we move, build, and use land across the city to create a place where everyone can thrive.

The Program will deliver the **Calgary Plan**, the **Zoning Bylaw**, and the **Street Manual** – three significant components of the City's planning system. Together these components will create a central 30-year vision and a 10-year focus that aligns our highest aspirations for Calgary with the tools to get there.

1 – Calgary Plan

The Calgary Plan is a shared roadmap to navigate from the Calgary of today into the Calgary of tomorrow. It will shape growth in ways that benefit current and future Calgarians. The updated plan will:

- Simplify goals for land use and planning in Calgary.
- Consolidate and integrate policies from the Municipal Development Plan and the Calgary Transportation Plan
- Update the City Structure map addressing how growth and change of Calgary's future will be accommodated; and
- Add new policies to correspond with changes in other approved City policy areas.
- Add emphasis to four foundational areas by: embracing growth, turning Truth & Reconciliation into action, creating a more equitable and inclusive city, and adapting to and mitigating climate change.



2 – Zoning Bylaw

The new Zoning Bylaw will simplify zoning rules across the city. This means that starting a business, renovating your home, or building something new will be easier. Changes will enable a responsive and nimble planning process, reducing the cost and complication of development. The rules will be easier for everyone to understand making the document more inclusive. The updated bylaw will:

- Simplify and add flexibility to regulations.
- Reduce the number of zones.
- Simplify the list of uses.
- Add more graphics and plain language.

3 – Street Manual

The Street Manual will be used by The City, developers, and consultants to guide decisions related to the design of all new and retrofitted streets. This manual will consolidate and simplify existing policies and guidelines in this area. The Street Manual will:

- Set standards for new road construction and provide guidance for retrofit projects to best align with goals of the Calgary Plan.
- Focus on creating safe, equitable, inclusive, resilient and healthy streets that integrate well into communities and appropriate land uses.
- Create streets that minimize initial construction costs and ongoing societal costs associated with maintenance, collisions, and pollution.

24-0035816 - CRV-32576

ISC: Unrestricted

WHO IS INVOLVED?

- Lead Business Unit: City and Regional Planning
- Awareness and Advisory committee members:
  Calgary Fire Department / Capital Priorities and Investment / Climate & Environment, Community Planning / Community Strategies / Customer Service & Communications / Development, Business & Building Services / Housing Solutions / Law / Mobility Operations Transit / Supported by consultant group led by O2 Planning + Design

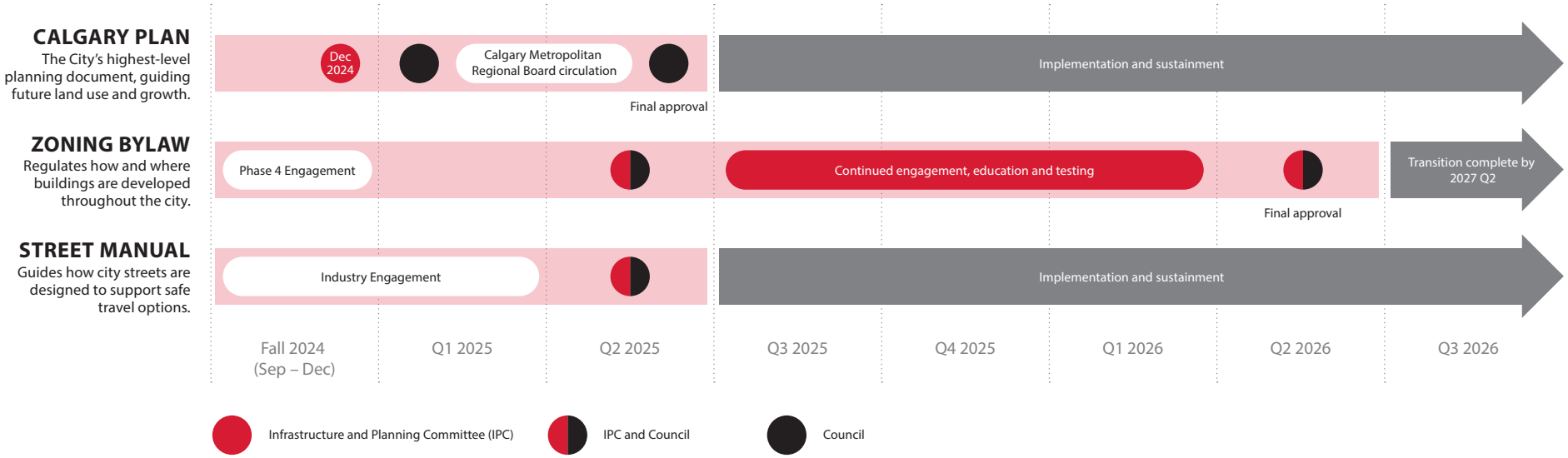
ENGAGEMENT APPROACH

- Phases 1–3 now complete; Phase 4 underway between Sept–Oct 2024. Further education and engagement on the Zoning Bylaw will occur throughout 2025
- Engagement emphasis on equity-denied, Indigenous Nations and peoples, partners, industry members and general public
- **calgary.ca/citybuilding**

Bringing it all together

The City Building Program will change planning in Calgary. Administration is developing a clear path towards implementation that involves a transition period, with education and support for community members, staff and industry partners as they put each of these three components into practice. This includes alignment with Local Area Planning, development applications, technical documents and other planning processes and practices.

Anticipated program timeline



ISC: Unrestricted

City Building Program – Engagement Summary

The City Building Program (the Program) covers a wide range of topics and continues to engage a diverse group of participants. A multi-faceted approach is used to gather input from all identified interest holders at appropriate times and in accessible ways, ensuring the experiences of Calgarians are reflected in the final deliverables.

Throughout the process, Calgarians have shared their hopes, challenges and vision for the city. While areas for improvement have been identified in each phase, feedback has generally supported the Program's goals and approach. The Program is currently in Phase 4 of the engagement process, which will help shape the next year of education and engagement on the draft Zoning Bylaw and ensure our efforts align with the vision Calgarians have for their city.

Phases of engagement

To date, the engagement process has included four phases.

- Phase 1: Where are we going? (2023 October 23-December 3)
- Phase 2: How are we going to get there? (2024 January 29-March 3)
- Phase 3: What comes next for the Calgary Plan? (2024 June 24-July 21)
- Phase 4: What comes next for the Zoning Bylaw & Street Manual? (2024 September 23-October 20)

Detailed What We Heard reports from these phases are available on the pages linked above.

Due to the unique nature of engagement with Indigenous peoples and communities, our Indigenous engagement stream followed a parallel approach that was not phased as outlined above. Details on the results of our efforts are provided below *(see Indigenous Nations and peoples)*.

Evolving our Approach - Throughout our engagement, we have made adjustments to our engagement approach and timelines based on suggestions we have received. This included additional office hour sessions with community organization in Phase 2, changes to workshop design in Phase 4 and the decision to extend our timelines for the draft Zoning Bylaw to better accommodate industry and community involvement and testing.

External Engagement Streams and Update

Engagement efforts were divided into five streams to ensure a comprehensive approach and provide different groups with information and discussions tailored to their level of knowledge and interest in the project. The streams are listed below, followed by an update.

General Public - Tactics and communications were designed to be broad, accessible and geographically diverse.

Over the first three phases of engagement, we held 36 in-person events with over 3,000 participants, had over 20,500 visitors to the project's Engage Portal site and received more than 2,900 online responses across 13 surveys. We spread our events geographically around the city so Calgarians had the opportunity to participate close to home.

Following each phase of engagement, we evaluated our performance to understand where we succeeded in reaching Calgarians and where we could make our program more accessible. This led to changes such as taking engagement events to busier public locations, adjusting our communications tactics to improve geographic and cultural reach and refining our survey design to make it more accessible and easier to navigate.

Equity-denied Communities - Engagement focused on underrepresented and historically marginalized populations in Calgary. The goal is to build trust, understand lived experiences and generate solutions.

The approach to meaningfully reaching and involving equity-denied communities centred on working with organizations that already have established relationships in the community. Given that the intent of equity-focused engagement was to reach new audiences, this process did not follow the same structure or phased schedule as the public and interested party engagement streams. Instead, activities were developed for (and with) each community partner to bridge specific barriers for the audience.

From 2023 November through the end of Phase 3, we had over 400 participants at our equity-focused engagements. These included community pop-ins, walking tours, workshops, roundtables, community champion chats and Fair Entry intercept interviews. Additionally, we spoke to over 560 youth at our Mayor's Environmental Expo booth.

Indigenous Nations and peoples – Engagement with Indigenous Nations, including the Blackfoot Nations of Siksika, Piikani, Kainai, and Amskaapipiikani, the Îethka Nakoda Wîcastabi First Nations of Chiniki, Bearspaw, and Goodstoney, the Tsuut'ina First Nation, and the Métis Nation of Alberta, Regions 5 & 6. We also met with urban Indigenous peoples and groups. This strengthens relationships, reflects community priorities and incorporates Indigenous knowledge.

Due to the unique nature of engagement with Indigenous Nations and peoples, and their distinctive and inherent connection to the land, Indigenous engagement operated parallel to but separate from the rest of the engagement process. Activities included five broad gatherings that began with a ceremony, one-on-one meetings and small targeted group discussions. The engagement also involved collaboration, live editing and validation of the knowledge shared, including how input informed policy. A key focus of engagement with Indigenous Nations and peoples was taking the time needed to build relationships, trust and accountability. This is an ongoing effort that will continue beyond this specific project.

Interested Parties – Engagement with organizations and representatives expressing specific interest in one or more aspects of the project. These groups provide valuable subject matter expertise to the City Building Program.

Since the launch of the City Building Program last year, we have engaged nearly 500 individuals across nearly 100 organizations. We held a variety of opportunities, including introductory and informational webinars, in-person and online workshops, direct interviews with organizations and co-hosting workshops with community and industry groups.

Internal City Staff **-** Engagement with City of Calgary employees and partners who will influence or use the deliverables from the City Building Program. This stream ensures internal alignment and collaboration.

Summary of Interactions

Phase	General Public	Interested Parties	Equity-denied Communities
1	Over 2,418 total participants online and in-person 4,434 online portal visitors accessed information about the project What We Heard Report	Nearly 500 individuals representing close to 100 different organizations total of 54 community organization representatives across five workshop sessions	Over 400 individuals participated in equity-focused engagements between 2023 November and 2024 April. Phase 1 & 2 Equity-denied Communities What We Heard Report
2	Over 1,380 total participants online and in-person 7,241 online portal visitors accessed information about the project What We Heard Report		
3	Over 2,150 participants online and in-person 8,836 online portal visitors accessed information about the project What We Heard Report	Two industry workshops with a total of 62 participants Three interested parties' lunch & learns with 36 participants Two Calgary Plan office hours with five total participants including Community Associations and interested organizations	Over 230 participants at eight focused events Included in public Phase 3 What We Heard Report
4	In progress Engagement Tactics: City Engage Portal page Online survey two virtual webinars two virtual workshops five in-person workshops Reddit AMA	Invitation to participate in workshops Additional co-hosted opportunities	Invitation to participate in public engagement Additional co-hosted opportunities

City Building Program Update

IP2024-0993

2024 October 16

Recommendation:

That the Infrastructure and Planning Committee recommend that Council receive this report for the Corporate Record.

Why this and why now?

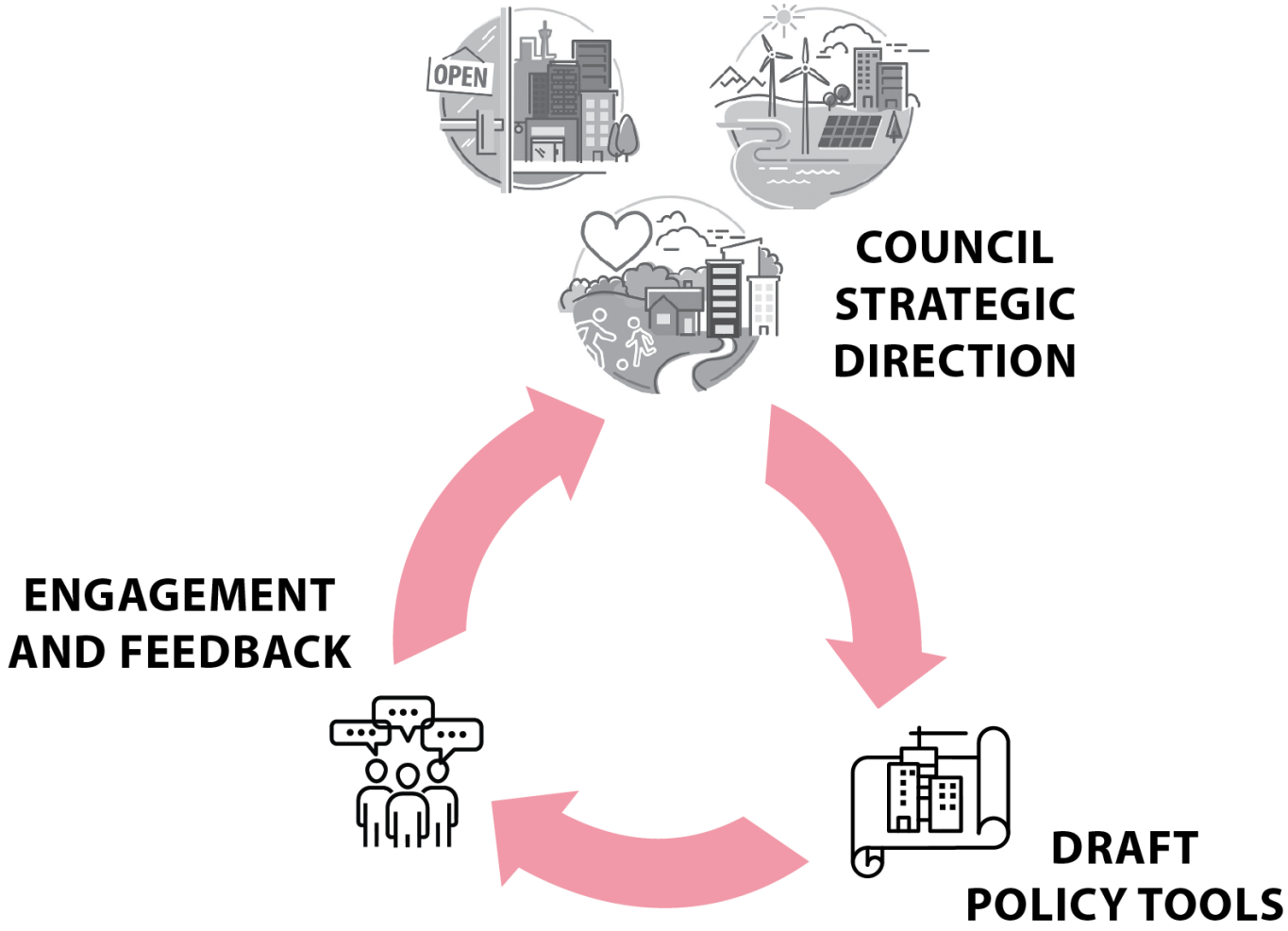
Why this and why now?

- Most livable city in North America
- +75,000 new Calgarians in 2023
- Housing needs and job creation
- Affordability
- Modernize and simplify

Why this and why now?

Benefits of a program approach:

- Easier decision making for applicants, communities, and council
- Improved alignment from policy to implementation
- Ready for opportunities and challenges of today and tomorrow



What is City Building?

Calgary Plan

Zoning Bylaw

Street Manual

City Building update- Calgary Plan

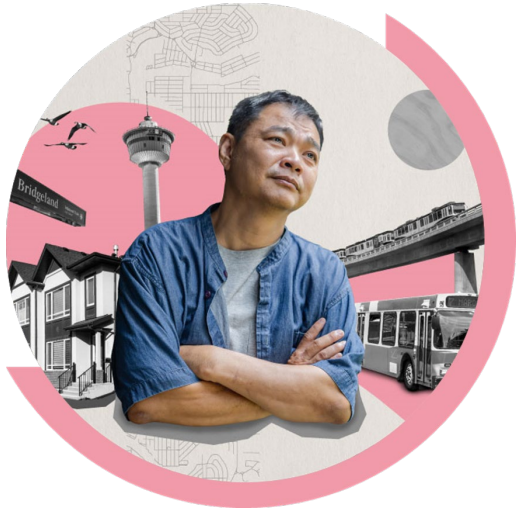
Completed

- Combine MDP and CTP
- Integrate City's strategic priorities
- Internal and external engagement

What's next

- Calgary Plan Release
- Infrastructure and Planning Committee December 2024
- Public Hearing Q1 2025
- Calgary Metropolitan Regional Board
- Approval by Council Q2 2025

City Building update- Zoning Bylaw



Completed

- Two phases of engagement
- Draft developed and released

What's next

- Further engagement
- Technical document development
- Regulation testing
- Council updates Q2 2025

City Building update- Street Manual

Completed

- Two phases of engagement
- Technical review of draft content

What's next

- Technical document development & review
- Council updates Q2 2025
- Administration approval

Past engagement activities

By the numbers

5 Streams

General Public

Equity Deserving Groups

Indigenous Communities

Interested Parties

Internal Partners

3 Phases

Fall 2023

Winter 2024

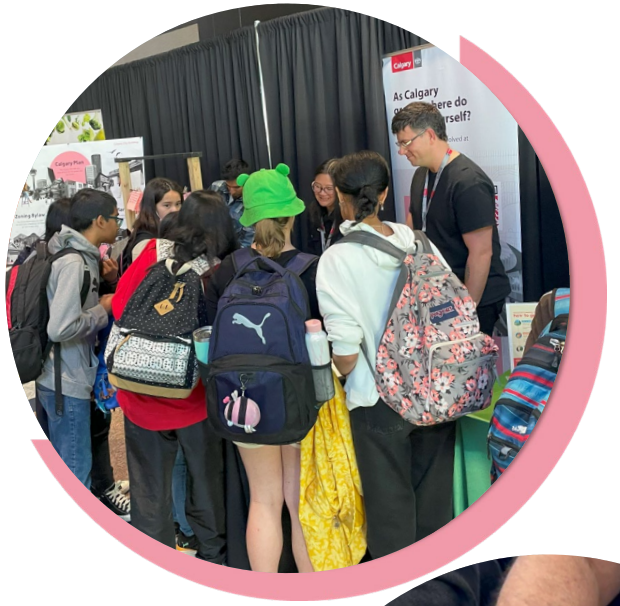
Spring 2024

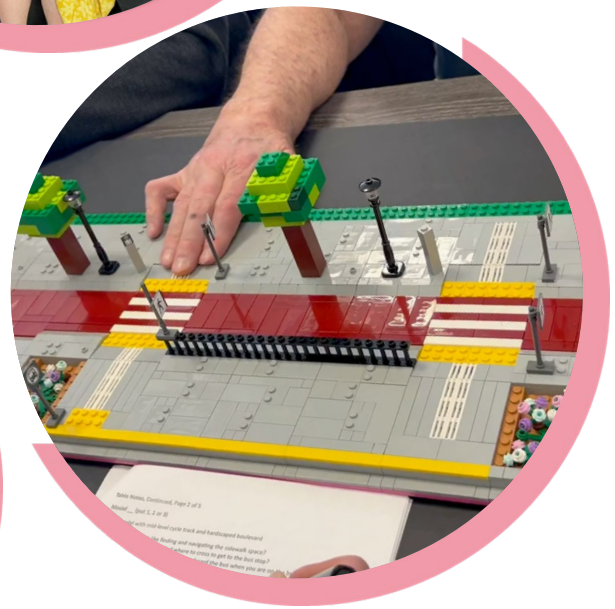
11,000+ Interactions

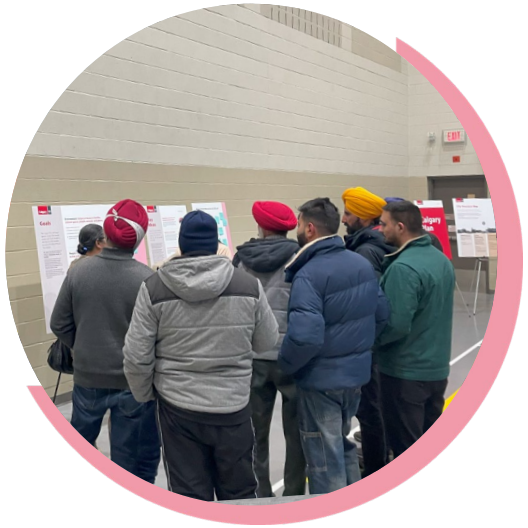
400 Organizations

100 Events

Current engagement activities







September 23 – October 20, 2024

Phase 4

calgary.ca/citybuilding

Next steps for 2024

- Phase 4 Engagement
- Calgary Plan release in November
- Calgary Plan at IPC December 11

Recommendation:

That the Infrastructure and Planning Committee recommend that Council receive this report for the Corporate Record.

Update on Water Use and Water Loss Review as an Input to the Off-site Levies (Verbal)

IP2024-1109 | 2024 October 16

Recommendation

That the Infrastructure and Planning Committee recommends that Council receive this update for the Corporate Record.

Previous Council Direction

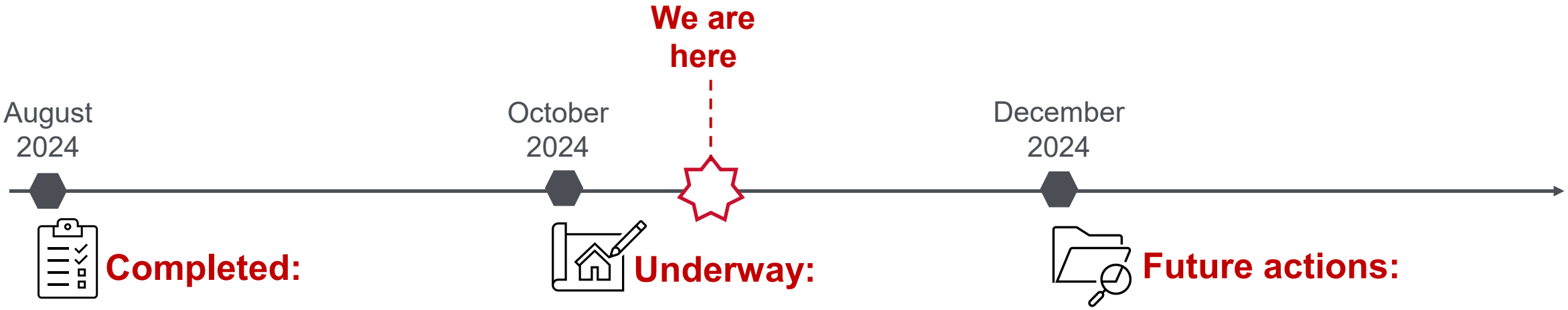
On 2024 July 30, Council directed Administration to:

1. Engage a third-party engineering resource to:
    a. Complete a review on water use trends and water loss (locally and in comparative jurisdictions).
    b. Complete an analysis of established areas, new communities and municipal customer water infrastructure design metrics for the purpose of calculating greenfield and established area development levies.
2. Report back to Council through the 2024 October 16 Infrastructure and Planning Committee with a progress update.

Sequential Three-Part Approach

Water Use and Water Loss Review → Benefit Allocation for Growth and Calculating Off-site Levies → Recommendations and Implementation

Part 1: Water Use and Water Loss Review



Completed:

- Consultant selected: AECOM
- Reviewed background literature and guidance
- Identified comparable jurisdictions

Underway:

- Survey preparation and circulation to other jurisdictions
- Interviews
- Prepare results

Future actions:

- Receive draft consultant report
- Engineering review completion

Part 2: Benefit Allocation for Growth and Calculating Off-site Levies

Completed:

- Interviewed consultants

Underway:

- Finalize scope of work with selected consultant

Future actions:

- Background review
- Application of design metrics to levy calculations
- Jurisdictional research on cost allocation
- Develop recommendations

Part 3: Recommendations and Implementation

Post Q3 2025

Future actions:

- Develop implementation plan
- Present findings and recommendations to IPC and Council
- Consider results in next Off-site Levies bylaw update

Development Industry Engagement

Workplan shared
2024 August 26

↓

Inputs to Part 1 meeting scheduled for
2024 October 24

↓

Inputs to Part 2 meeting to be
scheduled once consultant selected

↓

Recommendations and changes
from Part 3 shared with industry

Recommendation

That the Infrastructure and Planning Committee recommends that Council receive this update for the Corporate Record.

Infrastructure Services Report to
Infrastructure and Planning Committee
2024 October 16

ISC: UNRESTRICTED
IP2024-0977

Biannual Infrastructure Insights Report – Q3 2024

PURPOSE

The Biannual Infrastructure Insights Report highlights infrastructure projects underway to build resiliency in Calgary and investments made to continuously improve and optimize service delivery and value for Calgarians. It also summarizes how we are responding to key challenges, such as the Bearspaw South Feeder Main Break, and how Capital Cost Escalation and Advance to Shovel Ready Funds are being allocated to advance council approved investments and accelerate early capital investment deliverables.

PREVIOUS COUNCIL DIRECTION

There is no previous Council direction on the Biannual Infrastructure Insights Report

RECOMMENDATIONS:

That the Infrastructure and Planning Committee recommend that Council:

1. Receive this report for the corporate record.
2. Direct that Confidential Attachment #3 be held confidential pursuant to Section 25 (Disclosure harmful to economic and other interests of a public body) of the *Freedom of Information and Protection of Privacy Act,* to be reviewed by 2034 October 16.

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

The General Manager of Infrastructure Services, Michael Thompson, supports the recommendations in this report.

HIGHLIGHTS

- **The City is committed to building a resilient city that provides Calgarians with equitable access to the services they value.** Our response to the Bearspaw South Feeder Main Emergency, as well as the investments in the projects highlighted in this report demonstrate how we are increasing Calgary's environmental, social, and economic resilience.
- **As Calgary continues to quickly grow towards a city of two million, our infrastructure gap is also growing.** We are monitoring our assets closely and implementing actions to keep services affordable, available, and accessible for everyone.
- **We are piloting and adopting new, innovative, and customer-focused approaches to construction in Calgary**. These initiatives aim to elevate the experience of Calgarians and businesses who are impacted by construction projects in the city, as well as the overall experience of people who use infrastructure services in the city.

DISCUSSION

This report provides Council and Calgarians with line of sight to Infrastructure Services' contributions to building a vibrant and resilient city for future generations in alignment with The City's and Council's Strategic Agenda. Through these works, we are enhancing Calgary's global

reputation as one of the most livable cities in the world. Additional, detailed information is included as Attachment 1, Biannual Infrastructure Insights Report – Q3 2024. The associated presentation is included as Attachment 2.

Project Highlights

Five projects are highlighted in this report:

- **144 Avenue N.W. West Nose Creek Bridge:** We are accelerating community growth and home building in Sage Hill, Glacier Ridge, Moraine, Carrington, and Livingston, by providing improved transportation networks and facilitating east-west transit connectivity. Construction is underway with completion scheduled for this Fall.

- **Sunnyside Flood Barrier:** We are building a 1:100 level flood barrier to increase our flood resiliency while creating spaces that enhance connection along the Memorial Parkway Corridor. The 2.4 kilometer barrier is located along one of Calgary's most cherished corridors and will help us avoid the type of damage we witnessed from the 2013 flood. Construction is underway with completion set for Spring 2026.

- **Mission Bridge Rehabilitation**: We are rehabilitating one of the oldest concrete bridges in Alberta to improve mobility for pedestrians, cyclists, and motorists who live around the communities of Roxboro, Rideau, and the Mission District, and extend the lifespan of the bridge. Construction is underway and is expected to be completed in Winter 2025.

- **4 Avenue Flyover Rehabilitation**: We are rehabilitating the 4 Avenue Flyover to extend its lifespan. Our investment will ensure that the bridge continues to be functional, reliable, and in good condition for commuter use, currently around 29,000 vehicles per day. Construction is underway and is anticipated to be completed in Fall 2025.

- **Constellation Industrial Park:** We have launched Phase 1A of Constellation Industrial Park, a major initiative of The City of Calgary's Industrial Land Development Program. This will foster economic growth, employment opportunities, and community benefits by developing industrial lands for sale to end users and developers looking for shovel-ready and immediate development. This project will contribute significantly to the city's non-residential tax base and provide revenue that will help support and fund affordable housing in Calgary. The development is phased with remaining releases planned between 2026 and 2029.

Navigating Challenges

Calgary continues to be one of the fastest growing cities in Canada. As of 2024 April 1, Calgary's population is estimated at 1,491,900, representing a population growth rate of 4.9 per cent since 2023 April. It is expected that Calgary's population will exceed the two million mark faster than anticipated.

As our population grows, the demand for services that our infrastructure provides grows. Our infrastructure gap, last estimated in the 2020 Infrastructure Status Report at over $7 billion, is also growing. The gap is the difference between the required investment in assets to meet service levels, including preventative maintenance, and the financial resources available to address those needs. An update to the Infrastructure Status Report (ISR) is scheduled for early

Biannual Infrastructure Insights Report – Q3 2024

Q1 of 2025, providing the current status of municipal infrastructure and an updated estimate of the infrastructure gap.

We are also contending with inflationary pressures as several capital projects continue to experience cost escalations. The $147 million Capital Cost Escalation fund approved by council in November 2023 has enabled the City to respond to cost escalations in a flexible manner, preventing significant delays, de-scoping, or cancellation on some projects. However, there are still several requests that remain unfunded. Administration is proposing additional contributions to the fund at Mid-Cycle Adjustments, as we continue to look for alternate funding sources to successfully deliver all capital investments.

On 2024 June 5, the Bearspaw South Feeder Main, one of The City's critical water infrastructure assets, suffered a catastrophic failure that led to over 30 days of city-wide service disruption. The City adopted a collaborative approach, involving industry partners, the private sector, and other agencies in responding to the emergency. This approach, combined with the water conservation efforts of Calgarians, allowed for the timely restoration of the feeder main, surpassing initial timelines. Our response to the feeder main break impacted our delivery on other capital projects. This impact is felt in terms of schedule delays and in some cases cost escalations. The list of projects impacted by our efforts to respond to the water emergency is detailed in Confidential Attachment 3.

Infrastructure Services is committed to improving the system redundancy for our water infrastructure. We are advancing several phased infrastructure projects, including:

- Design and construction of the North Calgary Water Servicing project.
- Design and construction of a new underground reservoir at Glenmore Water Treatment Plant.
- The South Calgary Water Servicing project - a new feeder main to move water to south Calgary from the Bearspaw Water Treatment Plant.

Delivering Great Service and Value for Calgarians

We are piloting different initiatives that aim to elevate the experience of Calgarians and businesses impacted by infrastructure construction projects. Key initiatives highlighted in this report include:

- Piloting a Business Support Grant to offset construction impacts on businesses in Marda Loop and Bridgeland and encourage patronage during construction. Approximately two-thirds of the grants have been approved and over $800,000 in grant monies have been provided directly to businesses.
- Coordinating across project teams to mitigate the impacts of overlapping construction projects in the Riley area. We are using innovative approaches to respond to the needs of the impacted communities, providing information on project details and outlining what they can expect as the projects advance to their various completions.
- Piloting an initiative that will help us understand the challenges Calgarians face during construction projects so that we can quickly prototype practical solutions and assess if overall experience is improved.

We are also deploying tools that will enable Calgarians to stay up to date with projects of interest, at their convenience. This interactive map offers comprehensive insights into select, ongoing infrastructure capital projects in an open and transparent way. The Appendix of Attachment 1 summarises the projects included and their associated budget and schedule status.

All these efforts exemplify our commitment to creating a citizen-centric and resilient city for now and for future generations. The outcomes of these work help build economic, social and climate resilience within Calgary and further Calgary's global positioning and reputation as one of the most livable cities in the world.

EXTERNAL ENGAGEMENT AND COMMUNICATION

☐	Public engagement was undertaken	☐	Dialogue with interested parties was undertaken
☐	Public/interested parties were informed	☒	Public communication or engagement was not required

The Biannual Infrastructure Insights Report is published for public use after the presentation to Council. Calgarians are able to access the report via calgary.ca/infrastructure-reports.

IMPLICATIONS

Social, Environmental and Economic Implications

This report includes a variety of infrastructure projects that are creating a more accessible and resilient city for future generations. These projects demonstrate the range of work we are undertaking across the department to improve our social, environmental, and economic resilience.

Service and Financial Implications

No anticipated financial impact

RISK

There are no risks associated with the recommendations.

ATTACHMENTS

1. Biannual Infrastructure Insights Report – Q3 2024
2. Biannual Infrastructure Insights Report Presentation
3. CONFIDENTIAL Infrastructure Services Project Impact due to the Bearspaw South Feeder Main Break

Infrastructure Services Report to
Infrastructure and Planning Committee
2024 October 16

ISC: UNRESTRICTED
IP2024-0977

Biannual Infrastructure Insights Report – Q3 2024

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Michael Thompson	Infrastructure Services	Approve
Ryan Vanderputten	Infrastructure Services	Approve
Kerensa Fromherz	Infrastructure Services	Approve
Graham Duckworth	Infrastructure Services	Approve
Francois Bouchart	Infrastructure Services	Approve
Campbell Berry	Infrastructure Services	Approve
Kara Wolfe	Infrastructure Services	Approve
David Duckworth	Chief Administrative Officer	Inform
Stuart Dalgleish	Chief Operating Officer	Inform
Carla Male	Corporate Planning and Financial Services	Inform
Jill Floen	Law, Legislative Services and Security	Inform
Chris Arthurs	People Innovation and Collaboration Services	Inform
Doug Morgan	Operational Services	Inform
Katie Black	Community Services	Inform
Debra Hamilton	Planning and Development Services	Inform
Kyle Ripley	Operational Services	Inform
Nancy Mackay	Operational Services	Inform
Heather Johnson	Community Services	Inform
Teresa Goldstein	Planning and Development Services	Consult
Amit Patil	Corporate Planning and Financial Services	Consult
Les Tochor	Corporate Planning and Financial Services	Consult

Author: Afolabi Soaga, Infrastructure Services

Calgary

IP2024-0977
Attachment 1

Biannual Infrastructure Insights Report

Q3 2024

ISC: Unrestricted

Table of contents

Land Acknowledgement 3
Message from the General Manager 4
Infrastructure Project Highlights 5
144 Avenue N.W. West Nose Creek Bridge 5
Sunnyside flood barrier 7
Mission Bridge rehabilitation 9
4 Avenue Flyover rehabilitation 11
Constellation Industrial Park 12
Navigating Challenges 13
Bearspaw South Feeder Main break and preventative maintenance 13
Asset condition and overall infrastructure gap 16
Capital cost escalation 17
Calgary's labour market outlook 19
Delivering great service and value for Calgarians 20
Community and Business Relations 20
City of Calgary Capital Projects Map 22
Mission Bridge Design Cycle 23
Rightsizing infrastructure update 24
Appendix 25
Status of projects featured on the Capital Projects Map 25

ISC: Unrestricted

Land Acknowledgement

The city of Calgary, where the Bow and Elbow Rivers meet, was historically a place of confluence where the sharing of resources, ideas and opportunities naturally came together. Long before Scottish settlers named it Calgary, the original Indigenous Nations of this area had their own names for the land. In the Blackfoot language, it is called Moh-kins-tsis. The Îethka Nakoda Wîcastabi First Nations refer this place as Wicispa Oyade and the people of the Tsuut'ina nation call it Guts-ists-I. The Métis call the Calgary area Otos-kwunee.

We would like to take this opportunity to appreciate and acknowledge that we live, work, and play on the ancestral and traditional territory of the Blackfoot Confederacy, made up of the Siksika, Piikani, Amskaapipiikani and Kainai First Nations; the Îethka Nakoda Wîcastabi First Nations, comprised of the Chiniki, Bearspaw, and Goodstoney First Nations; and the Tsuut'ina First Nation. The city of Calgary is also homeland to the historic Northwest Métis and to the Otipemisiwak Métis Government, Métis Nation Battle River Territory (Nose Hill Métis District 5 and Elbow Métis District 6). We acknowledge all Indigenous people who have made Calgary their home.

The City of Calgary has a vital role in the stewardship of the land on which we plan, develop and deliver services for Calgarians today and for future generations to come. The projects highlighted in this report are just a few examples of how the foothills, valleys and waterways of this region continue to influence how we build our infrastructure. We are designing and building our communities around Indigenous landmarks such as the Nose Creek and the confluence of the Bow and Elbow Rivers, and we're continuing on our journey to acknowledge and pay respect to the ancestral and historical significance of the land on which we are building and living.

Through this journey, we will continue our commitment to be shared stewards of the land, striving towards environmental sustainability and embracing practices that ensure a bright, resilient future for generations to come.

ISC: Unrestricted

Message from the General Manager

I am pleased to report to City Council and Calgarians on behalf of the Infrastructure Services team and our partners regarding our priorities, accomplishments and how we navigate and mitigate the internal and external pressures that impact our work. One example is the catastrophic failure of the Bearspaw South Feeder Main in June 2024, which impacted local residents and business owners, as well as Calgarians and regional customers who receive their potable water supply from Calgary. As part of our response, we shifted the primary focus of our Utilities Delivery and Capital Priorities and Investment teams to collaboratively work with Water Services to repair, assess and undertake urgent preventative maintenance. Our collective efforts including water conservation by Calgarians, businesses, regional customers and visitors supported the return to regular water service in as timely a manner as possible. Thank you to everyone who made this possible.

This construction season has included several large projects in our established communities and downtown. We will continue to connect with Calgarians and businesses to understand and work towards minimizing the impacts and improving the overall experience of construction as best we can while delivering the projects required to meet the changing needs of Calgary, one of the fastest growing cities in the country. This includes piloting and adopting new, innovative, and customer-focused approaches to construction.

This report highlights infrastructure projects that create a more accessible and resilient city: ranging from major transportation corridors, to the improvement of existing and aging infrastructure such as bridges, to the addition of new flood barriers which improve our environmental resilience.

The City's continued investment in community projects demonstrates an ongoing commitment to improve Calgary's infrastructure, add value for Calgarians and communities and support the achievement of The City's and Council's shared strategic agenda.

The outcomes of this work help build economic, social and climate resilience and further Calgary's global positioning and reputation as one of the most livable cities in the world.

Michael Thompson **P.Eng., MBA**
General Manager, Infrastructure Services

ISC: Unrestricted

Infrastructure Project Highlights

1

144 Avenue N.W. West Nose Creek Bridge

Bridging new communities with an improved transportation network.

Budget: $6 million (Part of the $61.2 million budget for 144 Avenue N.W. Improvements - Sage Hill Drive to 24 Street N.W.)

Project Status: Construction underway. Substantially completed in Fall 2024.

Project Background:

The City is constructing a bridge to connect 144 Avenue N.W. over West Nose Creek. The project supports the fast-growing development of communities adjacent to 144 Avenue N.W.

This project was undertaken following the completion of The City's Functional Planning Study for 144 Avenue N.W. The study considered the general design and location of a road between Symons Valley Road N.W. and 24 Street N.W. (Panorama Road N.W.), including the West Nose Creek crossing and the eventual realignment of Symons Valley Road onto Mountain View Road.

We are prioritizing the need to improve the transportation network in the area. There is also a strong future need to facilitate east-west transit connectivity between adjacent communities.

ISC: Unrestricted

Project Scope:

- Improve the transportation network in the area.
- Facilitate east-west transit connectivity between adjacent communities.
- Expand the multi-use pathway system, further linking community members to Calgary's Always Available for All Ages and Abilities (5A) network.

Outcomes for Calgarians:

Accelerating community growth and home building in Sage Hill, Glacier Ridge, Moraine, Carrington, and Livingston, by providing transportation infrastructure improvements in the area.

DID YOU KNOW?

It is anticipated that the communities in the 144 Avenue N.W. vicinity will see growth of approximately 7,000 single and semi-detached homes and over 7,000 multi-residential homes over the next five years.

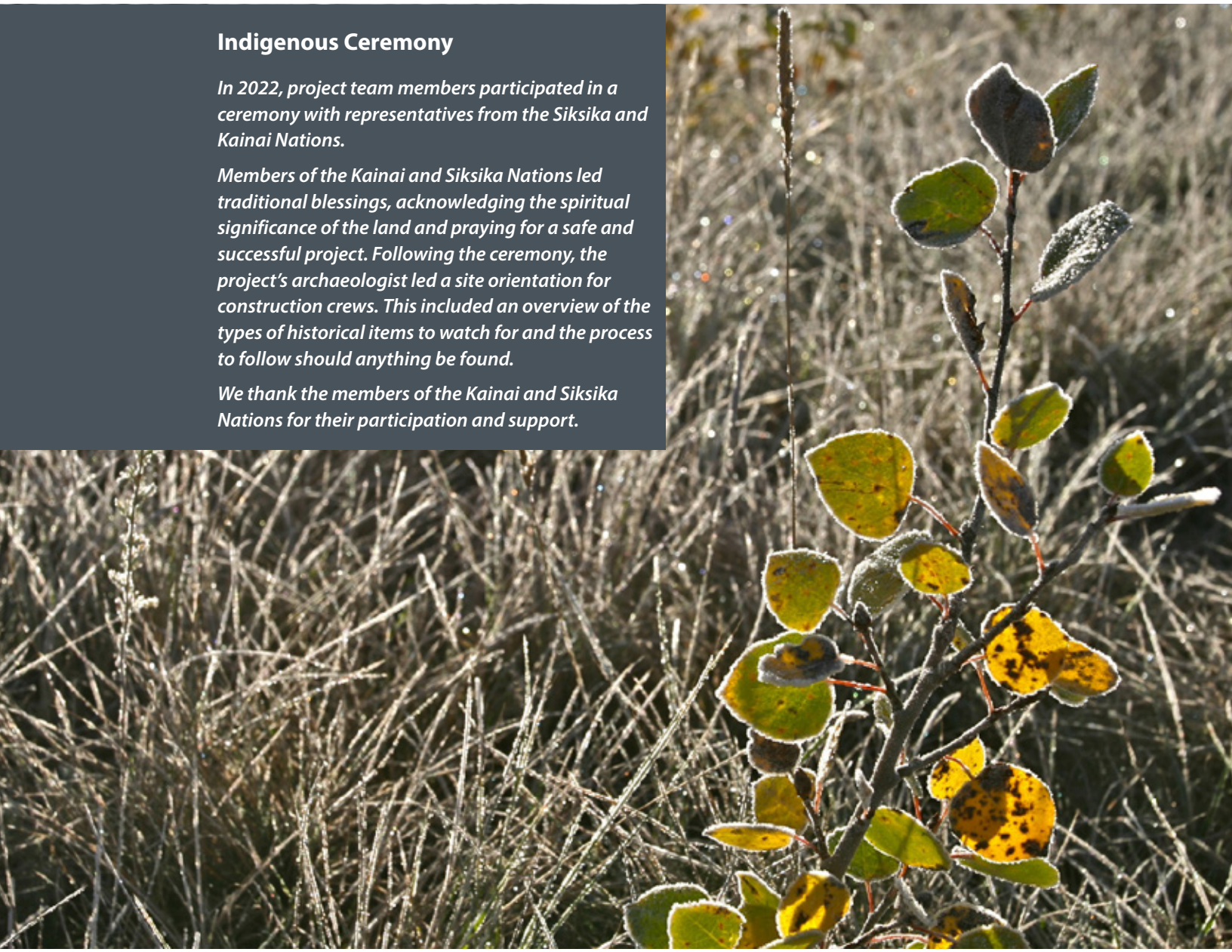
Upon completion, 144 Avenue N.W. will be the only continuous east-west connection north of Stoney Trail.

Indigenous Ceremony

In 2022, project team members participated in a ceremony with representatives from the Siksika and Kainai Nations.

Members of the Kainai and Siksika Nations led traditional blessings, acknowledging the spiritual significance of the land and praying for a safe and successful project. Following the ceremony, the project's archaeologist led a site orientation for construction crews. This included an overview of the types of historical items to watch for and the process to follow should anything be found.

We thank the members of the Kainai and Siksika Nations for their participation and support.



ISC: Unrestricted

2 Infrastructure Project Highlights

Sunnyside flood barrier

Increasing flood resiliency and creating spaces that enhance connection along the Memorial Parkway Corridor.

Budget: $50 million

Project Status: Construction underway. Anticipated completion in Spring 2026.

Project Background: We are building a 1:100 level flood barrier. This will help us manage flood water and avoid the type of damage we saw from the 2013 flood, while providing the building blocks for future climate resiliency.

Project Scope:

- The barrier will be approximately 2.4 kilometers long and will run along Memorial Drive N.W. from 14 Street N.W. to west of Centre St.
- The flood barrier will include a combination of permanent concrete flood walls, sheet walls and temporary movable flood walls.
- Sheet walls are permanent metal walls that are designed to hold back flood water. They are embedded below ground, three to six meters deep, to provide structural stability.
- The movable walls are being developed for specific locations of the flood barrier where they can be added and removed as needed along Memorial Drive N.W. These walls can be put in place during flood season to provide additional protection from river flooding to the community and then removed when the community is not at risk.
- Construction will take place in a phased approach to minimize the impacts to vehicle traffic and disruptions to pathway users along Memorial Drive N.W. as well as to mitigate effects to businesses and residents in the community.

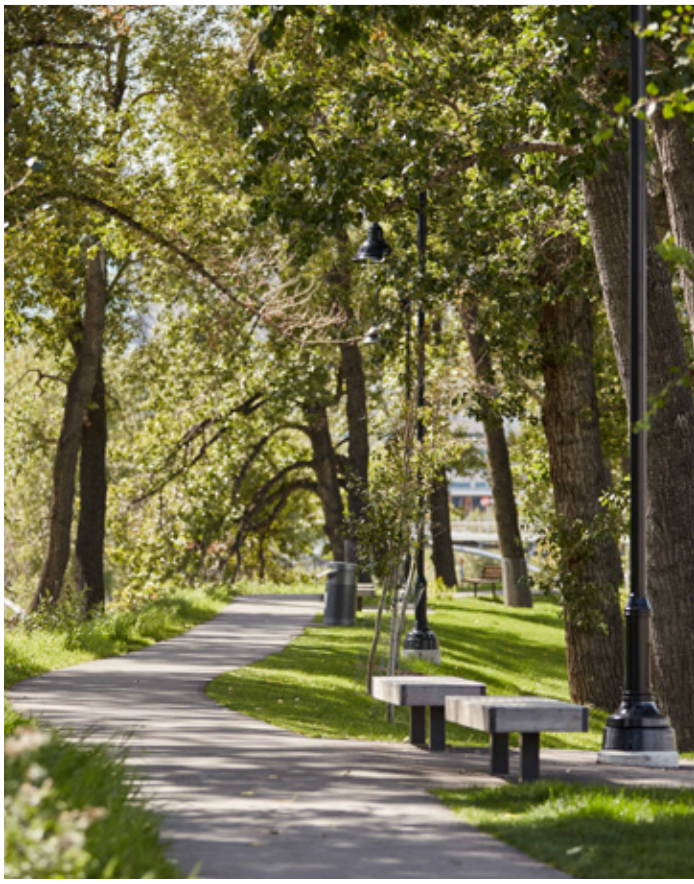
ISC: Unrestricted

Outcomes for Calgarians:

The barrier is located along one of Calgary's most cherished corridors. This space must be protected and where possible, enhanced. When designing and constructing the flood barrier, we have a chance to build upon improvements to this area over the last 10 years and to continue enhancing the public spaces surrounding Memorial Drive N.W. from 14 Street to west of Centre Street while adding critical flood protection.

A refreshed vision for the area will include more unique spaces that bring us together to connect with each other, our history, and nature, including:

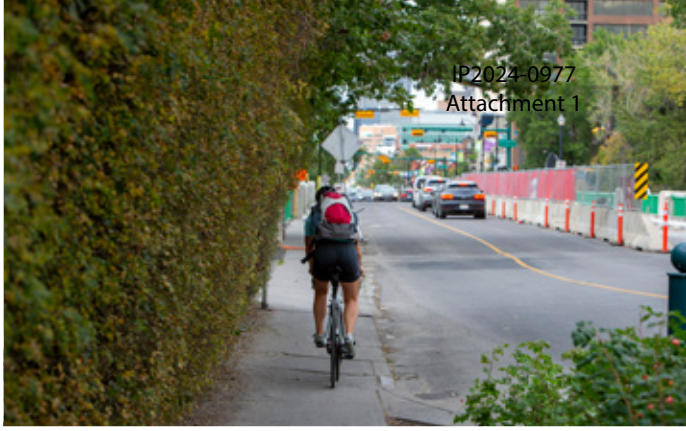
- A focus on improving how people move around the area, whether it is by foot, bus, bike, or car for safer and easier passage.
- Providing more and safer access points for people to get to the river.
- Introducing new ways to enhance the vibrancy of the natural environment while preserving as many trees as possible. This includes the Memorial poplar trees to remember our fallen soldiers.



DID YOU KNOW?

As many of the original Memorial trees are nearing the end of their lifecycle, The City is spearheading the regeneration and revitalization of Memorial Drive. This plan will concentrate on improving the aesthetic value of the landscape by introducing a variety of new tree species, while protecting the existing legacy and continuing the historic, environmental, and cultural integrity of Memorial Drive.

Approximately 337 tree removals are required as part of the project. Twenty-two of those trees were removed in spring 2024 with the remainder to be removed in 2025. In advance of the enabling works and main construction, our team took inventory, surveyed and completed health assessments of each tree on site. We plan to replant 280 new trees, new flowers and shrubs.



3 Infrastructure Project Highlights

Mission Bridge rehabilitation

Historic bridge resilience improves mobility for pedestrians, cyclists, and motorists.

Budget: $17.8 million

Status: Construction is underway. Expected to be completed in Winter 2025.

Project background: Mission Bridge is a vital connection for walking, driving and wheeling in the Mission District. The bridge was built in 1886 and was the first bridge spanning the Elbow River; it opened to traffic in 1915, making it one of Calgary's oldest bridges.

This three-lane bridge connects the communities of Roxboro and Rideau to the Mission District. We are restoring Mission Bridge to extend its lifespan, while also improving pedestrian and traffic flows to keep Calgarians moving and safe.

Project scope:

- General concrete repairs and construction of a multi-use pathway on the east and west sides of the bridge.
- Life-cycling of signals at the north intersection of the bridge.
- Redesign of the three traffic lanes and an overall improvement of the connections at the north and south ends of the bridge.
- Repairs to the retaining wall and sidewalk located northwest of the bridge following the Elbow River.

ISC: Unrestricted

Outcomes for Calgarians:

- Improved traffic flow for motorists and a new pathway for pedestrians and cyclists.
- Enhanced lighting to improve visibility and accessibility.
- Improved safety for active mode users with new modes of transportation by building multi-use pathways on the east and west sides of the bridge.
- Improved traffic signals at the north end of the bridge.

DID YOU KNOW?

Mission Bridge has survived several floods. During the 2013 flood, it was fully submerged in water from the Elbow River.

135 years of connections across the Elbow River

Mission Bridge was made of wood when it was originally built in 1886 and was located a few blocks south of its current location. It only lasted about 10 years before it needed to be rebuilt using steel trusses. Mission Bridge was replaced again in 1915 using concrete, making it one of the oldest concrete bridges still standing in Alberta today.

ISC: Unrestricted

DID YOU KNOW?
Approximately 29,000 vehicles travel across the 4 Avenue Flyover every day.

4 Infrastructure Project Highlights

4 Avenue Flyover rehabilitation

Keeping Calgarians moving by extending the life of a critical link in our transportation network.

Budget: $12.5 million

Project Status: Construction is underway. Anticipated to be completed in Fall 2025.

Project Background: The 4 Avenue Flyover was built in 1982 and spans 430-meters crossing over the Bow River, making it the longest bridge structure in Calgary. The flyover requires major repairs and improvements after 42 years of daily service for motorists entering Downtown Calgary. The City is investing $12.5 million to ensure the bridge continues to be functional, reliable, and in good condition for commuter use for decades to come.

Project scope:

- Rebuilding existing concrete barriers, adding improved signage and enhanced lighting.
- Replacing existing concrete paving overlay with a polymer modified asphalt (PMA) overlay.
- Replacing existing expansion joints, and other general concrete repairs across the structure.

Outcomes for Calgarians:

- Improving the condition of the flyover, including the addition of streetlights.
- Extending the service life of the flyover.
- Improving one critical link in the transportation network to help with Calgary's continued growth in the coming years.

ISC: Unrestricted

5 Infrastructure Project Highlights

Constellation Industrial Park

Industrial land sales help fund affordable housing.

Location: Spans 600 acres north of Glenmore Trail S.E., east of 52 Street S.E., west of the Ring Road, and south of Peigan Trail S.E.

Project Status: Phase 1A sales of industrial land for development launched in April with eight of 12 parcels already under contract. Due to high demand, we have accelerated phase 1B from 2025 to Fall 2024, combining to more than 25 acres of industrial land. The development is phased with remaining releases planned between 2026 and 2029.

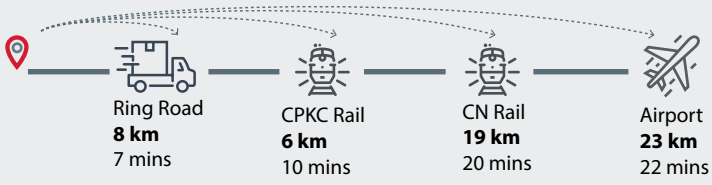
Project Background: Constellation Industrial Park is a major initiative of The City of Calgary's Industrial Land Development Program, part of the broader Industrial Land Strategy. The program aims to foster economic growth, employment opportunities, and community benefits by developing industrial lands for sale to end users and developers looking for shovel-ready and immediate development.

Outcomes for Calgarians: Constellation Industrial Park stands as a cornerstone of The City's commitment to strategic industrial development, embodying the principles of economic growth, community enhancement, and sustainable urban planning. By leveraging its prime location, comprehensive infrastructure, and strategic zoning, Constellation Industrial Park not only facilitates economic resilience and job creation, but also contributes significantly to Calgary's non-residential tax base and affordable housing initiatives. As Phase 1 progresses ahead of schedule and demand remains robust, Constellation Industrial Park is emerging as a premier industrial park poised to drive Calgary's economic vitality well into the future.

Five per cent of industrial land sales fund affordable housing within the city, which is essential for attracting and maintaining a diverse workforce.

Key features:

Distance from Constellation industrial park



Alberta's transport system
Bringing over 122 billion of province-wide products to international markets each year.

Our highways
Trucks can reach markets of 16 million people in western Canada and the Pacific Northwest in a day

Calgary International Airport
Transporting 75% of Alberta's air cargo shipments.

Educated Labour Force
Calgary has the highest level of educational attainment and labour force productivity of major Canadian cities.

ISC: Unrestricted

Navigating Challenges

1 Bearspaw South Feeder Main break and preventative maintenance

On the evening of June 5, 2024, one of Calgary's largest water mains, in the area of Bowness and Montgomery, experienced a catastrophic failure. The break was on the Bearspaw South Feeder Main, a critical transmission line that carries 60 per cent of the water from the Bearspaw Water Treatment Plant into Calgary's water distribution network.

The initial break and five additional "hot spots" required emergency repairs. To complete the necessary repairs a coordinated approach was required, looking to industry partners for support and the efficient mobilization of their teams. It was this coordinated approach, in addition to the sacrifice of all Calgarians through water conservation efforts, that ensured the feeder main and the additional hot spots were restored, and regular water service was returned to Calgarians sooner than expected.

Once the feeder main was returned to service, a device called PipeDiver was used to inspect parts of the feeder main, which could not be inspected during the initial repair. This further inspection revealed 21 additional locations requiring urgent preventative repairs.

The urgent preventative repair of the 21 additional locations was completed ahead of schedule and the teams worked to minimize the impact to residents and businesses during the repair work, which was carried out 24 hours a day, 7 days a week.

ISC: Unrestricted

The unprecedented work required for repair of the Bearspaw South Feeder Main impacted regularly scheduled projects across the city during the summer of 2024. Project impacts are continuing to be identified and understood as we diverted City resources, as well as consultants and contractors working on other City projects, to focus their efforts on the Bearspaw South Feeder Main repair work. Confidential Attachment 3 of the Biannual Infrastructure Insights Report – Q3 2024 (IP2024-0977) details the preliminary list of scheduled 2024 projects likely to be impacted based on information available as of August 25, 2024.

Calgarians sacrificed a great deal throughout the summer as repairs were completed. Communities were directly impacted by water restrictions, construction and traffic delays. Businesses were also heavily impacted and demonstrated incredible grace and resilience throughout the repairs and the negative impacts they presented.

We would like to thank all Calgarians for their understanding and support throughout the emergency response and subsequent planned repairs.

ISC: Unrestricted

Planning for water resilience to support a growing region

We are building a city that provides Calgarians with equitable access to the services they value most, including reliable water service. Improving system redundancy and resilience is a priority for Infrastructure Services and our colleagues across The City. A series of phased infrastructure projects and investments have been planned and, in some cases, were underway prior to the Bearspaw South Feeder Main break. These projects include:

- Design and construction of the North Calgary Water Servicing project. This includes a series of feeder mains, pump stations and reservoir infrastructure projects needed to provide necessary redundancy and capacity to serve additional growth in the north zones, including Airdrie. This infrastructure is planned to be fully in service by the end of 2028.
- Design and construction of a new underground reservoir as part of the pipe system located at Glenmore Water Treatment Plant. This reservoir, previously planned to be in service by the end of 2030, will be accelerated to be in service by the end of 2028/2029.
- The South Calgary Water Servicing project, a new feeder main to move water to south Calgary from the Bearspaw Water Treatment Plant is in early development. This project will provide redundancy to the south zone in Calgary; defined as portions of the city south of 17 Avenue S.E. and east of 14 Street S.W. The south zone also includes the regional customers Chestermere and Strathmore. Construction on this project is anticipated to end in December 2030.

The City continues to take a multi-faceted approach to managing the risk of deteriorating critical infrastructure in our water system. This response will include both near and long-term improvements to the condition of our infrastructure, as well as ensuring redundancy in our system for critical infrastructure.

- The near-term actions that will be taken to improve the condition of all the city's feeder mains includes a data-driven, risk-based method to guide condition assessment, starting with those feeder mains with the highest risk profile (based on material type, age, soil type, system redundancy and criticality to service).
- The long-term actions will include rehabilitating high-risk infrastructure to reduce the risk of service disruption.
- Administration is contributing to the Professional Practices Review, led by Association of Professional Engineers and Geoscientists of Alberta (APEGA), of the Bearspaw South Feeder Main. We look forward to receiving the recommendations from this review and incorporating them into our normal business operations as we strive for continuous improvement.

ISC: Unrestricted

2 Navigating Challenges

Asset condition and overall infrastructure gap

Managing the infrastructure gap to provide future generations with reliable infrastructure.

The City owns and manages a portfolio of over $100 billion in assets used to deliver services to Calgarians including roads, bridges, buildings, parks, recreation facilities, information technology, machinery, and equipment. Infrastructure assets are also required to treat wastewater and provide emergency services, potable water, and public transit services.

The infrastructure gap is the difference between the ongoing investment in assets required to meet service levels, including preventative maintenance, and the financial resources presently available to address those needs. The 2022 Corporate Asset Management Plan identified an infrastructure gap of more than $7 billion, with seven per cent of City assets (on average) in poor/very poor condition.

Calgary continues to be one of the fastest growing cities in Canada and the demand for services and infrastructure assets is growing. The current trend indicates an increasing infrastructure gap, compounded by aging infrastructure and inflation.

To mitigate the risk associated with the infrastructure gap, The City continues to reprioritize its limited funding to support critical infrastructure investment, as needed. The City is also identifying and assessing opportunities to increase the value we get from infrastructure, exploring new ownership models for best providing municipal services.

The City continues to closely monitor assets identified as being in poor or very poor condition and act as needed to ensure reliable service delivery and public safety. For instance, the current assessed condition of Calgary's road network (approximately 17,000 lane kilometers) is 38 per cent good, 36 per cent fair, and 26 per cent poor. At the current annual investment of $40 million, the road network will continue to degrade. Modelling shows that poor condition roadways are expected to increase at a rate of 2.2 per cent annually (from fair condition); good condition roads will also fall at a rate of one per cent per year. To address these trends, work has been completed to establish a recommended level of service for roadways.

An update to the Infrastructure Status Report (ISR) is scheduled for early Q1 2025, providing the current status of municipal infrastructure and an updated estimate of the infrastructure gap. The Corporate Asset Management Plan (CAMP) that follows will highlight additional investments in infrastructure needed to maintain current and future service levels.

ISC: Unrestricted

3 Navigating Challenges

Capital cost escalation

Mitigating capital cost escalation impacts to deliver infrastructure for Calgarians.

A variety of capital projects are experiencing cost escalations. In November 2023, Council approved $147 million for the Capital Cost Escalation Fund. This fund provides a flexible strategy to respond to cost escalations at the portfolio level and deliver Council approved investments in a timely and cost-effective manner. Without this funding, more projects may face significant delays, de-scoping, or cancellation. To date, recipient projects include:

- **Additional Light Rail Vehicle (LRV) Procurement ($62 million)**
  Enables Calgary Transit to acquire nine of the new LRVs intended to replace the U2s. This will reduce service level risks that could impact the efficiency and capacity of Calgary's public transit system.
- **MNP Community & Sport Centre Expansion Aquatics Project ($13 million)**
  Helps in closing the Leisure Expansion Aquatics Project (LEAP) funding gap by enabling the project to proceed with construction in 2024.
- **Calgary Soccer Center Redevelopment and Upgrade ($4 million)**
  Allows The City to meet the high demand from Calgarians for recreational opportunities in this equity-seeking community. The funding enables the project to proceed with construction in Spring 2024 with completion in Q2 2025.
- **Glenmore Twin Arena at Glenmore Athletic Park ($35 million)**
  Two new convertible ice rinks replacing the two aging and demolished arenas in the area. The funding enables the project to proceed with construction.
- **Mount Pleasant Affordable Housing ($2 million)**
  16-unit modular residential construction project in the community of Mount Pleasant. Over 20 per cent of the units will be accessible-ready to meet funding requirements.
- **Rundle Affordable Housing ($4 million)**
  Creates 135 affordable homes (rental housing) for Calgarians and supports Council's climate resiliency goal by incorporating energy efficiency and climate resilience in the design and construction of the homes.
- **Mission Bridge Rehabilitation Project ($2 million)** This includes concrete repairs, a complete redesign of the bridge cross-section with the addition of multi-use pathways and an overall mobility improvement for pedestrians, cyclists, and motorists.

Funding has been earmarked for additional affordable housing, a mixed-use fire station and future library. Final approval is given when projects are ready to go to tender. As a result, a new request that prioritizes highly could supplant one that is earmarked for funding but not yet ready.

Services continue to request relief from the Capital Cost Escalation Fund. Administration is proposing an additional $15.8 million of contributions to the fund at Mid-Cycle Adjustments. However, with over $400 million worth of requests to the fund, not all requests can be funded. The City continues to look for alternate sources of funding to successfully deliver all capital investments.

ISC: Unrestricted

Advance Design to Shovel Ready Fund

The Advance Design to Shovel Ready Program enables the acceleration of early capital investment deliverables to facilitate better decision-making, grant applications and future prioritization. Funding will be provided for feasibility studies, master plans, concept planning, and detailed designs. Projects are selected using the Executive Leadership Team-approved corporate capital prioritization criteria. The program will focus on funding a total of $50 million in 2023-2026 for capital investments. The entire $50 million has been allocated, with the bulk of the spending anticipated to come in 2025. Thus far, approximately $1.9 million has been spent. The following projects have been funded through this program:

- 52 Street Bus Rapid Transit ($2 million)
- Arts Commons Transformation Phase 2 ($3.7 million)
- Belvedere Civic Centre ($0.8 million)
- Bi-directional Signalized Interlocking ($0.2 million)
- Block 40 Future Use ($0.8 million)
- Blue Line Light Rail Transit Extension ($5.6 million)
- Contemporary Calgary Entrance Pavilion ($0.8 million)
- Country Hills Boulevard Northeast Widening ($1 million)
- Deep South Operations Workplace Centre Optimization Study ($0.5 million)
- Forest Lawn Centre Development ($0.5 million)
- Greyhound Future Use ($0.8 million)
- Hidden Valley Fire station #36 ($0.2 million)
- Horizontal Lines Program ($0.2 million)
- Inglewood Mixed Use Fire Station Project Redirection ($2 million)
- Manchester Centre Block Redevelopment (Operations Workplace Centre) ($0.8 million)
- MAX Purple ($1 million)
- Medicine Hill Pedestrian Bridge ($1.3 million)
- North Hill Redevelopment Re-start ($0.5 million)
- Nose Creek Vapor Management System Expansion ($0.4 million)
- Red Line Extension ($0.7 million)
- Red Line Maintenance and Storage Facility and Anderson Garage Lathe ($1.7 million)
- Shaganappi Club House ($0.5 million)
- Shaganappi Trail Bus Rapid Transit ($0.5 million)
- Shepard Snow Storage Site ($2.5 million)

- Southland Leisure Centre Modernization ($0.5 million)
- Spyhill Soil Vapour Expansion ($0.1 million)
- Stephen Avenue ($5.8 million)
- Symons Valley Transit Centre and Associated Bus Rapid Transit ($1 million)
- Telus Spark Keep Calgary Curious ($3.1 million)
- Thornhill Aquatic & Recreation Centre ($0.5 million)
- Tomkins Park Washroom ($0.2 million)
- Tuxedo Park School Future Use ($0.4 million)
- Victoria Park Decommissioning and Update to Blackfoot Bus Maintenance Facility ($2 million)
- Village Square Leisure Centre Green and Accessible Retrofit Project ($7.3 million)

ISC: Unrestricted

4 Navigating Challenges

Calgary's labour market outlook

Calgary's construction labour shortage expected to persist.

The Calgary Economic Region Labour Market Outlook (2024 -2033) reports that job vacancies in the region are expected to grow by approximately 479,000 over the next 10 years. Calgary's construction industry is particularly impacted by this trend. According to the Market Outlook, there will be close to 30,000 openings in the industry over the forecasted period. About a third of these vacancies will be due to the need to replace an aging workforce, while the rest will be due to the rapid growth Calgary is experiencing, as we move closer to reaching a population of two million.

While the construction industry workforce in Alberta has seen significant growth in recent years, it is matched by the corresponding growth in the number of vacancies, which remains elevated when compared to the total for all industries in the province. The Calgary Construction Association reported in January 2024 that nearly one in four of all job vacancies in Calgary are in construction trades and management jobs.

The vacancy rate for the construction industry in the first quarter of 2024 is estimated to be 5.3 per cent while the combined vacancy rate for all industries in Alberta is 3.4 per cent.

The ongoing trend of skilled labour shortages in the Canadian construction industry continues to impact The City's ability to deliver capital infrastructure for Calgarians and close the infrastructure gap. Labour shortages impact construction project timelines, amplifies cost escalation, and hinders the delivery of needed infrastructure for Calgarians.

The City continues to be intentional and proactive about mitigating the risk posed by the labour market. We are sequencing projects to create more consistent opportunities for consultants and contractors and are maintaining a dialogue with industry to help mitigate labour challenges.

ISC: Unrestricted

Delivering great service and value for Calgarians

Community and Business Relations

Customer Focused Initiatives.

The City is investing in critical infrastructure to build vibrant and resilient communities. These infrastructure investments are essential for creating inclusive, accessible, and connected communities in our growing city.

While a necessity, construction related to infrastructure projects can be disruptive. We aim to minimize disruptions and use a customer-focused approach to manage and mitigate impacts of city-led construction projects.

The City has been expanding these initiatives and piloting new approaches to support businesses, residents and area users leading up to and during construction on a variety of projects across the city.

Main Streets Business Support Grant pilot

We are piloting a new initiative that empowers businesses to implement strategies that offset construction impacts and encourage patronage during construction.

Location: Bridgeland and Marda Loop

Budget: Estimate $1.2 million

Status: As of August 31, 2024:

- Grant application period is open from June 20, 2024, until October 31, 2024.
- 209 businesses have received the Main Streets Business Support Grant (61 in Marda Loop, 148 in Bridgeland).
- Just over $1 million in grant monies have been provided directly to businesses.
- Approximately 85 per cent of the grants anticipated for the two pilot Main Street project areas have been issued.

Project background:

On March 19, 2024, Council directed Administration to implement the Business Support Grant pilot for the Bridgeland and Marda Loop Main Streets. The grant launched on June 20, 2024.

The Main Streets Business Support Grant pilot is one of several business-friendly initiatives being piloted in 2024, and is just one piece of the puzzle in supporting businesses leading up to and during the delivery of planned capital projects.

Project goals:

This pilot program aims to support eligible businesses impacted by planned construction of Main Streets projects in Marda Loop and Bridgeland in 2024, by providing a one-time grant of $5,000.

ISC: Unrestricted

The grant pilot encourages business-led solutions to address impacts, empowering business owners to use the funds in ways that best support their operations and customers during construction. This allows businesses to develop solutions based on their unique circumstances.

The pilot will serve as a tool for The City to learn from and evaluate the effectiveness of providing this type of construction financial support and inform a recommendation on potentially formalizing a business support grant for Main Streets infrastructure projects in the future.

With over two-thirds of the anticipated grants approved, the focus is shifting from grant delivery to evaluating the pilot program in preparation for the report back to Council in Q1 2025. This evaluation process will seek feedback from the business community, both within and outside the grant pilot area.

Riley area construction projects coordination

The City is coordinating across project teams to mitigate the impacts of overlapping construction projects.

Location: Riley area communities (Hillhurst, Hounsfield Heights-Briar Hill, Sunnyside and West Hillhurst).

Status: Ongoing, with major construction impacts anticipated into 2025.

Project background:

The City is investing in infrastructure and public spaces to improve the Riley area, combining flood mitigation with vibrant public spaces and infrastructure upgrades. Multiple major projects will occur concurrently impacting visitors, commuters, residents, and businesses. The Community and Business Relations team is leading coordination efforts to minimize cumulative impacts and establish relationships with impacted parties.

Projects included:

- The Sunnyside Flood Barrier
- Upper Plateau Separation
- Gladstone Connect
- Mobility Improvements: 2 Avenue/7 Avenue N.W.
- Public Realm Improvements: 3 Avenue N.W.
- Sunnyside LRT Station Crossing Arm Upgrades

Immersing the community in project details:

These improvements follow years of community engagement. As we now transition to implementation, we are immersing area users in project details, outlining what is to come.

Community and Business Relations is piloting an immersive, 360 degree virtual reality experience for the Sunnyside Flood Barrier project that allows Calgarians to be fully engaged in the project. Signage along the Bow River Pathway prompts users to scan a QR code, unveiling a 360-degree view of the future flood barrier, allowing Calgarians to see past the current construction and experience what will be. These signs also provide information on flood prevention and Calgary's climate-ready home guide, helping Calgarians learn what they can do to be prepared.

Finding unique solutions:

We recognize the impact of concurrent construction projects and are testing innovative solutions to mitigate these effects.

In May, several residents in Hillhurst lost access to all on-street parking due to construction. To help residents prepare and offset these impacts, our Community and Business Relations team hosted a "Construction Ready Cleanup", to allow residents to clear their garages and laneway parking spaces before the parking impacts occurred.

Responding to the community:

We are committed to working with the community as we deliver these projects, this includes responding to concerns quickly and effectively.

Recently, the Sunnyside Hillhurst Community Association raised concerns about potential shortcutting in the community due to construction on Memorial Drive N.W. In response, we designed signage to deter shortcutters, using eye-catching language. We also collaborated with the Community Association on the final design to ensure concerns were addressed.

ISC: Unrestricted

City of Calgary Capital Projects Map

An interactive map for Calgarians to learn more about Calgary's capital projects.

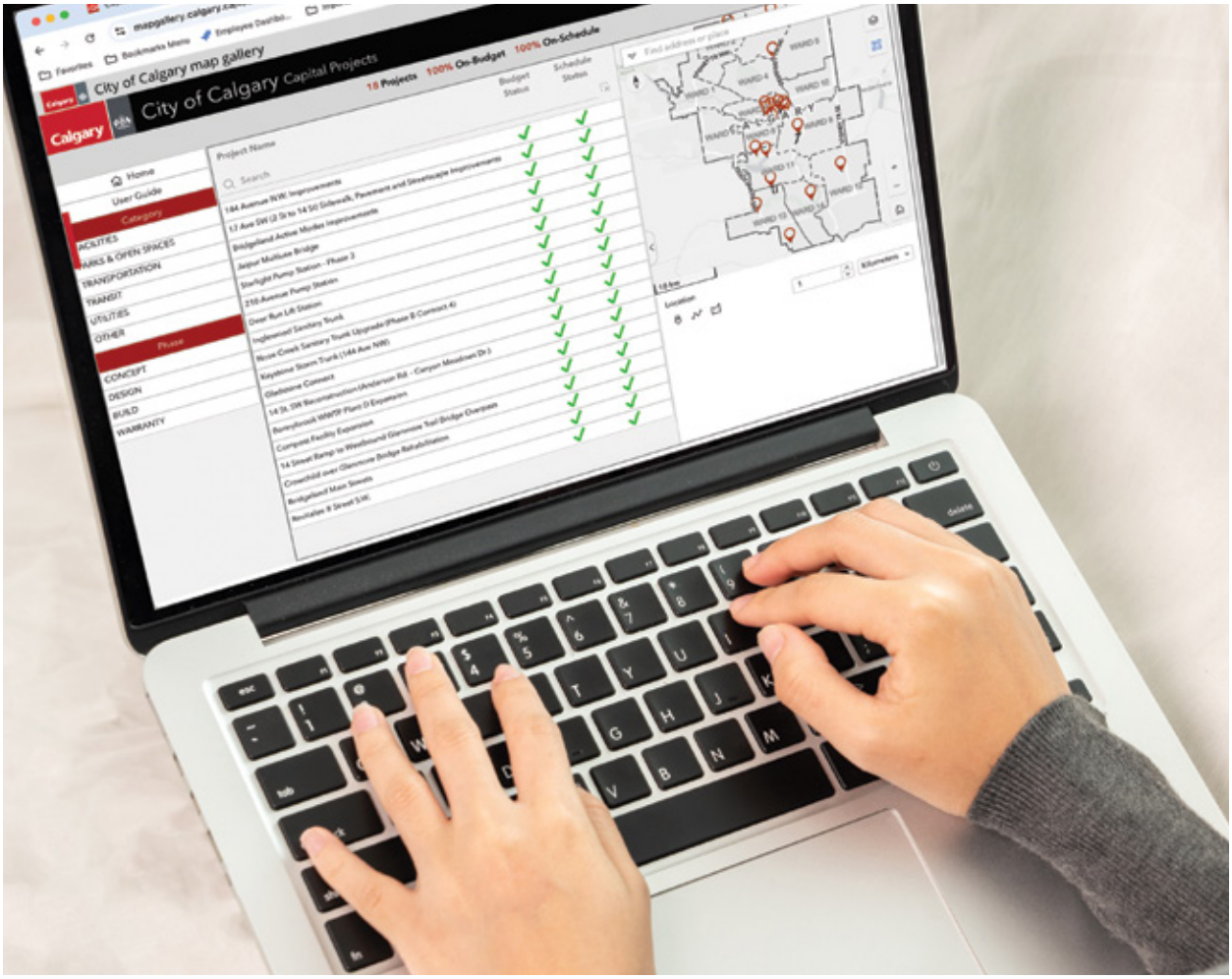
In alignment with the strategic priority of Council to modernize government, the Capital Projects Map provides Calgarians with a tool to learn more about The City's infrastructure projects. This interactive map offers comprehensive insights into select, ongoing infrastructure capital projects in an open and transparent way for Calgarians.

The Capital Projects Map identifies the location of projects and includes project descriptions, schedules, budgets and statuses. An initial version was launched in May, 2024 on calgary.ca/capitalprojectsmap with a limited number of Infrastructure Services projects. An October update increased the number of projects identified on the Capital Projects Map.

A detailed list of the projects featured on the Capital Projects Map and their status is included in the appendix.

The project team is soliciting feedback on the project webpage with plans to incorporate user input to improve the overall experience.

Quarterly project updates and additions to the Capital Project map are planned, as well as improvements to the map over time. The goal is to enable the sharing of information on capital projects in Calgary spanning across services. Once the majority of capital projects are added to the map, the project team will mark the achievement with a formal public communications campaign.



ISC: Unrestricted

Mission Bridge Design Cycle

Improving the customer experience during construction.

Residents and businesses frequently express frustration over the impact of construction on their daily lives. We are trying innovative ways to proactively address these challenges through a Calgarian-centric approach that complements work already undertaken by the project team.

The Mission Bridge Rehabilitation project team has partnered with The City's Innovation Lab to improve Calgarians' experiences during construction. To understand the challenges directly from those impacted by the Mission Bridge construction project, we went into the community to observe how impacted commuters move through the area and spoke with residents in the surrounding communities. We listened to their concerns, feedback and ideas so they could inform potential solutions.

Solutions to their challenges are currently being tested through prototypes to gather direct feedback from Calgarians. A few examples include:

- A construction site concierge: to observe the construction site from a Calgarian's perspective, identify issues and report to the project team for solutions.
- A point of interest window: where curious Calgarians can safely learn about the details of ongoing construction projects in their community.
- *Spot the local wildlife* scavenger hunt for rafters: a QR code at both ends of the bridge is available to track engagement.

Another five engagement prototypes are under development to address the discovered concerns. Learnings from the Mission Bridge construction project will be captured to create scalable approaches to improving Calgarians' experiences with construction across the city.

ISC: Unrestricted

Rightsizing infrastructure update

The Planning and Development Services and Infrastructure Services departments work collaboratively to apply rightsizing principles to the planning and design of municipal infrastructure aligning with an updated city-building vision. Work is underway on a new City Building Program that includes refining the Municipal Development Plan and Calgary Transportation Plan, modifying policies and design standards for our street network, and integrating climate and resiliency goals.

We continue to leverage analytical tools including the Regional Transportation Model and seek opportunities to holistically consider infrastructure needs contributing to the optimization of infrastructure planning. The Southeast Calgary Transportation Network Study is underway and is intended to assess the mobility network holistically (Active modes, Transit, Goods Movement, High Occupancy Vehicles, and Single Occupancy Vehicles) against projected growth. This will aid The City in aligning mobility infrastructure upgrades with growth potential.

Service strategies like RouteAhead (Transit Strategy), the Always Available for All Ages and Abilities (5A) Network Plan and Step Forward (Pedestrian Strategy) provide further guidance on the design of infrastructure that Calgarians value and need. For example, the ongoing functional planning study for the Bow Trail/Sarcee Trail intersection places a greater focus on active modes of transportation while aiming to reduce the overall interchange footprint and refine the configuration. Concept options are being informed by technical considerations, area constraints, and feedback from the public and interested parties.

Another example is the improvements to 14 Street S.W., south of Anderson Road. This project should reach substantive completion in October 2024 and will include a new pathway to promote active transportation modes, a post and cable fence and a safety barrier to enhance driver and pedestrian safety, and planned landscaping to align with our climate goals.

ISC: Unrestricted

Appendix

Status of projects featured on the Capital Projects Map

Service line	Project	Budget ('000)	Budget Status	Schedule Status	Scope Status
City Planning & Policy	Revitalize 8 Street S.W.	38,400	Green	Yellow	Green
Economic Development & Tourism	Calgary Event Centre Block (Scotia Place)	1,233,300	Green	Green	Green
Facilities	Forest Lawn Civic Centre	1,585	Green	Green	Green
Facilities	Varsity Multi-Service Redevelopment	53,500	Green	Green	Green
Fire & Emergency Response	Cornerstone Multi-Service Development	16,000	Green	Green	Green
Public Transit	North Central Bus Rapid Transit	22,500	Green	Green	Green
Public Transit	South Central Bus Maintenance and Storage Facility Feasibility Study	2,000	Green	Green	Green
Recreation Opportunities	Glenmore Twin Arena	85,600	Yellow	Green	Green
Recreation Opportunities	Calgary Soccer Centre (CSC) dome & artificial turf field upgrade	28,000	Green	Green	Green
Sidewalks & Pathways	Repaving with 5A Improvements	7,000	Green	Green	Green
Sidewalks & Pathways	Marda Loop Main Street	46,500	Green	Yellow	Green
Sidewalks & Pathways	Bridgeland Main Streets	27,000	Green	Green	Green
Sidewalks & Pathways	16 Avenue N.W. at 29 Street N.W. Pedestrian Overpass	15,000	Green	Green	Green
Sidewalks & Pathways	Jaipur Multiuse Bridge	11,450	Green	Green	Green
Sidewalks & Pathways	Kensington / Sunnyside Mobility Improvements Project	6,000	Green	Green	Green
Sidewalks & Pathways	Bridgeland Active Modes Improvements	3,200	Green	Green	Green
Sidewalks & Pathways	Ward 10 Connections	750	Green	Green	Green
Sidewalks & Pathways	Ward 5 N.E. Pathways and Bikeways Network Corridor Connections	800	Green	Green	Green
Sidewalks & Pathways	S.W. Neighbourhood Bikeway	600	Green	Green	Green
Sidewalks & Pathways	Ward 9 Connections	600	Green	Green	Green
Sidewalks & Pathways	14 Street N.W. - Berkshire Blvd. N.W. to Country Hills Blvd. N.W. (Missing Link)	7	Green	Green	Green
Stormwater Management	UD Upper Plateau Separation	46,600	Green	Red	Green
Stormwater Management	Gladstone Connect	27,200	Green	Green	Green
Stormwater Management	Providence Storm Trunk	20,600	Green	Green	Green
Stormwater Management	Keystone Storm Trunk (144 Avenue N.W.)	20,300	Green	Green	Green
Stormwater Management	Storm Outfall B5 Oil & Grit Separator (OGS) - Upstream of new B5 Storm Diversion Trunk	3,100	Green	Green	Green
Streets	4 Avenue Flyover rehabilitation	12,500	Green	Green	Green
Streets	144 Avenue N.W. Improvements	61,300	Green	Green	Green
Streets	14 Street S.W. Reconstruction (Anderson Road - Canyon Meadows Drive)	9,000	Green	Green	Green
Streets	17 Avenue S.W. (2 Street to 14 Street) Sidewalk, Pavement and Streetscape Improvements	8,200	Green	Green	Green

ISC: Unrestricted

Service line	Project	Budget ('000)	Budget Status	Schedule Status	Scope Status
Streets	Crowchild over Glenmore Bridge Rehabilitation	6,800	Green	Green	Green
Streets	14 Street Ramp to Westbound Glenmore Trail Bridge Overpass	5,700	Green	Green	Green
Urban & Community Systems	Eau Claire Plaza Redesign	49,500	Green	Green	Green
Waste & Recycling	Compost Facility Expansion	89,600	Green	Yellow	Green
Waste & Recycling	WR-EC-Phase 7 Cells 10-12S	20,700	Green	Green	Green
Waste & Recycling	Spyhill Waste Management Facility Cell 7 Construction and Overburden Excavation	8,250	Green	Green	Green
Waste & Recycling	East Calgary - Landfill Gas to Electricity Facility	8,037	Green	Green	Green
Waste & Recycling	Spyhill Landfill Gas Expansion Phase 2 Cells 15-20	2,693	Green	Yellow	Green
Wastewater Collection & Treatment	Bonnybrook WWTP Plant D Expansion	568,000	Green	Green	Green
Wastewater Collection & Treatment	Fish Creek West Sanitary Trunk	46,400	Green	Green	Green
Wastewater Collection & Treatment	Inglewood Sanitary Trunk	37,400	Green	Green	Green
Wastewater Collection & Treatment	Nose Creek Sanitary Trunk Upgrade (Phase B Contract 4)	36,600	Green	Green	Green
Wastewater Collection & Treatment	Bonnybrook Dewatering Facility Centrifuge 4 for Standby Production	8,870	Green	Green	Green
Wastewater Collection & Treatment	Pine Creek Wastewater Treatment Plant Upgrades - Phase 1	7,419	Green	Green	Green
Wastewater Collection & Treatment	Trans Canada Sanitary Trunk	6,000	Green	Green	Green
Wastewater Collection & Treatment	Deer Run Lift Station Upgrade	2,360	Green	Green	Green
Water Treatment & Supply	Starlight Pump Station - Phase 3	41,500	Green	Green	Green
Water Treatment & Supply	Fluoridation Re-Introduction	28,100	Green	Green	Green
Water Treatment & Supply	210 Avenue Pump Station	19,800	Green	Green	Green
Water Treatment & Supply	East Belvedere Water Feedermain	16,100	Green	Green	Green
Water Treatment & Supply	Glenmore Dechlorination System Upgrade	4,991	Yellow	Yellow	Green
Water Treatment & Supply	Gladstone Connect 4 Avenue Water Upgrades	2,158	Green	Green	Green

NOTE: *Table is current as of Sep 24, 2024*

Legend:

Budget Status	
Green	On budget
Yellow	Within 20% of approved budget
Red	Cost exceeds approved budget by more than 20%

Schedule Status	
Green	On schedule
Yellow	Within 20% of approved schedule
Red	Schedule exceeds initial schedule by more than 20%

ISC: Unrestricted

This report provides Council and Calgarians with line of sight to some of the work that The City is doing to deliver and build a vibrant and resilient city for future generations. The outcomes of these investments help build economic, social and climate resilience within Calgary and further Calgary's global positioning and reputation as one of the most livable cities in the world.

Biannual Infrastructure Insights Report - Q3, 2024

October 16, 2024

Recommendations

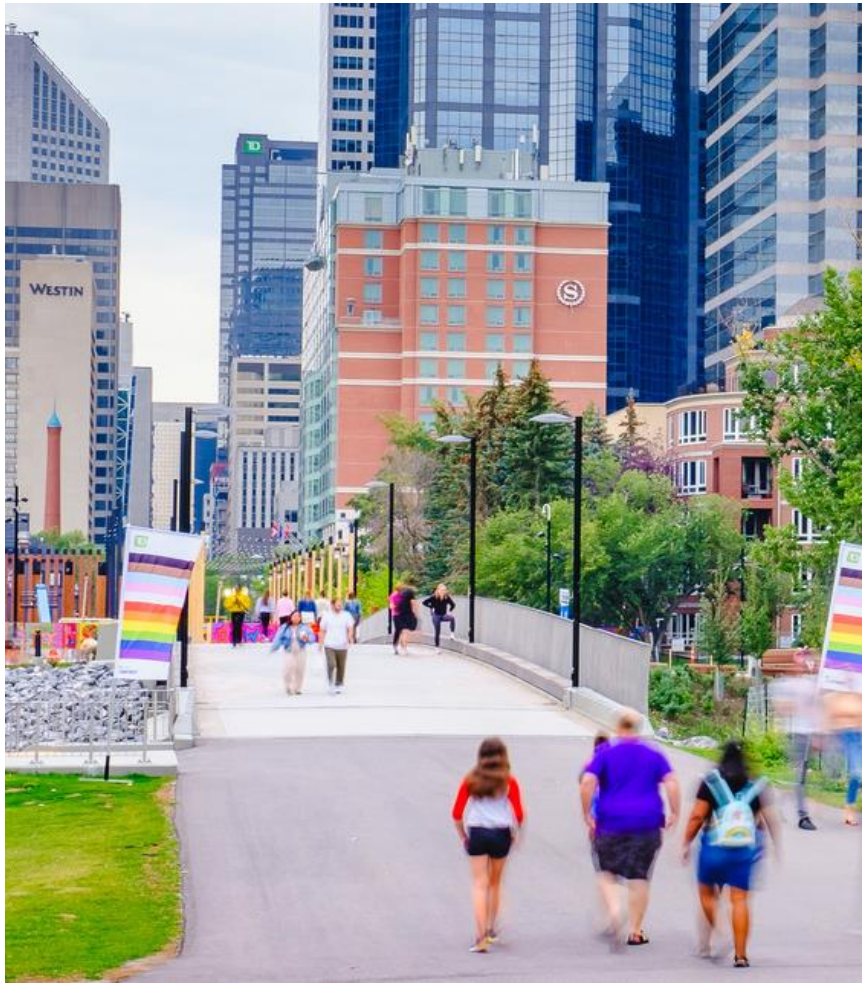
That the Infrastructure and Planning Committee recommend that Council:

1. Receive this report for the corporate record.

2. Direct that Confidential Attachment #3 be held confidential pursuant to Sections 25 (Disclosure harmful to economic and other interests of a public body) of the *Freedom of Information and Protection of Privacy Act*, to be reviewed by 2034 October 16.

Highlights

- The City is committed to building a resilient city that provides Calgarians with equitable access to the services they value.
- As Calgary quickly grows towards a city of two million, our infrastructure gap is also growing.
- We are piloting and adopting new, innovative, and customer-focused approaches to construction in Calgary.



Improving mobility by extending the lifespan of important bridges

Launched Phase 1 sales of Constellation Industrial Park

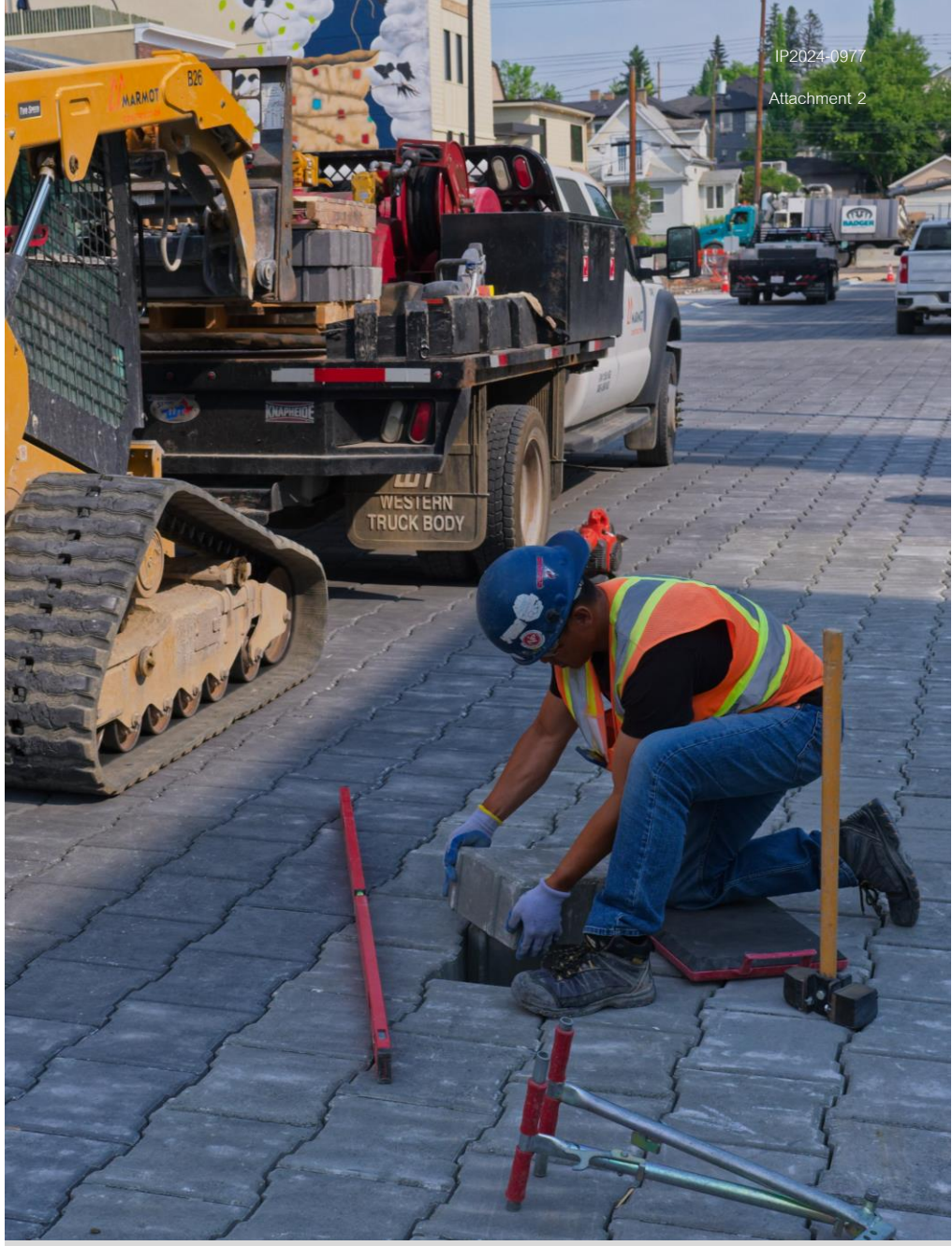
Building a 1:100 level flood barrier to increase our flood resiliency

We are building social, economic and environmental resiliency for Calgary

The City continues to respond to pressures impacting infrastructure delivery

7,000+ job vacancies in the construction industry

$7.2b Infrastructure gap that continues to grow



Bearspaw Feeder Main Break

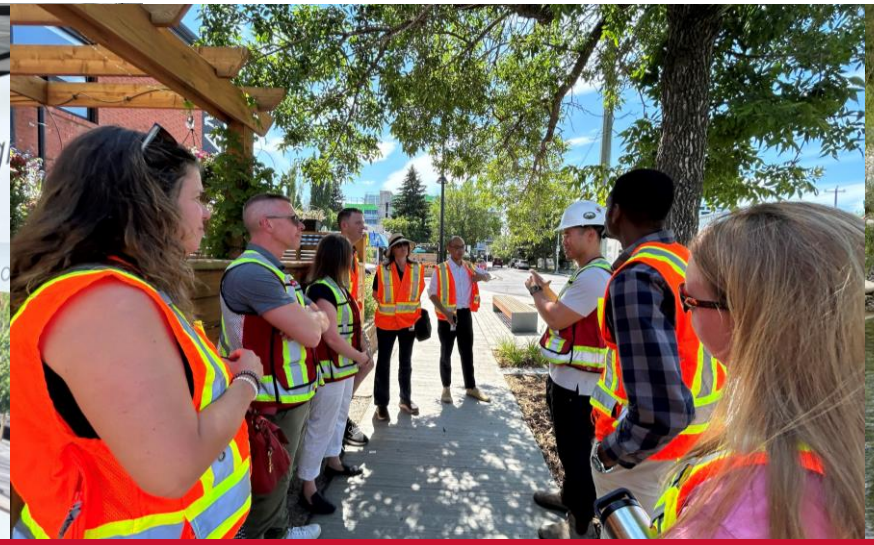
Collaboration

Assessment & preventative repairs

Root cause Analysis & 3rd party assessments

Improving Redundancy and resiliency

We would like to thank all Calgarians for their understanding and support throughout the emergency response and subsequent planned repairs.



Piloting new approaches to support businesses, residents and area users during construction

Coordinating across project teams to mitigate the impacts of overlapping construction projects in communities

Using design cycles to understand citizen challenges around construction sites and projects

Delivering Great Service and Value for Calgarians

Recommendations

That the Infrastructure and Planning Committee recommend that Council:

1. Receive this report for the corporate record.

2. Direct that Confidential Attachment #3 be held confidential pursuant to Sections 25 (Disclosure harmful to economic and other interests of a public body) of the *Freedom of Information and Protection of Privacy Act*, to be reviewed by 2034 October 16.

Operational Services Report to
Infrastructure and Planning Committee
2024 October 16

ISC: UNRESTRICTED
IP2024-1043

Pavement Quality Level of Service

PURPOSE

This report is in response to Motion EC2023-0608 and provides a recommended pavement quality level of service and the additional annual investment required. In its current state, the pavement quality in Calgary is 38 per cent in good condition and decreasing annually. Citizen surveys show that this decrease in road condition is impacting satisfaction. This report outlines a strategy to address current and future pavement quality that will lead to significant cost savings and improved road conditions, enhancing the overall service experience for Calgarians.

PREVIOUS COUNCIL DIRECTION

On May 23, 2023, Council passed motion EC 2023-0608 (Attachment 1). The motion led to the following initiatives:

- Review opportunities to allocate an appropriate funding increase for the surface overlay program to help reduce seasonal street repairs and improve mobility for all modes such as vehicles, bicycles, and transit buses.
- Report back through budget deliberations with a recommended Pavement Quality Index and minimum annual capital budget to achieve an established Pavement Quality Index for the City of Calgary.

Recent Council investments include:

- $30 million of additional funding to enable pavement rehabilitation in conjunction with 5A projects (2024 to 2026).
- $8.9 million from the Winter Maintenance reserve for pavement rehabilitation (2025 and 2026).

RECOMMENDATIONS

That the Infrastructure and Planning Committee recommends that Council:

1. Direct Administration to establish a pavement quality level of service target for Calgary's road network where arterial, collector and local roads are in good condition at 60 per cent, 54 per cent, and 42 per cent respectively in 10 years.
2. Review corresponding financial investment requirements, to be considered during budget deliberations in November 2024.

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

The quality of roads is important to citizens and businesses. This provides clear direction for Administration to address issues with the quality of our roads. I concur with this report.

HIGHLIGHTS

- Calgarians consistently rank the transportation system as a top priority. The Spring 2024 survey revealed "infrastructure, traffic, and roads" as their leading issue. In an August 2024 pavement quality survey, 83 per cent of respondents supported increased funding for road improvements.

Pavement Quality Level of Service

- Calgary's road network, valued at $15 billion, spanning over 17,000 lane kms and growing, is under increasing pressure from rising traffic volumes and decreasing pavement quality. Our current budget averages $47.8M annually, significantly lower than other cities, including Edmonton, which has an inventory of approximately 13,000 lane kms and a $158.8M annual budget for Neighbourhood renewal.
- Despite recent funding boosts from Council, financial support has not kept pace with the demands of our expanding infrastructure. As pavement quality deteriorates, failure to achieve an acceptable level of service will lead to future repairs requiring more reconstruction as opposed to repaving, which will result in reconstruction costs five to seven times more than traditional paving and repair programs.
- Intervention is necessary to prevent costly future reconstruction. We propose establishing a pavement quality level of service target for Calgary's road network where arterial, collector and local roads are in good condition at 60 per cent, 54 per cent and 42 per cent respectively in 10 years.
- This recommendation would be achieved in phases; The City would first address the urgent backlog of deferred reconstruction and major repaving work using additional funding of $14.45M in 2025 and $14.45M in 2026 from the Mid-Cycle adjustment and an additional $35.8 million in requested funding in 2026. By prioritizing these repairs, we can avoid an estimated $600 million in future costs and lay the groundwork for a more sustainable road network.
- An additional $18 million will be required above the proposed 2026 budget of $98 million for 2027 and beyond to reach the recommended level of service by 2034.
- This strategy focuses on fiscal responsibility and enhanced road quality, ensuring long-term savings and improved service for all Calgarians. By taking these steps, we can ensure that our transportation network meets the needs of a growing population while maintaining safety and efficiency on our roads.

DISCUSSION

Road Network and Condition

The City of Calgary manages approximately 17,000 lane kilometers of roadway comprised of arterial (31 per cent, 5,375 lane km), collector (20 per cent, 3,382, lane km), and local roads (49 per cent, 8,326 lane km). The current assessed condition of Calgary's road network is 38 per cent good, 36 per cent fair, and 26 per cent poor.

The Canadian municipal average of roads in good condition is 60 per cent, which also aligns with Calgarian's expectations in a recent pavement quality survey (see Attachment 2).
On an average weekday, Calgarians make approximately 3.8 million vehicle trips across the road network. Over 1 million daily trips are made on roads in poor condition, significantly impacting user experience and increasing vehicle wear and tear. At current funding levels, forecasts show good condition roads will drop to 26 per cent by 2034.

Road Deterioration

At the current funding level, the road network will deteriorate by 3.2 per cent annually and increase the number of vehicles travelling on poor roads to 2 million daily trips by 2034.
Several factors impact road deterioration. Wear and tear from increased traffic and heavier vehicles contribute to roadway degradation. Road quality is also impacted by the weakening

of road base from water leaks and excavation of roads to facilitate both utility repairs and new utility construction.

Calgary's freeze-thaw cycles impact the service life of roads and contribute to the formation of potholes and pavement cracks. When comparing pothole data from January through September 2023 with the same period in 2024, there was an approximate 52 per cent increase in the number of reported potholes through 311. Crews have also filled approximately 25 per cent more potholes in 2024 over the same period (30,830 in 2024 through Oct 8. vs 24,628 during the same period in 2023). This increase in pothole 311 service requests and maintenance repair work highlight how Calgary's road network conditions continue to deteriorate.

Road Repair Strategies
Implementing the right roadway repairs at the right time is the most cost-effective and efficient approach to maintain a resilient road network. This requires adequate funding levels and leads to long-term cost savings as repairs are not deferred.

Immediate repair of defects like potholes and cracks are proven cost-effective methods of maintaining road functionality and slowing deterioration. As the pavement degrades, The City's surface overlay program (repaving) replaces the top layer of asphalt, rejuvenating the road and extending its life. Severely deteriorated roads often require complete reconstruction.

Road reconstruction impacts roadway users much more heavily as the scope is more complex, requiring more significant traffic detours. Additionally, reconstruction costs five to seven times more than repaving.

Pavement Quality Level of Service
Establishing a pavement quality level of service for Calgary's $15 billion road network will help improve the user and passenger experience, enhance safety, minimize future costs and establish clear parameters for roadway repairs.

We engaged with Toronto Metropolitan University (see Attachment 2) to analyze Calgary's roadway data, condition and deterioration rates and provide recommendations for an acceptable pavement quality level of service.

Several level of service options and their corresponding annual funding were determined and analyzed, resulting in our recommendations of a phased approach.

Municipal Standard Level of Service
To increase all roads to 60 per cent good condition, which is the current Canadian municipal standard (average) and aligns with Calgarian sentiment, a $132M annual investment through 2034 would be required. This means an additional $80 million in annual funding would be required.

Pavement Quality Level of Service

Recommended Level of Service
The recommended level of service is for Calgary's arterial roads to be 60 per cent good condition, collector roads to be 54 per cent good and local roads to be 42 per cent good by 2034.To achieve this, 2025 and 2026 will focus on repairing all deferred reconstruction and major repaving work that requires immediate attention. This will also allow time to build up funding and construction capacity. By focusing our repairs on this inventory of roads over the next two years, The City could avoid an estimated $600 million in future costs and successfully position our road repair programs for the future.

The additional funding request put forward in the Mid-Cycle adjustment of $14.45 million in 2025 and $14.45 million in 2026 means that an additional $35.8 million will be required in 2026. For budget 2027 and beyond, an incremental increase of $18 million annually would be required above the proposed $98 million budget from 2026. This ensures the road network condition continues to improve, and repairs outpace deterioration.

Moving Forward
It's important to note that budget decisions over the next decade will greatly affect our ability to meet the recommended level of service. The funding allocated in the coming years will directly influence our progress. We will ensure transparency and accountability by providing regular updates through mid-cycle adjustments and performance management reporting. By prioritizing these financial commitments, we can collectively work towards enhancing the quality of our road network for the benefit of all Calgarians.

EXTERNAL ENGAGEMENT AND COMMUNICATION

☒	Public engagement was undertaken	☒	Dialogue with interested parties was undertaken
☒	Public/interested parties were informed	☐	Public communication or engagement was not required

To determine Calgarian's sentiment on the present state of roadways and understand level of service expectations, an online survey was conducted with members of the Citizens' View panel, from August 6 to 21, 2024. The survey was distributed to 4,000 participants and garnered 1,720 completions. Survey results are summarized as follows:

- Less than one-half of respondents are satisfied with roadway surface conditions in Calgary, and the vast majority feel that improving them should be a priority for The City.
- Respondent preferences are, on average, for 65 per cent of roads to be in 'good' condition.
- 83 per cent of respondents said The City should accommodate additional funding needed to improve roadway surface conditions.
- Around one-half would be supportive of a small increase to their property tax bill to improve conditions.

In a comparative analysis between 2023 and 2024 highlighted that there was a 21 per cent increase in customer service requests (311s) concerning pavement condition (12,532 in 2023 to 15,201 in 2024).

Pavement Quality Level of Service

Meetings with Councillors and the Mayor's Office were completed in July-September 2024. Feedback from these engagements were incorporated into the final recommendation.

IMPLICATIONS

Social

Setting a level of service for pavement quality will enable equitable service delivery for Calgarians and supports active transportation modes for all users. A reliable road network impacts all Calgarian's from the ride quality of a transit user to cyclists using facilities within the road right-of-way.

Environmental

Designing new roads and rehabilitating existing roads to support environmentally friendly vehicles is critical to reducing emissions. Reusing pavement materials in the form of reclaimed asphalt pavement in repairs can also minimize environmental impacts.

Economic

Investing in road assets ensures our goods movement corridors are reliable thereby supporting our local and regional economies. High quality roadways also support the livelihood of Calgarians, allowing them to get to their places of work safely.

Service and Financial Implications

Since 2011, the road network has grown an average of 1.1 per cent annually (approximately 170 lane kms) from 14,870 lane kms, to the current number of 17,000 (increase of approximately 2,130 lane kms). The annual budget has fluctuated with an average of approximately $40 million per year over the last 3 budget cycles (see Attachment 2).
It should be noted that from 2023-2026 Council has allocated an average annual budget of $47.8M, which has helped to slow the rate of road deterioration.

Council budget decisions over time will impact the ability to achieve the recommended level of service target for pavement quality. Any changes to funding levels will directly affect the target level of service in the stated time frame.

RISKS

Increased Deterioration: Poor condition roads will continue to increase annually, leading to more lane kilometers falling into disrepair. Good condition roads will decline annually, further degrading the network.

Higher Future Repair Costs: Without timely repairs, roads will fall below the reconstruction threshold, requiring costly reconstruction instead of more affordable repaving. This will increase long-term expenses, potentially missing the opportunity to avoid $600 million over the next two years.

Deferred Maintenance Backlog: The backlog of deferred reconstruction and repaving will continue to grow, worsening existing road quality issues and delaying essential repairs.

Decline in Service Levels: The user and passenger experience will worsen as road quality degrades, leading to more complaints and dissatisfaction from Calgarians.

Operational Services Report to Infrastructure and Planning Committee 2024 October 16

ISC: UNRESTRICTED IP2024-1043

Pavement Quality Level of Service

Safety Concerns: Delayed repairs and increased deterioration could lead to more safety hazards for road users, potentially increasing accident rates or causing disruptions.

Funding: Should funding increases not occur as recommended, the target level of service may not be achieved in 10 years and will take longer to reach.

ATTACHMENTS

1. Previous Council Direction
2. Background Report
3. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Doug Morgan	Operational Services	Approve
Michael Thompson	Infrastructure Services	Consult
Carla Male	Corporate Planning & Financial Services	Consult
Troy McLeod	Mobility	Approve
Ryan Vanderputten	Capital Priorities and Investment	Consult
Kerensa Fromherz	Public Spaces Delivery	Consult

Author: Chris Yang, Mobility Business Unit, Operational Services Department

Report Number: EC2023-0608

Meeting: Executive Committee

Meeting Date: 2023 May 23

NOTICE OF MOTION

RE: Setting a Standard for Pavement Quality in Calgary

Sponsoring Councillor(s): Councillor Demong, Councillor Penner, Councillor Chabot, Councillor Spencer, Mayor Gondek, Councillor Wyness, Councillor Dhaliwal, Councillor Wong, Councillor Pootmans

WHEREAS the financial expenditures for the pavement asset is resulting in higher operating costs and more potholes in our City due to lack of capital funding;

AND WHEREAS additional investments for street repairs are of high importance to the public based on citizen satisfaction surveys;

AND WHEREAS improved pavement quality significantly extends the lifecycle of a roadway reducing the environmental and economic impact of reconstructing the entire road base, gravel layer and surface with costs over five times the cost of resurfacing.

AND WHEREAS there is a cumulative backlog of $550M for both reconstruction and rehabilitation of our road network.

AND WHEREAS the annual budget for pavement rehabilitation averages $40M, resulting in an overall average of only 41% of our roads in good and very good condition, with up to 20,000 potholes to be filled each year.

AND WHEREAS The infrastructure funding gap is $50-60M to achieve an overall average target of 60% good and very good roads. (The Canadian municipal average is currently 61% good and very good roads).

NOW THEREFORE BE IT RESOLVED that City Council directs City Administration to review opportunities to allocate an appropriate funding increase for the surface overlay program to help reduce seasonal street repairs and improve mobility for all modes such as vehicles, bicycles, and transit buses.

AND FURTHER BE IT RESOLVED that Council direct Administration to report back through budget deliberations with a recommended Pavement Quality Index and minimum annual capital budget to achieve an established Pavement Quality Index for the City of Calgary.

Attachment (s)

1. Notice of Motion Checklist
2. Typical Pavement Service Life With and Without Timely Intervention

Pavement Quality Level of Service

Background Report

October 2024

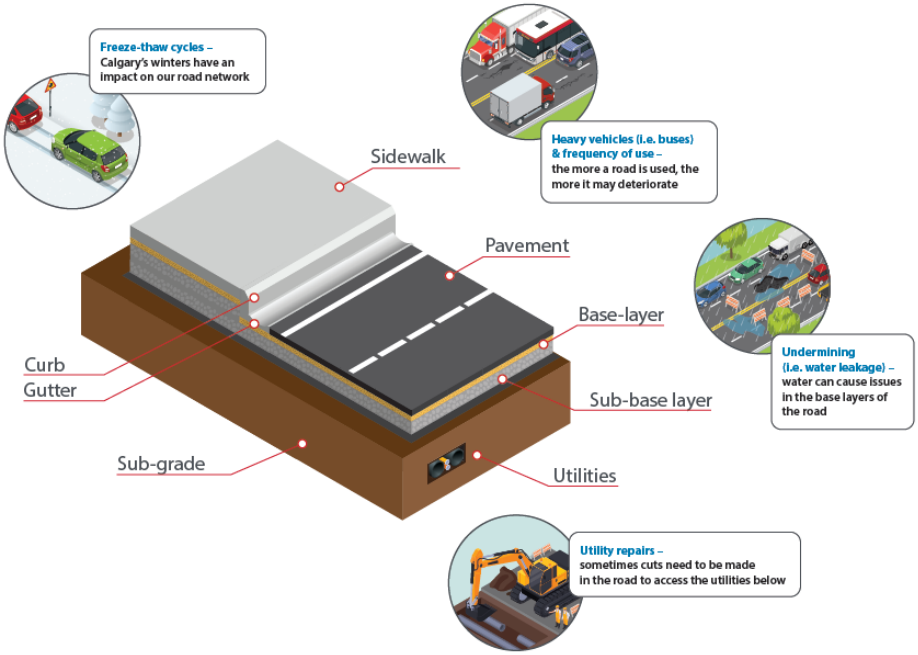
Table of Contents

Calgary Road Network 3
Road Deterioration 3
Road Repair Strategies 4
Condition Assessment 5
Current Road Condition 6
Network Growth and PQI Trend 7
Funding Gap 8
Pavement Quality Level of Service 9
Reconstruction Threshold 9
Level of Service Investment 9
Impacts 10

Calgary Road Network

Calgary's road network spans approximately 17,000 lane kilometers, comprising of arterial, collector, and local roads. Arterial roads, including major routes such as Crowchild Trail and Glenmore Trail, represent about 31% of the network, or roughly 5,375 lane kilometers, with speed limits ranging from 70-90 km/hr and average daily traffic between 10,000 and 30,000 vehicles. Collector roads, which connect neighborhoods to arterial roads and have speed limits of 50-60 km/hr, constitute about 20% of the network, or approximately 3,382 lane kilometers, with daily traffic ranging from 1,000 to 10,000 vehicles. Local roads, which are neighborhood streets with speed limits of 40 km/hr, make up about 49% of the network, or around 8,326 lane kilometers, with average daily traffic of less than 1,000 vehicles.

Road Deterioration



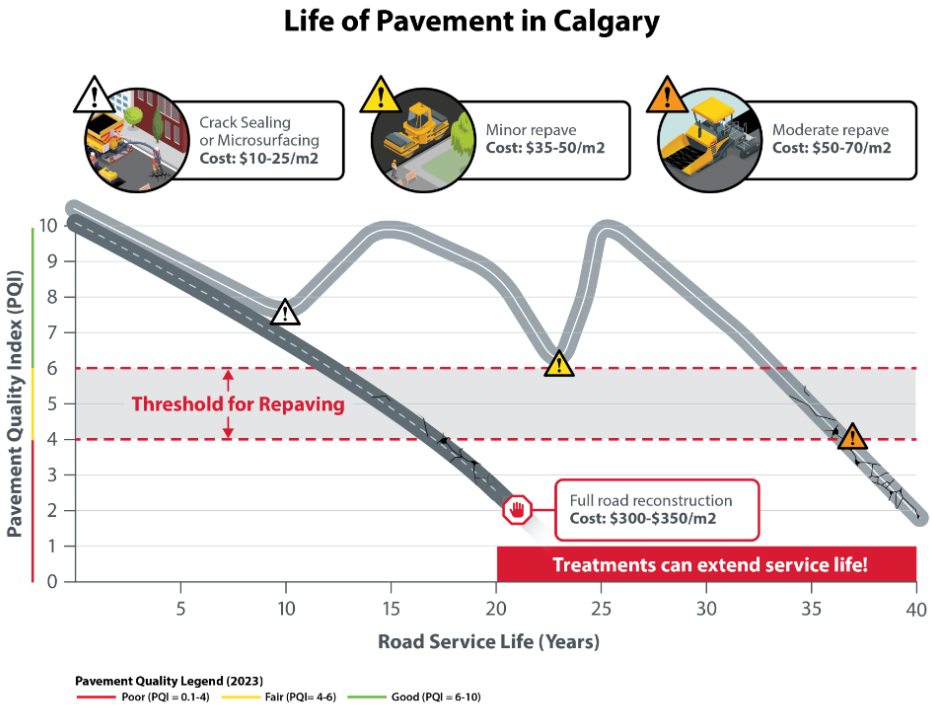
Several factors impact road deterioration. Wear and tear from increased traffic and heavier vehicles contribute to roadway degradation. Road quality is also impacted by the weakening of road base from water leaks and excavation of roads to facilitate both utility repairs and new utility construction.

Calgary's freeze-thaw cycles impact the service life of roads and contribute to the formation of potholes and pavement cracks. When comparing pothole data from January through September 2023 with the same period in 2024, there was an approximate 52 per cent increase in the number of reported potholes through 311. Crews have also filled approximately 25 per cent more potholes in 2024 over the same period (30,830 in 2024 through Oct 8. vs 24,628 during the same period in 2023). This increase in pothole 311 service requests and maintenance repair

ISC: Unrestricted

work highlight how Calgary's road network conditions continue to deteriorate.

Road Repair Strategies



Implementing roadway repairs at the right time is the most cost-effective and efficient approach to maintain a resilient road network. This requires adequate funding levels to enable timely repairs and leads to long-term cost savings as repairs are not deferred.

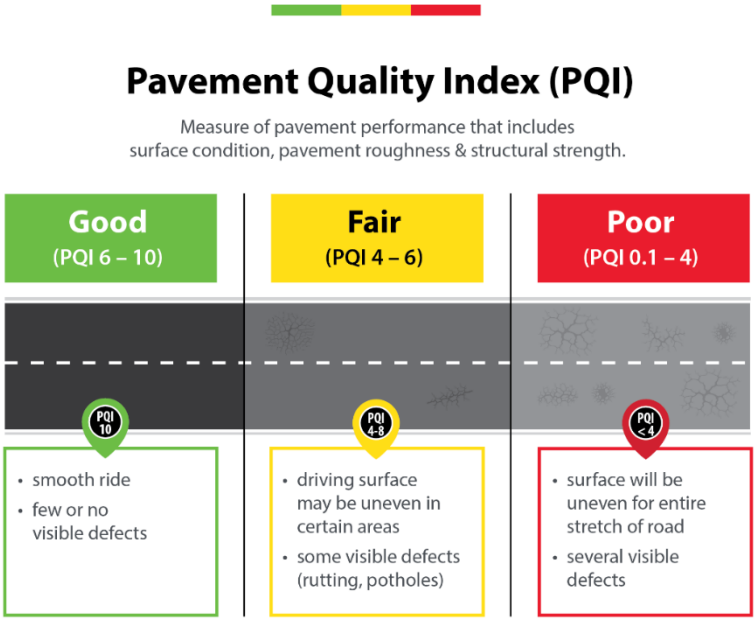
Immediate repair of defects like potholes and cracks are proven cost-effective methods of maintaining road functionality and slowing deterioration.

As the pavement degrades, The City's surface overlay program (repaving) replaces the top layer of asphalt and can rejuvenate the road and extend its life.

Severely deteriorated roads often require complete reconstruction to re-establish the structural integrity of base and subbase. Road reconstruction has a greater impact on roadway users as the scope is more complex, requires more traffic detours and costs five to seven times more than repaving.

ISC: Unrestricted

Condition Assessment



The City uses a multi-step process that aligns with industry best practices, to objectively evaluate the condition of Calgary's road network and identify priorities for repair.

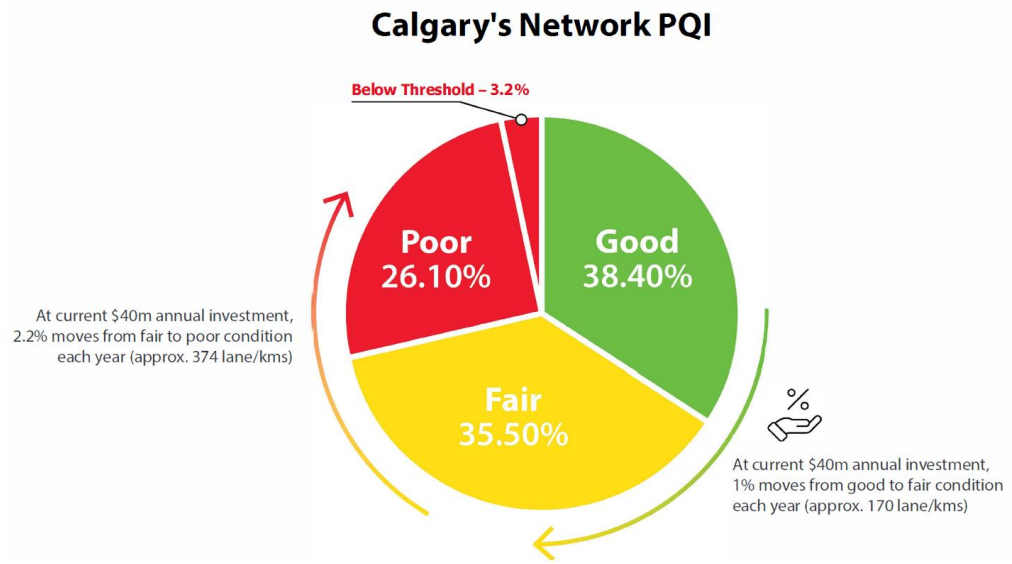
Arterial and collector roads are inspected bi-annually due to higher traffic volumes they carry. Local roads which are in neighbourhoods, are assessed every five years as they deteriorate at a slower rate.

Condition assessments involve capturing data on both the surface condition of the road, and the structure beneath the road. This data is analyzed and translated into a condition rating called a Pavement Quality Index (PQI).

ISC: Unrestricted

Current Road Condition

The current assessment of Calgary's road network indicates that 38 per cent is in good condition, 36 per cent is in fair condition, and 26 per cent is in poor condition. Additionally, 3.2 per cent of the road network, or 544 lane kms, are below the acceptable threshold. With the current annual investment of $40 million, 1 per cent of the network (approximately 170 lane kms) transitions from good to fair condition each year, while 2.2 per cent (approximately 374 lane kms) deteriorates from fair to poor condition annually.

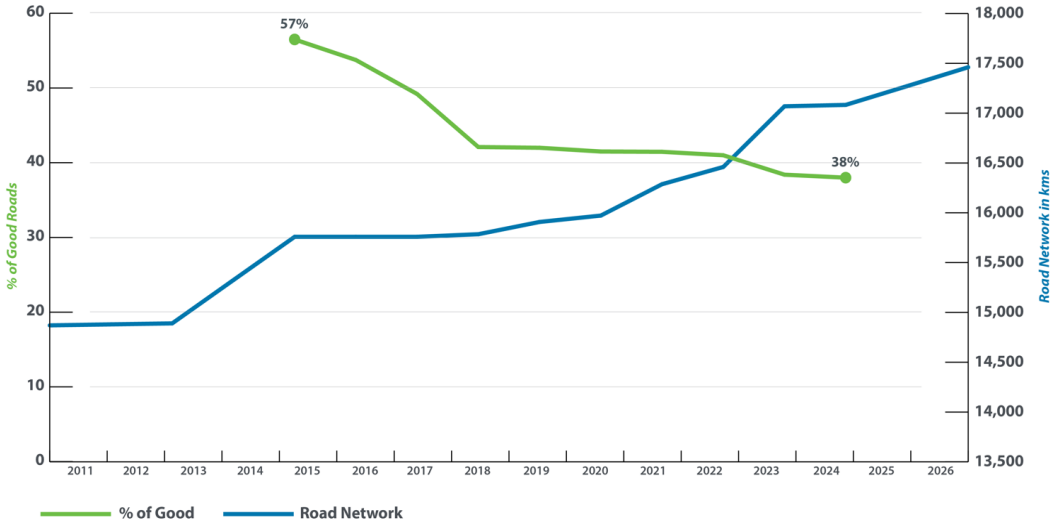


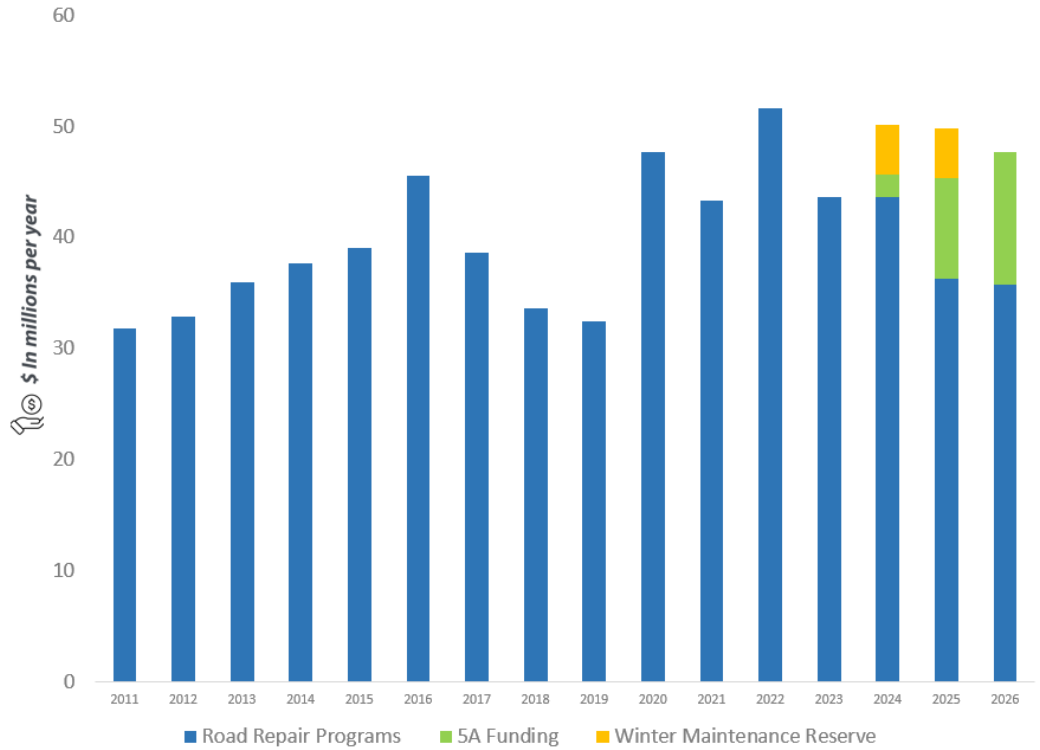
ISC: Unrestricted

Network Growth and PQI Trend

From 2011 to 2024, the road network expanded from 14,870 lane kms to 17,461 lane kms, averaging a 1.1 per cent increase per year. It is projected to reach 17,271 lane kms in 2025 and 17,461 lane kms in 2026. From 2011 to 2026, the network will have grown by 17.4 per cent.

The network condition has been steadily deteriorating since 2014. In 2021, the pavement condition thresholds were adjusted to align with industry standard, but the overall downward trend remains the same.



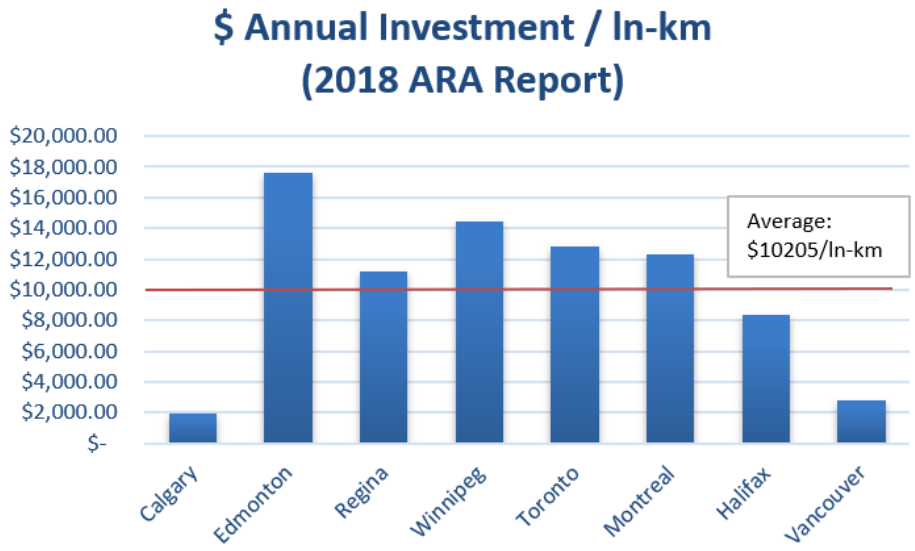


ISC: Unrestricted

Funding Gap

The infrastructure gap for Calgary's road network is widening as current funding levels are unable to keep pace with the rate of asset deterioration and inflationary pressures. The annual budget has remained relatively static at an average of $40 million per year.

Asset management best practice suggests that 2 per cent of the asset value should be allocated for maintenance. This means a budget of $300 million should be budgeted to maintain Calgary's roads in good repair. When comparing funding levels per lane kilometers to other Canadian cities, Calgary is significantly underfunded despite being more susceptible to road deterioration from frequent freeze thaw cycles.



Funding increases in 2023 and 2024 to $47.8 million per year will help slow deterioration, however, additional funding is required to stop deterioration and improve overall road conditions for users and passengers.

ISC: Unrestricted

Pavement Quality Level of Service

Toronto Metropolitan University (TMU) was engaged to analyze Calgary's roadway data, assess condition and deterioration rates, and provide recommendations for pavement quality LOS and corresponding funding.

Reconstruction Threshold

TMU recommended that The City establish a reconstruction threshold based on roadway speeds and minimum PQI. Repairing all roads under the threshold would clear the backlog of deferred reconstruction and major repaving work and result in **$600 million of future savings**. This innovative approach has been submitted as an engineering report to the Transportation Research Board in the United States. It has been peer-reviewed and accepted for presentation as a conference paper in Washington, DC, in 2025.

	Arterial			Collector		Local
Speed (km/h)	90	80	70	60	50	40
Minimum PQI	4.0	3.5	3.0	2.5	1.5	1.0

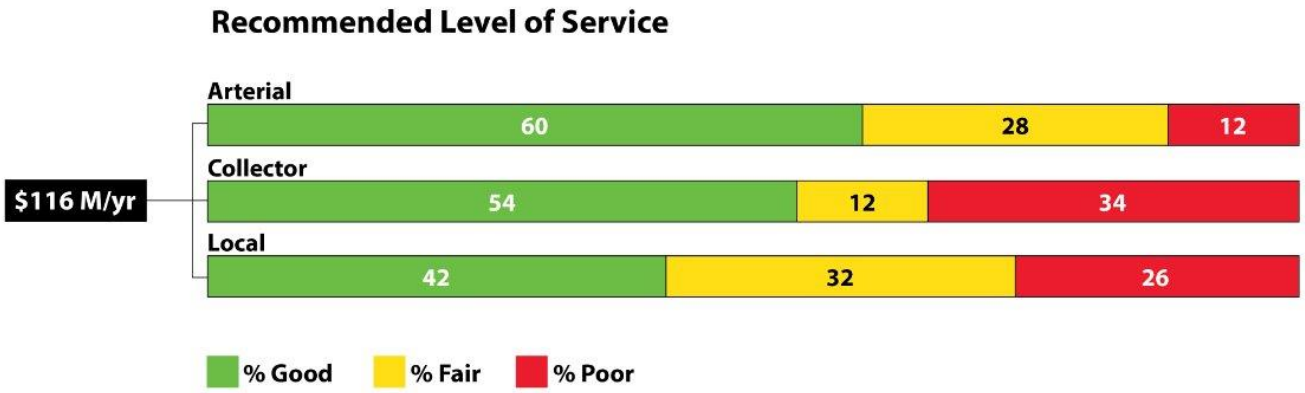
Level of Service Investment

TMU provided multiple LOS options and corresponding annual funding required until 2034. The following highlights show impact of the investment to the overall network condition and deterioration rate:

- At the current annual investment of $40M, the deterioration rate would be 3.2%. This means good condition roads will drop to 26 per cent and poor conditions roads will increase to 52 per cent by 2034.
- An annual investment of $88M would close the infrastructure gap as funding levels would keep pace with the deterioration rate. Good condition roads would be maintained at 44 per cent and poor condition roads would remain at 31 per cent.
- An annual investment of $116M would increase arterial roads to 60 per cent good condition and improve collector roads to 54% good and local roads to 42 per cent good. At this funding level, the road network is continually improving at 1.9 per cent annually.
- An $132M annual investment would increase all roads to 60 per cent good condition, which is

ISC: Unrestricted

the current Canadian municipal average and aligns with sentiment from the Citizen's view panel survey. The network would improve by 3 per cent annually.



Impacts

Safety: Poorly maintained roads can lead to accidents, causing injuries or even fatalities. This creates a sense of insecurity among residents, especially pedestrians and cyclists.

Reputation: When roads are in disrepair, it can create an impression that the city is poorly managed or neglected. This can deter potential investors, businesses, and tourists, who might prefer locations with better infrastructure.

Economic Impact: Poor roads can damage vehicles, leading to high repair costs for residents. This can be particularly burdensome for low-income families. Businesses may suffer due to decreased customer traffic and increased transportation costs. This can lead to a decline in local economic activity and job opportunities. Additionally, it is anticipated that the long-term operational expenses will increase.

Resident Dissatisfaction: Poor road conditions can lead to frustration and dissatisfaction among residents, who may feel their tax dollars are not being used effectively. This can result in negative word-of-mouth and a decline in community morale.

Environmental: Poorly maintained roads can lead to increased vehicle emissions and pollution, further tarnishing the city's image as a sustainable and environmentally friendly place.

Social Inequality: If poor road conditions are more prevalent in certain areas, it can highlight and exacerbate social inequalities, leading to a divided community.

Reduced Accessibility: Poor road conditions can make it difficult for emergency services to reach certain areas quickly, potentially putting lives at risk

ISC: Unrestricted

Pavement Quality Level of Service
IP2024-1043

October 2024

ISC: Unrestricted

Previous Council Direction

Notice of Motion EC2023-0608:

NOW THEREFORE BE IT RESOLVED that City Council directs City Administration to review opportunities to allocate an appropriate funding increase for the surface overlay program to help reduce seasonal street repairs and improve mobility for all modes such as vehicles, bicycles, and transit buses.

AND FURTHER BE IT RESOLVED that Council direct Administration to report back through budget deliberations with a recommended Pavement Quality Index and minimum annual capital budget to achieve an established Pavement Quality Index for the City of Calgary.

Recommendation

That the Infrastructure and Planning Committee recommends that Council:

1. Direct Administration to establish a pavement quality Level of Service target for Calgary's road network where arterial, collector and local roads are in good condition at 60 per cent, 54 per cent and 42 per cent respectively in 10 years.
2. Review corresponding financial investment requirements, to be considered during budget deliberation in November 2024.

Calgarian Feedback

2024 Spring Survey of Calgarians

- **Top issue**: "Infrastructure, traffic, and roads"

August 2024 Citizen View Panel Survey

- Satisfied with roadway surface conditions: **46%**
- Prioritize roads when making budget decisions: **88%**
- Accommodate funding needed to improve roads: **83%**
- Prioritize arterial roads: **93%** Collector: **88%**

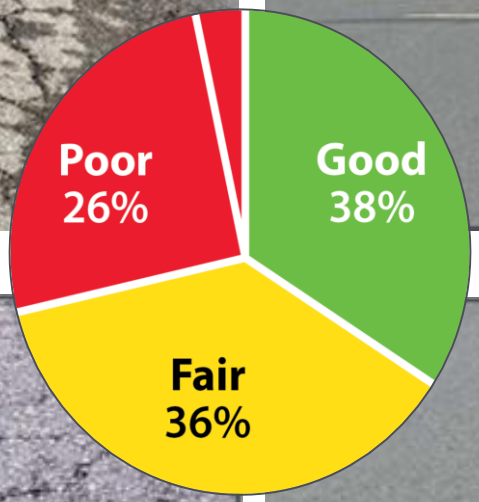
311 Service Requests (YOY)

- Pavement Condition: **21% increase**
- Pothole Repair: **52% increase**

Road Network Pavement Quality

Below Threshold (3.2%)

Good (38%)

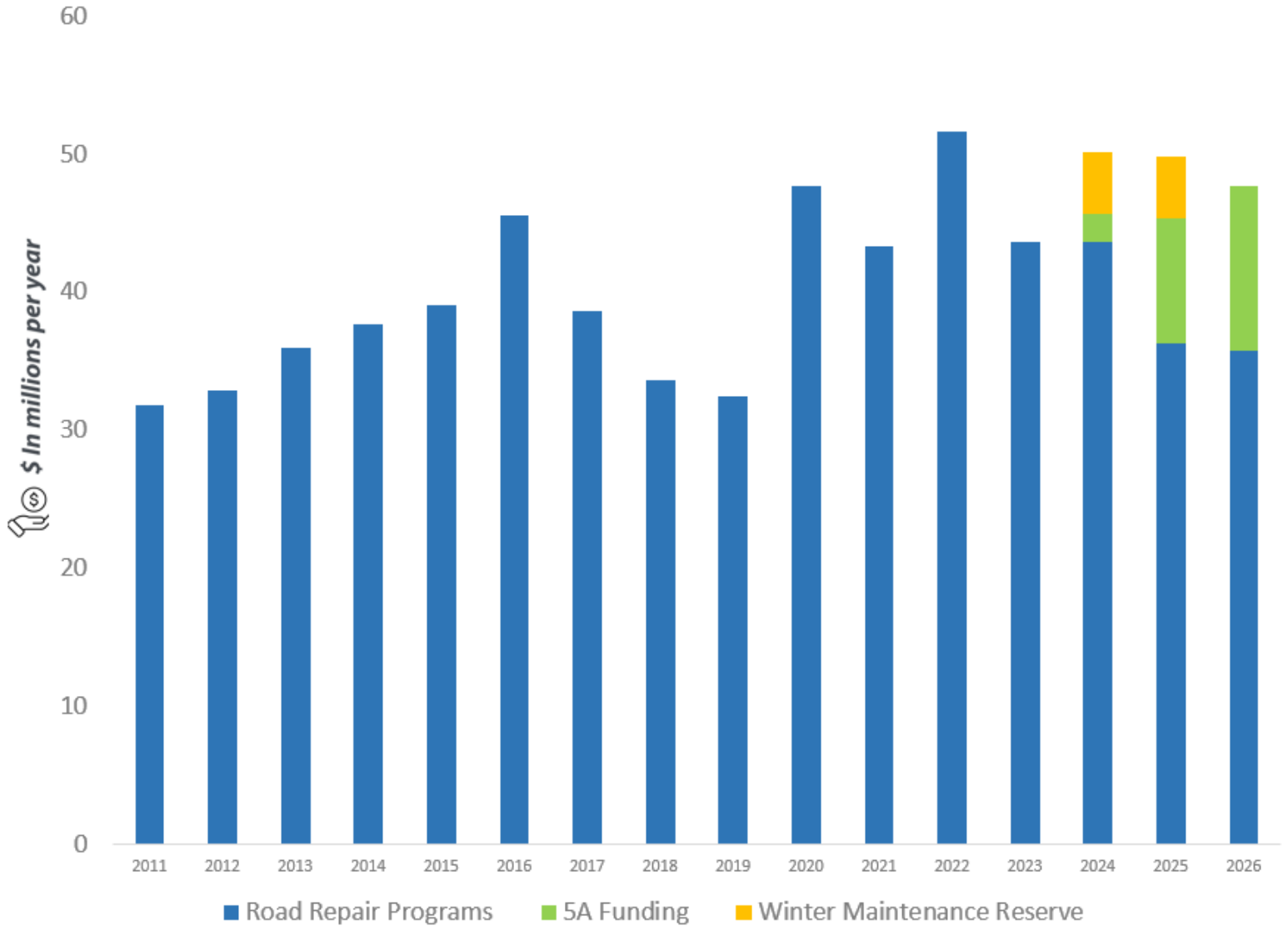


Poor (26%)

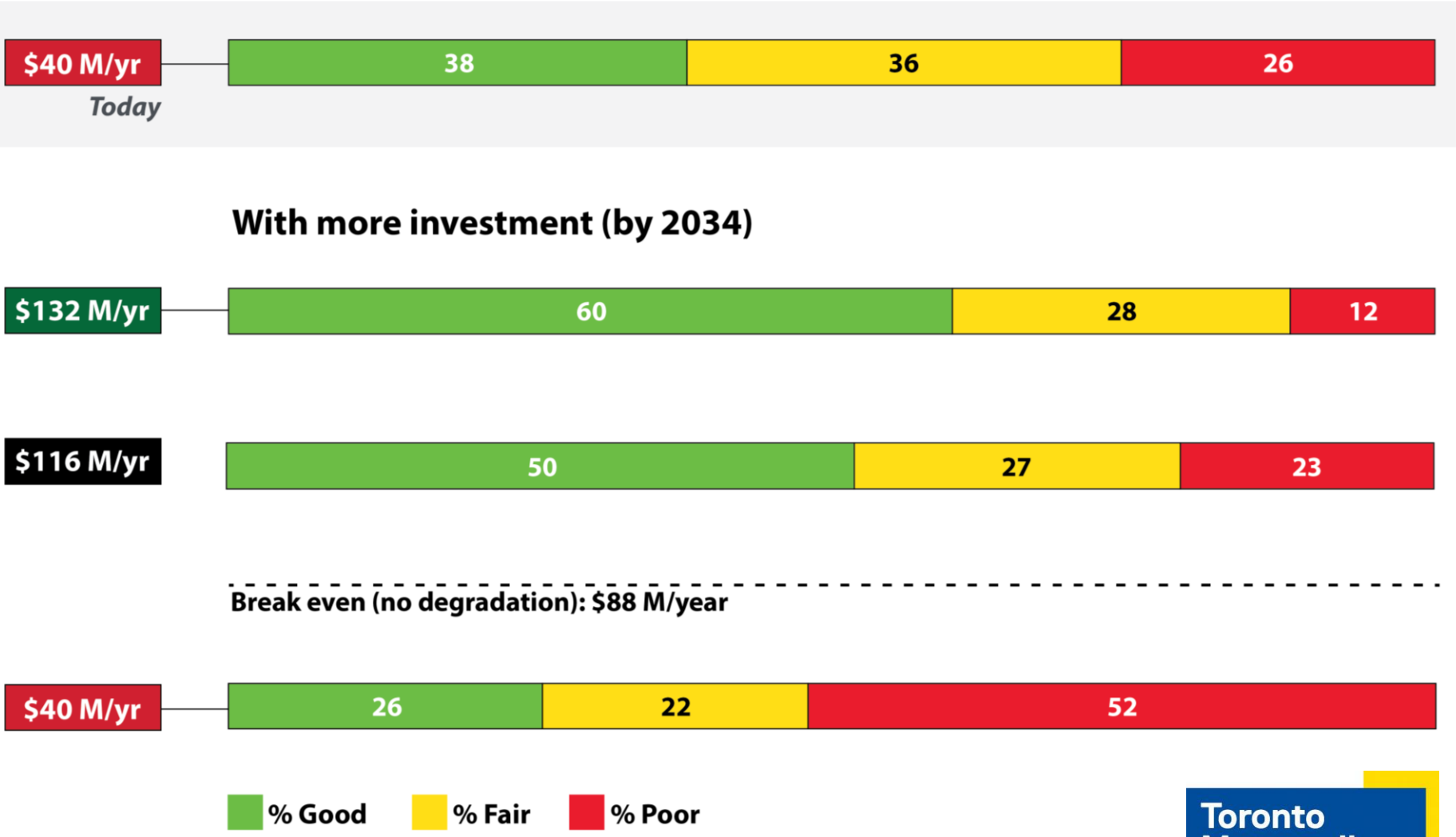
Fair (36%)

ISC: Unrestricted

Annual Budget

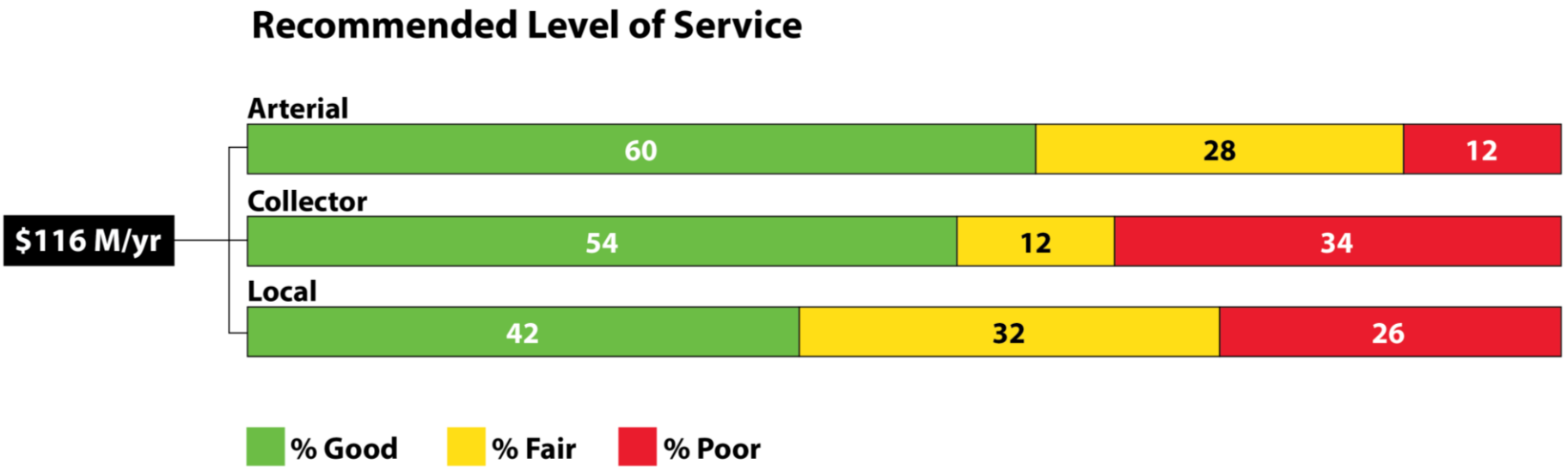


Level of Service Investment



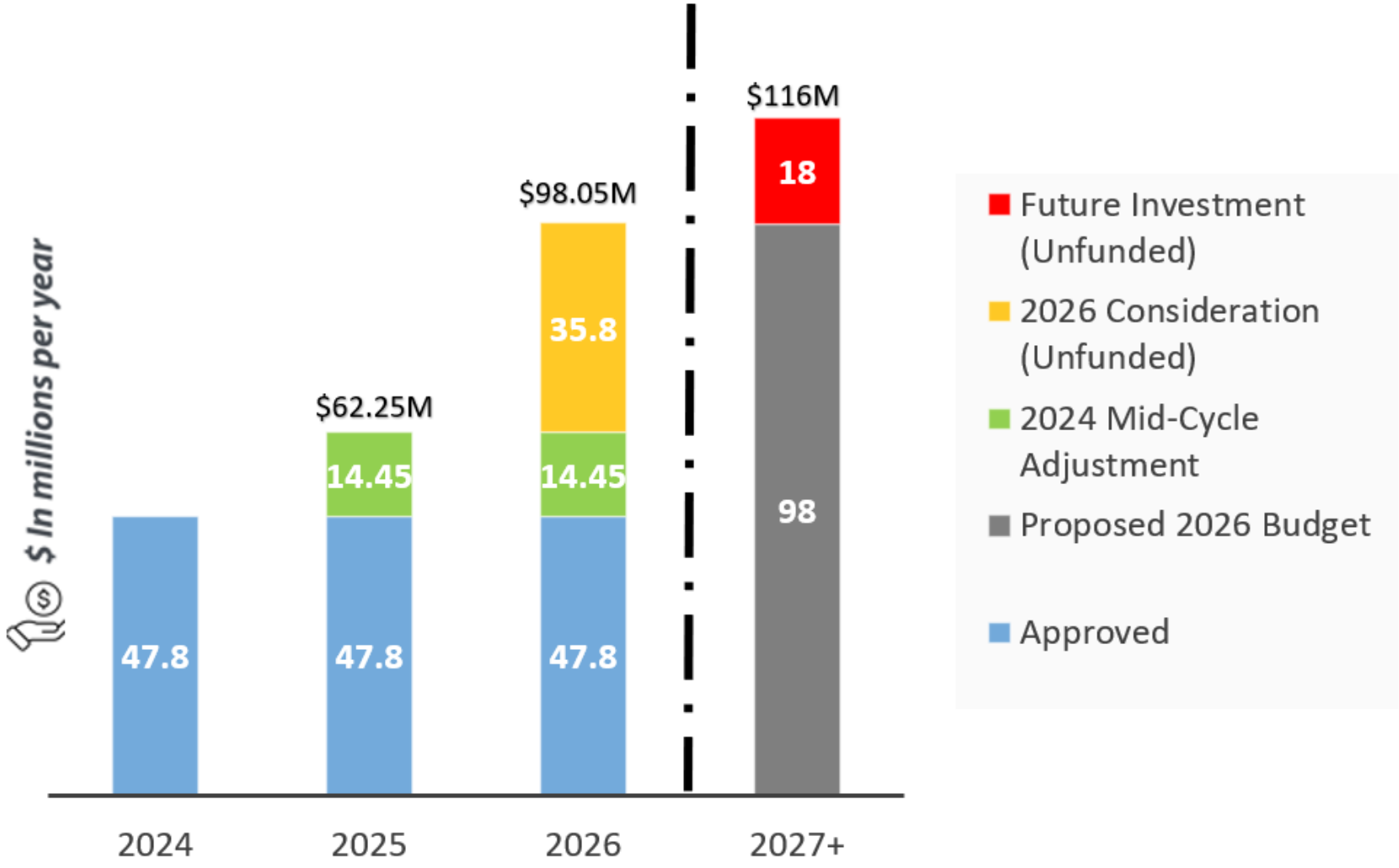
ISC: Unrestricted

Recommended Investment



ISC: Unrestricted

Financial Details



Recommendation

That the Infrastructure and Planning Committee recommends that Council:

1. Direct Administration to establish a pavement quality Level of Service target for Calgary's road network where arterial, collector and local roads are in good condition at 60 per cent, 54 per cent and 42 per cent respectively in 10 years.
2. Review corresponding financial investment requirements, to be considered during budget deliberation in November 2024.

BRIEFING

Planning and Development Services Briefing to

Infrastructure and Planning Committee **ISC: UNRESTRICTED**
2024 October 16 **IP2024-1089**

2024 Citywide Growth Strategy Monitoring Report

PURPOSE OF BRIEFING

This briefing introduces the Citywide Growth Strategy Monitoring Report, an annual monitoring and reporting function of the Citywide Growth Strategy (Strategy), as originally initiated through Council direction in 2018 (see Attachment 1 for Background and Previous Council Direction).

SUPPORTING INFORMATION

Together with residents, businesses and the building and development industry, Administration works to achieve strategic growth that delivers a great city in which to live, work and play. This report provides data and analysis to support decision making required to accomplish this goal.

The Monitoring Report (Attachment 2) provides Council, residents, developers, builders and internal partners with current citywide growth-related data and analysis. Progress updates from decisions made in 2023 and previous years are also included, helping to ensure transparency, accountability and effectiveness from the accounting of growth and change-related investments.

Key takeaways from this year's reporting include:

1. Calgary's population increased in 2023 by 5.6 per cent to 1.42 million, almost three times the historical average population increase. This creates vitality and economic opportunities but puts pressure on City services as well as the local housing market.
2. In 2023, Calgary saw an all time high for new housing starts in the city at 16,700, with residential building permit value reaching $4.5 billion.
3. There are 186 hectares of serviced industrial land with development agreements, which could be depleted within four years. Actions are required to prompt greenfield industrial land development beyond this supply, particularly related to costs to develop in Calgary.
4. Calgary is well positioned in terms of serviced land supply for new communities, with seven to nine years of serviced land available as of 2024 May. There are currently 41 approved new communities that provide housing choice and support affordability.
5. Calgary's established area continues to offer diverse development opportunities in support of citywide residential growth, as over 3,600 new housing starts occurred here in 2023. The recent approval of the Rezoning for Housing initiative has increased opportunities for redevelopment and housing choice in the established area.

This monitoring report provides a necessary feedback mechanism to support decision making and responsiveness. Updates are provided for growth trends and market conditions at a citywide level and for each component of the Strategy, including industrial areas, established areas (with Main Streets and Transit-Oriented Development) and new communities.

ATTACHMENTS

1. Background and Previous Council Direction
2. 2024 Citywide Growth Strategy Monitoring Report

Author: Alan Martin, City & Regional Planning

General Manager Debra Hamilton concurs with the information in this Briefing.

Background and Previous Council Direction

This attachment provides background and previous Council direction related to the annual Citywide Growth Strategy Monitoring Report.

Background

In 2018, as part of the approval of the New Community Growth Strategy (PFC2018-0678; C2018-0900), Council directed that Administration bring forward a monitoring report that examined the impacts and implementation of the decisions made through that report.

Since then, Administration has brought forward an annual monitoring report. The Citywide Growth Strategy subsequently expanded to include established areas and industrial areas, and in 2022, a Growth Investment Portfolio for the entire city was endorsed by Council and considered in the 2023-2026 Service Plans and Budgets. Each year, the scope of the monitoring report has expanded in parallel to the Citywide Growth Strategy in order to provide an important transparency and accountability function.

Previous Council Direction

The following table provides the previous Council direction related to the annual Citywide Growth Strategy Monitoring Report.

DATE	REPORT NUMBER	DIRECTION / DESCRIPTION
2023 June 07	IP2023-0581 (Briefing Note)	**2022 Citywide Growth Strategy Monitoring Report** The 2022 Citywide Growth Strategy Monitoring Report was delivered with a Briefing Note in 2023.
2022 July 20	IP2022-0545	**Citywide Growth Strategy in the 2023-2026 Service Plans and Budget Cycle** Direct Administration to defer the 2022 Growth Monitoring Report from 2022 October to Q2 2023.
2022 February 12	IP2021-1668	**2021 Citywide Growth Strategy Monitoring Report** That Council direct Administration to bring a Citywide Growth Strategy Monitoring Report to the Infrastructure and Planning Committee no later than 2022 October.

2020 November 2	PFC2020-0962	**2020 Growth Strategy Monitoring Report** That Council direct Administration to bring a Growth Strategy Monitoring Report to the Priorities and Finance Committee no later than 2022 January.
2019 November 18	PFC2019-0639	**2019 Growth Strategy Monitoring Report** Bring a 2020 Growth Strategy Monitoring Report to Council through Priorities and Finance Committee, by no later than 2020 October.
2018 July 30	PFC2018-0678	**New Community Growth Strategy: Investment Recommendations** Direct Administration to bring a monitoring report on the implementation of the New Community Growth Strategy to the Priorities and Finance Committee no later than Q4 2019.

IP2024-1089
Attachment 2

2024 Citywide Growth Strategy Monitoring Report

2024 October 16

Table of Contents

Executive Summary 3

Growth in Calgary 4

- Population and Housing 4
- Climate Trends 5

Industrial Areas 5

- Introduction 5
- Climate 5
- Growth and Supply 6
- Financial Investment 8
- Next Steps 8

New Communities 8

- Introduction 8
- Climate 9
- Growth and Supply 9
- Financial Investment 12
- Next Steps 15

Established Areas, Main Streets and Transit-Oriented Development 15

- Introduction 15
- Climate 16
- Growth and Supply 16
- Financial Investment 18
- Next Steps 18

Conclusion 19

ISC: Unrestricted

Executive Summary

Purpose

Calgary's population is growing at a record pace, and through the Citywide Growth Strategy (Strategy), The City works to accommodate this growth in a way that helps build a great city – balanced, sustainable, inclusive, efficient and livable. This monitoring report provides residents, businesses, the development and building industry and Council with current growth-related information that includes updates on current growth activity and financial investment information at the citywide level, and for each of the three components of the Strategy – new communities, established areas and industrial areas.

This report helps ensure transparency and accountability for the Strategy via data analysis and the accounting of investments related to growth and change. It also provides a look ahead to anticipated growth trends. These components help to support The City's growth investment and planning decision-making.

Key Takeaways

- Calgary's population increased in 2023 by 5.6 per cent to 1.42 million, almost three times the historical average population increase. This creates vitality and economic opportunities, but puts pressure on City services as well as the local housing market.
- In 2023, Calgary saw an all time high for new housing starts in the city at 16,700, with residential building permit value reaching $4.5 billion.
- There are 186 hectares of serviced industrial land with development agreements, which could be depleted within four years. Actions are required to prompt greenfield industrial land development beyond this supply, particularly related to costs to develop in Calgary.
- Calgary is well positioned in terms of serviced land supply for new communities, with seven to nine years of serviced land available as of 2024 May. There are currently 41 approved new communities that provide housing choice and support affordability.
- Calgary's established area continues to offer diverse development opportunities in support of citywide residential growth, as over 3,600 new housing starts occurred here in 2023. The recent approval of the Rezoning for Housing initiative has increased opportunities for redevelopment and housing choice in the established area.

Content

This monitoring report relies upon City of Calgary data sources, including the Suburban Residential Growth report and the Calgary & Region Economic Outlook. The information in this report generally represents the 2023 calendar year. Any data sources that do not align with this period have been noted where applicable. Financial data is aligned with the 2023-2026 Service Plans and Budgets and are noted as appropriate. Third-party data has been sourced where stated; when data is not sourced it can be assumed to be from The City of Calgary.

A municipal census has not been completed since 2019; therefore, some previously reported data is not available, including vacancy rates and occupancy. As was the case in the previous report, building permit data was primarily used to analyze and estimate residential growth across the city.

Growth in Calgary

Population and Housing

Calgary saw unprecedented levels of population growth in 2023. Calgary's population increased by 75,000 residents in 2023, or 5.6 per cent, to 1,422,800. This is almost triple the increase from 2021 to 2022[1]. This was driven primarily by a large increase in net migration[2] to Alberta, especially international migration[3], compared to past years. Calgary's population is projected to grow by a similar amount in 2024 before easing to more typical levels from 2025 onwards, as the pace of net migration is anticipated to slow.

Total employment growth in the Calgary Economic Region slowed in 2023 compared to 2022, decreasing from 7.3 per cent in 2022 to 2.5 per cent in 2023[4]. A similar rate of employment growth is expected to be maintained over the next five years. The Calgary Economic Region's Real Gross Domestic Product (GDP) increase in 2023 was 2.1 per cent, a level it is predicted to maintain over the next five years[5].

Housing starts in the city of Calgary and the Calgary Census Metropolitan Area (CMA) continued their strong growth from 2022 into 2023. The Calgary CMA saw 19,600 housing starts in 2023, with 16,700[6] of those occurring in Calgary[7]. This is 13 per cent above 2022's housing starts, which themselves were roughly 15 per cent higher than 2021. So far in 2024, housing starts in Calgary are 28 per cent above 2023 at this point in the year, and Calgary boasts the highest new housing start rate per capita among large Canadian cities[8]. This unprecedented level of housing growth is expected to stabilize but remain high until at least 2029.

Building permit values for 2023 reached $6.0 billion. Of that, $4.5 billion (75 per cent) was for residential development. This is an increase over 2022 which saw $5.7 billion in value, with $4.0 billion (or 70 per cent) of that for residential development.

While Calgary experienced a record number of housing starts in 2023, the increase in population surpassed that of housing. Of the 16,700 housing starts in 2023, 34 per cent were single detached or semi-detached and 66 per cent were multi-residential[9]. Assuming average occupancies of 3.43 for single/semi, and 2.19 for multi-residential (based on data from the 2021 Statistics Canada Census of Population), housing starts were sufficient to accommodate approximately 44,000 people. As Calgary gained 75,000 people in 2023, this means there was not likely enough new housing created to help keep pace with new residents.

The record growth rates of 2023 are not expected to continue indefinitely but they strongly indicate that new housing is needed in Calgary. The strategies for new communities and established areas support the provision of diverse and affordable housing choices across Calgary, enabling Calgarians to find the housing they want and need.

---

[1] Spring 2024 Calgary and Region Population Outlook, 2024-2029
[2] Net migration is all migration from other countries or other provinces, less emigration to other countries or provinces.
[3] Statistics Canada
[4] Spring 2024 Calgary and Region Population Outlook, 2024-2029
[5] Spring 2024 Calgary and Region Population Outlook, 2024-2029
[6] This is a CMHC number. Note that City of Calgary numbers (BPs issued) and CMHC numbers may not be directly comparable.
[7] Canada Mortgage and Housing Corporation (CMHC) and reported in the Calgary & Region Economic Outlook 2024-2029, Spring 2024
[8] Canada Mortgage and Housing Corporation (CMHC), "Record rental construction drives housing starts in Canada's largest cities", 2024 Sept 26
[9] Fourth Quarter 2023 Housing Review, Corporate Economics, City of Calgary

ISC: Unrestricted

Climate Trends

Changing where and how Calgary grows is important for meeting the mitigation and adaptation goals of the Calgary Climate Strategy – Pathways to 2050. To meet the Calgary Climate Strategy's target of net zero greenhouse gas emissions by 2050 and increase Calgary's resilience to climate change hazards, Calgary's growth patterns will need to shift to meet the Municipal Development Plan's growth split target while ambitious climate action is also pursued. This growth split target calls for 50 per cent of total population growth since 2006 to occur inside the Balanced Growth Boundary as defined in Calgary's Municipal Development Plan. By 2021 (the last year that population data is available by community), only 12.4 per cent of population growth since 2006 was inside this boundary.

Emissions from buildings in Calgary are the highest proportion by source, representing 60 per cent of overall greenhouse gas equivalent emissions. From 2022 to 2023, the total amount of emissions from buildings decreased 8.7 per cent citywide. Additionally, from 2005 to 2023, the total emissions from buildings in Calgary decreased 14.7 per cent. However, over this same period emissions from the transportation sector have increased (4.7 per cent from 2022 to 2023, 34.1 per cent from 2005 to 2023), attributable in part to the prevailing pattern of auto-oriented suburban development. Total community greenhouse gas emissions have decreased 1.1 per cent since 2005 and 3.9 per cent since 2022. New net zero communities, low carbon transportation options and leveraging natural assets are all key to achieving the 2050 climate goals. Additionally, encouraging new, more compact types of development will help improve the overall efficiency of housing in all areas of Calgary.

Industrial

Introduction

The industrial component of the Citywide Growth Strategy looks to enable sustainable industrial development. Strong industrial areas are the foundation for Calgary's role as an inland port and distribution centre for western Canada. The growth strategy work for industrial areas aims to further strengthen that foundation and support diversifying Calgary's economic growth.

The Industrial Action Plan (Action Plan) works to ensure the availability and accessibility of lands for a wide range of future industrial activities and to protect existing industrial areas from encroachment of non-industrial uses that may threaten future viability and economic competitiveness. Additionally, the Action Plan endeavours to identify infrastructure investments to open strategic industrial areas for development, intensify existing industrial lands and support job creation and economic diversification.

Climate

Industrial properties in Calgary generate approximately 7 per cent of total citywide greenhouse gas emissions. Between 2022 and 2023, greenhouse gas emissions by industry in Calgary decreased 7.9 per cent. Enabling retrofitting of existing industrial buildings and encouraging new ones to reduce or eliminate net emissions are important steps to further reducing emissions in this sector. The Calgary Climate Strategy gives direction to update the Action Plan to support industrial operators in reducing greenhouse gas emissions and reducing vulnerability to climate related hazards in industrial areas.

Growth and Supply

Colliers International[10] reported that the average industrial vacancy rate for Calgary and the surrounding area increased in 2023, from 2.3 per cent in 2022 Q4 to 3.2 per cent in 2023 Q4. Breaking it down into different sectors, the vacancy rate in Central Calgary was 1.7 per cent, 2.7 per cent in Southeast Calgary, 3.6 per cent in Northeast Calgary and 8.8 per cent in Balzac. The higher vacancy rate was primarily driven by the new supply of large-bay distribution space.

There was 3.8 million square feet of industrial space under construction in the Greater Calgary area at the end of 2023; 0.9 million of that is in Calgary, with the remainder outside the city and mainly located in the Balzac area. In total, the Calgary area saw 3.2 million square feet of absorption in 2023. This is a significant decrease from 2022, which saw 11.7 million square feet of absorption. Figure 1 below shows net industrial absorption over the last four years.

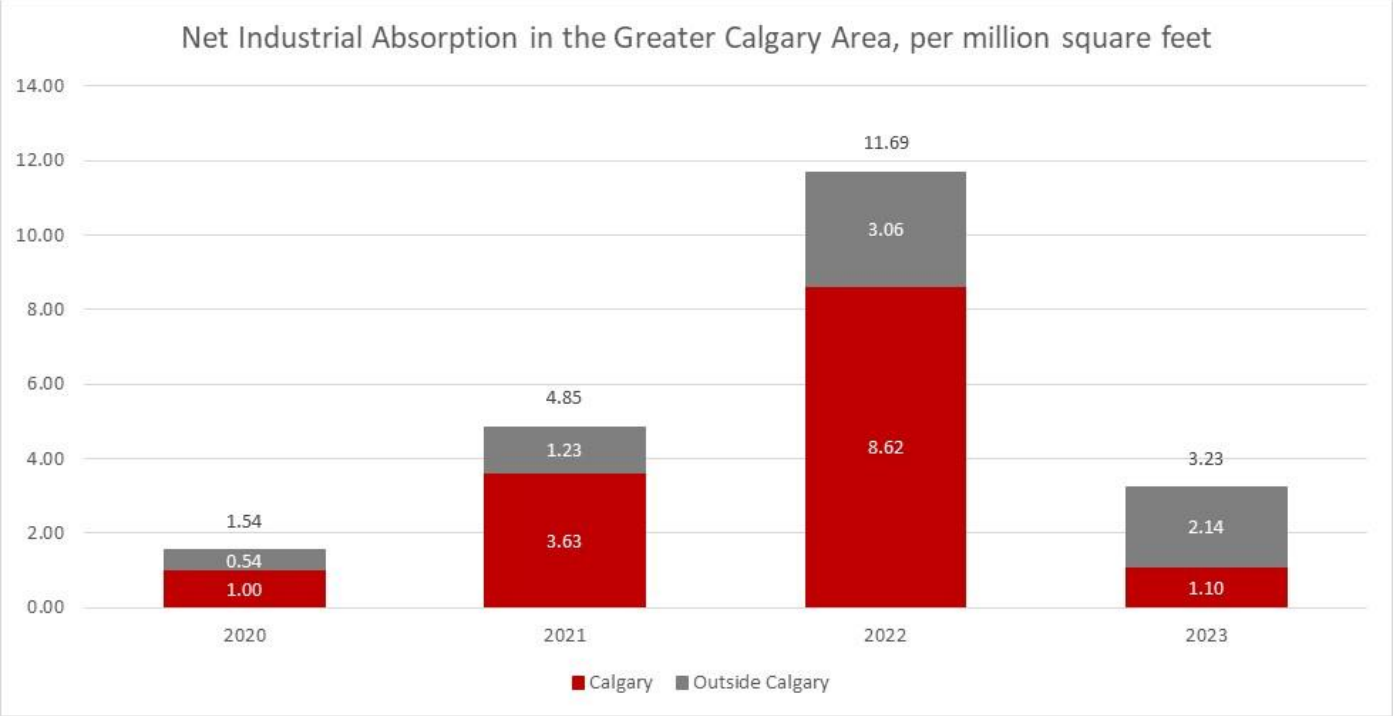


Figure 1:Net Industrial Absorption in the Greater Calgary Area, per million square feet[11]

As of 2023, Calgary has over 2,700 hectares of vacant industrial land[12], predominantly located in the Northeast and Southeast sectors. Of this vacant land, just under 1,000 hectares are fully serviced[13], and about 1,600 hectares are partially serviced with the remainder being unserviced. Partially serviced land can range from missing one to four of the required services. In addition, not all serviced land has a development agreement in place and therefore some serviced land is not immediately ready for development. Land

[10] Calgary Industrial Market Report, Q4 2023, Colliers International
11 Calgary Industrial Market Reports, 2020-2023, Colliers International
[12] Cushman & Wakefield Industrial Area Growth Strategy Consulting Report – Update 2024
[13] Fully serviced land has access to Water, Storm water, Sanitary Sewer, Transportation and Emergency Services. Partially serviced land has access to some but not all of these.

supply by status and sector is summarized in Table 1. Serviced land with a development agreement in place is defined as ‘Shovel-Ready’.

Vacant Industrial Land by Servicing Status and Sector						
Parcel Size	Central	Northeast	Northwest	Southeast	Southwest	Total
Not Serviced (ha)	0.0	61.6	0.0	0.0	76.5	138.1
Partially Serviced (ha)	0.0	594.4	143.7	881.8	0.0	1619.8
Serviced (ha)	38.7	581.9	18.2	313.1	7.6	959.5
TOTAL	38.7	1237.9	161.9	1194.8	84.1	2717.5
Serviced and Shovel-Ready (ha)	0.0	119.9	3.8	62.5	0.0	186.3
Serviced and Not Shovel-Ready (ha)	38.7	462.0	14.4	250.5	7.6	773.3
TOTAL SERVICED	38.7	581.9	18.2	313.1	7.6	959.5

Table 2: Vacant Industrial Land by Servicing Status and Sector

The Calgary region has recently become highly attractive to national and international businesses. However, the city is losing market share in industrial land development, primarily because of non-competitive costs within the region. Before 2016, Calgary averaged 122 hectares of land in development agreements per year. This figure has dropped dramatically to just 9 hectares per year. Since 2018, only 70 hectares of greenfield industrial lands have been placed under new development agreements. In 2023, only one development agreement, covering 36.4 hectares, was executed.

As seen in Table 1 above, Calgary has 186 hectares of shovel-ready industrial land, which could be depleted within four years if no new agreements are made. This situation could lead to a halt in new greenfield construction after 2027, adversely affecting the health of Calgary’s industrial sector, economic diversity, job creation and a balanced citywide tax environment.

Changes to the Airport Vicinity Protection Area regulations in 2021 have expanded the area available for more land uses where previously mostly only industrial uses were allowed. This has encouraged industrial landowners to consider converting land to residential uses, which is particularly appealing given current housing demand and land economics around industrial development. As a result, Calgary could lose several hundred hectares from its 2,700-hectare industrial land supply. While this may increase the supply of land for housing, losing industrial land impacts Calgary’s future economic diversity, job availability and ability to sustain a balanced tax environment. The City is currently reviewing industrial land conversions holistically and strategically to balance the need for both job-generating industrial lands and housing.

Over the past two decades, there has been a trend across Canada for industrial expansion to shift outside large municipal boundaries due to more advantageous development costs and industrial property taxes in surrounding areas. Calgary is not immune to this pattern. As a result, Calgary is exploring a regional collaboration to increase the supply of industrial lands and enhance future economic growth prospects. The Prairie Economic Gateway, a first-of-its-kind collaboration with Calgary’s largest neighbouring municipality, would add a supply of approximately 890 hectares of industrial into the regional industrial marketplace. A portion of the industrial lands, about 72 per cent, will be subject to rail-served planning policy because of the opportunity to have direct access to rail for industrial businesses in serviced lots. This is a unique feature relative to other opportunities to increase industrial land supply, given the configuration of the existing freight rail network in the Calgary region. The magnitude of industrial land that can become available through the Prairie Economic Gateway is close in size to the amount of land under industrial development agreements executed inside Calgary over the last 15 years.

Financial Investment

In the 2023-2026 Service Plans and Budgets, Council approved funding for two projects that will support industrial development: the Inglewood Sanitary Trunk Upgrade Phase 2 ($79.3 million spent by 2024 Jan, $115.3 million total budget), and the Nose Creek Sanitary Trunk Upgrade ($90.1 million spent by 2024 Jan, $118.8 million total budget).

The Inglewood project supports development over the entire Bonnybrook Wastewater Treatment Plant catchment, covering significant parts of the established area, new communities and industrial areas. It also supports regional growth.

The Nose Creek project is located in the north of the city and will support not only industrial operations in northeast Calgary but also residential development in Keystone Hills and Glacier Ridge, as well as outside the city in Airdrie.

Next Steps

The 2023 Industrial Action Plan (IP2023-0346) was approved by Council on 2023 June 06, and includes six original actions, plus two that were added through agreement with the Industrial Strategy Working Group. The added actions are:

- Update the June 2023 Industrial Area Growth Strategy Consulting Report to reflect current market conditions for serviced lands for industrial development in Calgary (complete); and
- To inform a strategy on industrial land conversions, by end of 2024 October, review citywide land use conversion requests and identify the holistic impacts, risks and benefits they may have on Calgary's industrial land supply and sector (nearing completion).

An additional action completed in 2024 July was the Council approval of targeted policy amendments to modernize existing industrial area structure plans (IP2024-0587). Actions that are in progress include the evaluation of potential incentive opportunities to support the industrial sector, and collaborating with Rocky View County on the joint economic development framework for the Prairie Economic Gateway along Calgary's southeast boundary. A report to Council providing a progress update and proposing an updated 2025 Industrial Action Plan is planned for 2025 Q1.

New Communities

Introduction

New communities are an important part of how Calgary grows, providing affordable and diverse housing choices for Calgarians on the city's edges. One of the key goals of the strategy for new communities is to link infrastructure investment with land use and development approvals. This helps ensure that new community growth can be serviced in a way that anticipates the market, is financially sustainable and aligns with the vision of the Municipal Development Plan.

When done right, this allows The City to fully support and invest in new communities, not just in the short-term, but also once they are completed and established. The City's approach to new communities is to ensure that they are compact and complete, provide a wide range of housing choice, mobility options and access to daily needs for new residents.

Climate

Development of lands at the city's edge consumes open spaces and natural assets, including agricultural lands. Many new communities are more dense than established communities, which can support the protection of natural assets through more efficient use of land, however, development at the edges of Calgary contributes to rising greenhouse gas emissions from transportation. New community development requires investments and incentives supporting net-zero buildings and low-carbon transportation choices to reduce the impact to the climate. Encouraging higher density housing forms will lower the greenhouse gas emissions intensity per unit. The Calgary Climate Strategy contains numerous actions to support better climate-related outcomes in new communities. Work is underway to ensure that climate and energy planning are strategic priorities in decisions related to new community growth.

Growth and Supply

Development agreements, an indicator of near-term new community growth, decreased slightly in 2023 to 497 hectares, down from 533 hectares in 2022. However, 2024 is on track to significantly surpass both of those years. As of 2024 September, development agreements covering 575 hectares had been signed. It is anticipated that over 750 hectares of development agreements will be secured by the end of 2024, of which over 700 hectares will be in greenfield areas. These represent over $425 million in future off-site levy contributions from developers, to be put towards new public infrastructure to support growth.

In 2023, similar to in 2022, multi-residential construction in new communities led the way with over half of the new home issued building permits. Multi-residential construction in 2023 saw a nearly 30 per cent jump from 2022, to 6,422 new homes, eclipsing that year's record amount of new community multi-residential construction. Combined with low density (single and semi-detached home) construction of 5,103 homes, there were 11,526 issued building permits for new homes in Calgary's new communities, an all-time high in new home construction.

In the last five years, building permits show that there were 60,698 total new homes (single/semi-detached and multi-residential) citywide, for 12,140 homes per year on average. New communities in Calgary have captured an average of 66 per cent of the citywide total homes over the last five years, absorbing 40,152 homes or an average of 8,030 homes per year. The majority of these new homes were built in the North and Northeast sectors (25 and 23 per cent respectively) and the South and Southeast sectors (19 per cent each). The proportion of new homes being built in new communities has been increasing since 2021, reaching 75 per cent in 2023. This is the highest proportion of new homes being built in new communities in Calgary since 2010.

In the Calgary Census Metropolitan Area (CMA) in 2023, the city of Calgary absorbed 85 per cent of all housing starts. The regional growth share for Calgary is forecast to hold steady over the next five years[14].

Forecasts for 2024-2028 estimate that 54,873 (10,975 per year average) homes will be absorbed within new communities across the city. On a sector basis, the forecasts of new home growth suggest more than half will be in North and South sectors, with each sector gaining 27 per cent of the total growth of new communities. The Southeast sector has the next highest share with 16 per cent of new community growth,

[14] Calgary & Region Economic Outlook 2024-2029, Spring 2024

followed by the Northeast sector (11 per cent), East sector (eight per cent), West sector (eight per cent) and Northwest sector (four per cent).

Current land supply levels shows Calgary is well positioned to accommodate additional growth in new communities in the short and medium term. As of 2024 May, there is 14-18 years of planned land supply[15] available citywide. Considering only approved serviced land[16], there is seven to nine years of land available, consisting of 1,999 hectares spread across the city. Additionally, there is 1,104 hectares of approved – yet to be serviced land[17], representing another three to four years of supply.

Sector	Building Permits Issued in 2023	Approved Serviced Land Supply (hectares)	Years of Approved Serviced Land Supply	Approved - Yet To Be Serviced Land Supply (hectares)	Years of Approved - Yet To Be Serviced Land Supply
North	3,494	456	6 to 8	336	4 to 5
Northeast	1,761	182	6 to 9	167	3 to 4
East	822	37	2 to 3	197	7 to 9
Southeast	1,631	669	12 to 16	119	2
South	2,030	315	5 to 6	278	3 to 4
West	1,428	233	8 to 11	0	0
Northwest	360	107	8 to 11	7	0 to 1
Total	11,526	1,999	7 to 9	1,104	3 to 4

Table 3: 2024 Land Supply and Building Permits by Sector

Using data in the *Suburban Residential Growth* report, the estimated serviced land capacity in 2024 is higher than in 2023 despite a record high 11,526 homes absorbed that year. This is because new servicing in the form of City infrastructure investments is replenishing the inventory of serviced capacity lost through absorption.

The new communities approved in 2018 are producing significant housing. Considering these communities (excluding Seton as part of that community had started building prior to 2018), at the end of 2023, Belvedere has the most building permits issued, with 1,111 homes. Haskayne (Rockland Park) is next with 785 homes. Lewisburg had its first building permits issued in 2023. In the community of Homestead, The City is working with the developer to ensure the 80th Avenue NE overpass is available and servicing new homes, and had 471 building permits issued in 2023. Symons Valley Ranch, Keystone Hills and Twinhills have not yet had any building permits issued, and Keystone Hills has a subdivision pending as of 2024 May.

In 2022, Council approved eight new community business cases to start development in the 2023-2026 timeframe. These eight business cases did not trigger any new City-funded capital infrastructure, and their operating cost profiles were positive overall, although the two new business cases in Glacier Ridge were limited to 650 homes each pending additional water infrastructure capacity. The new approved areas enable new supply and housing choice in the market that efficiently leverage existing investments in previously

[15] Planned land supply includes areas with an approved Area Structure Plan in place.
[16] Approved serviced land is vacant land that has capital infrastructure for transportation, water, sanitary, storm and emergency service capacity to allow for development.
[17] Approved – yet to be serviced land is areas within vacant planned land where The City has committed (through a business case or Growth Application approval) to build the necessary leading infrastructure to service this land, but the infrastructure is not in place yet.

approved new communities. Within these areas, site preparation activities including stripping and grading are underway, with the first homes under construction in the Keystone (Lewiston) and Ricardo Ranch areas.

Figure 2 on the page below provides a map of 41 actively developing new communities in Calgary and includes the eight new community business cases approved in 2022.

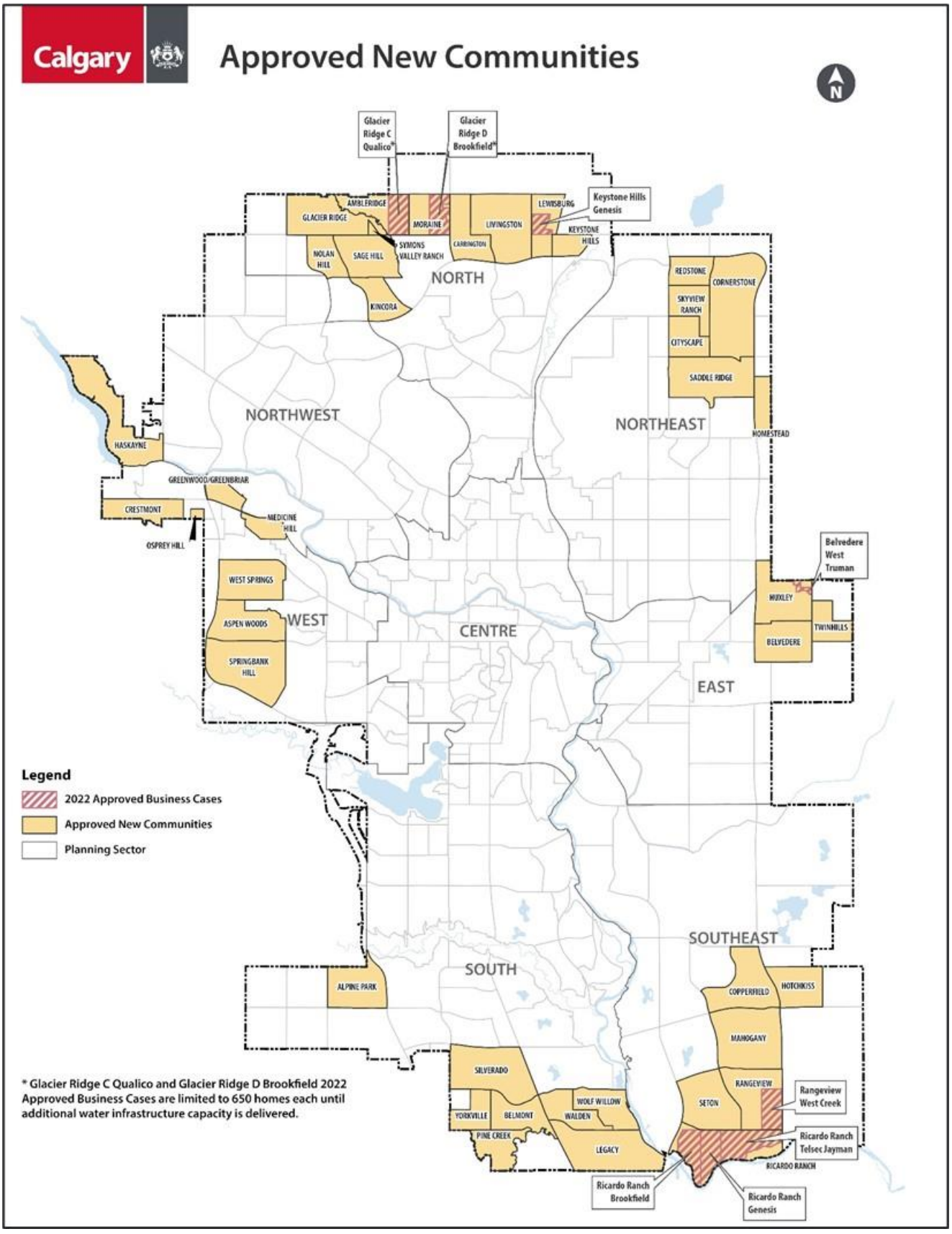


Figure 2: 41 Actively Developing New Communities, including Approved Business Cases from 2022

Financial Investment

Over the course of 2023, The City spent $106.9 million on capital infrastructure projects related to new communities. The majority of this spending ($61.7 million) supported the North sector, with the largest amount spent on the Keystone Storm Trunk and Outfall ($15.7 million), followed by $14.5 million to finish the 144 Av NW West Nose Creek bridge and $10.4 million on the 11 St NE and Stoney Trail Interchange.

The next area to see significant investment was the South sector, with $28.1 million spent. Almost all of this went to the Lower Sarcee Feedermain Phase 1 ($17.7 million) and the Yorkville 210 Av SW Pump Station ($10.0 million). Over the remaining sectors, projects with the most spending were $8.5 million for the 80 Ave NE and Stoney Trail Flyover in the Northeast, $2.8 million for Emergency Response Station 45 (Belvedere) in the East sector, $2.6 million for Ogden Feedermain Phase 1 in the Southeast and $1.0 million on the Trans Canada Sanitary Trunk in the West sector.

Figure 3 below shows the actual capital spending in new communities by sector and by service line, excluding cases where 2023 spending is below $0.1 million. In this figure, 'utility' represents investments in water, sanitary or storm services. It clearly indicates that the North and South sector saw the bulk of the 2023 capital spending.

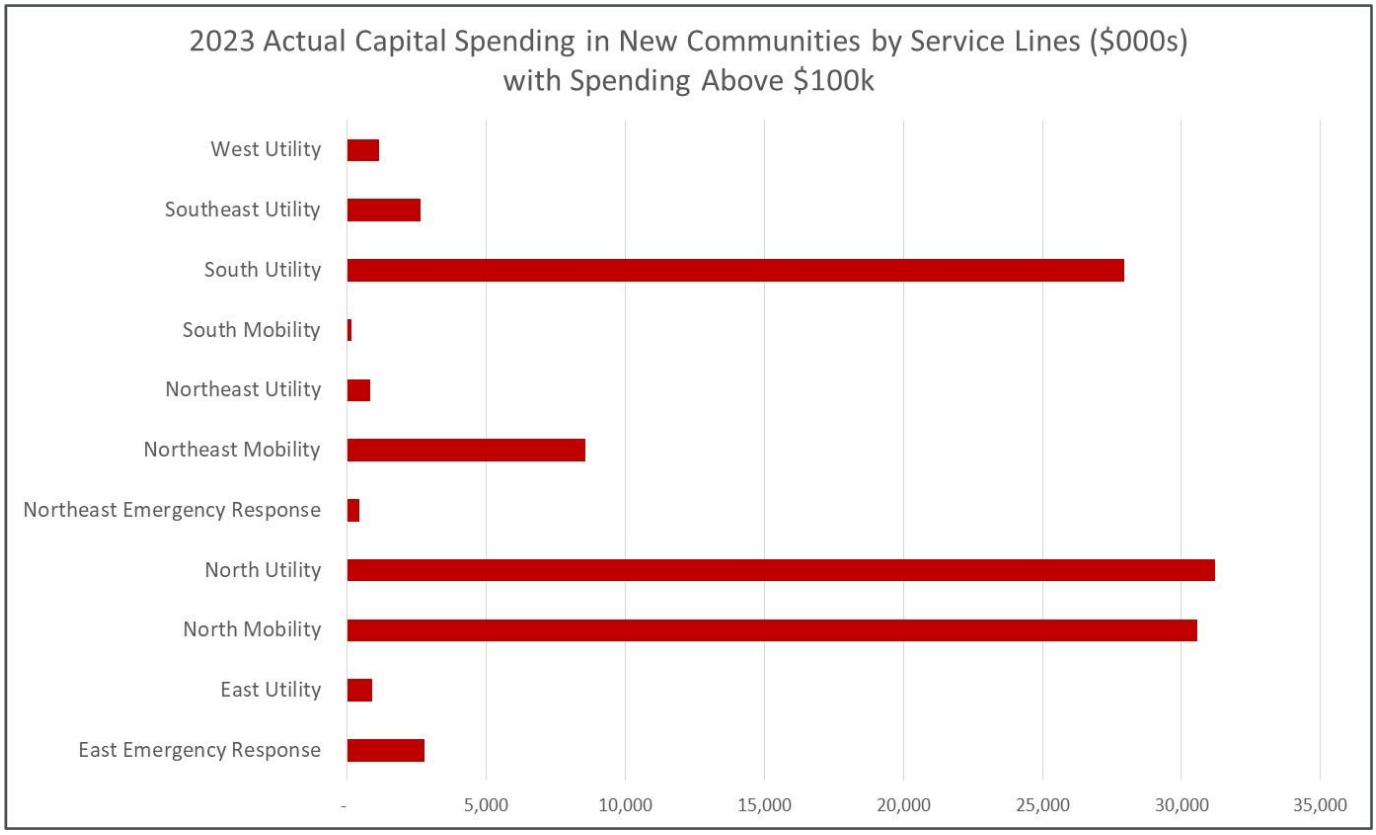


Figure 3: 2023 Capital Spending in New Communities by Sector and Service Lines ($000s), values over $100,000

Figure 4 on the next page shows both funded and delivered capital infrastructure projects that are supporting development in Calgary's new communities.

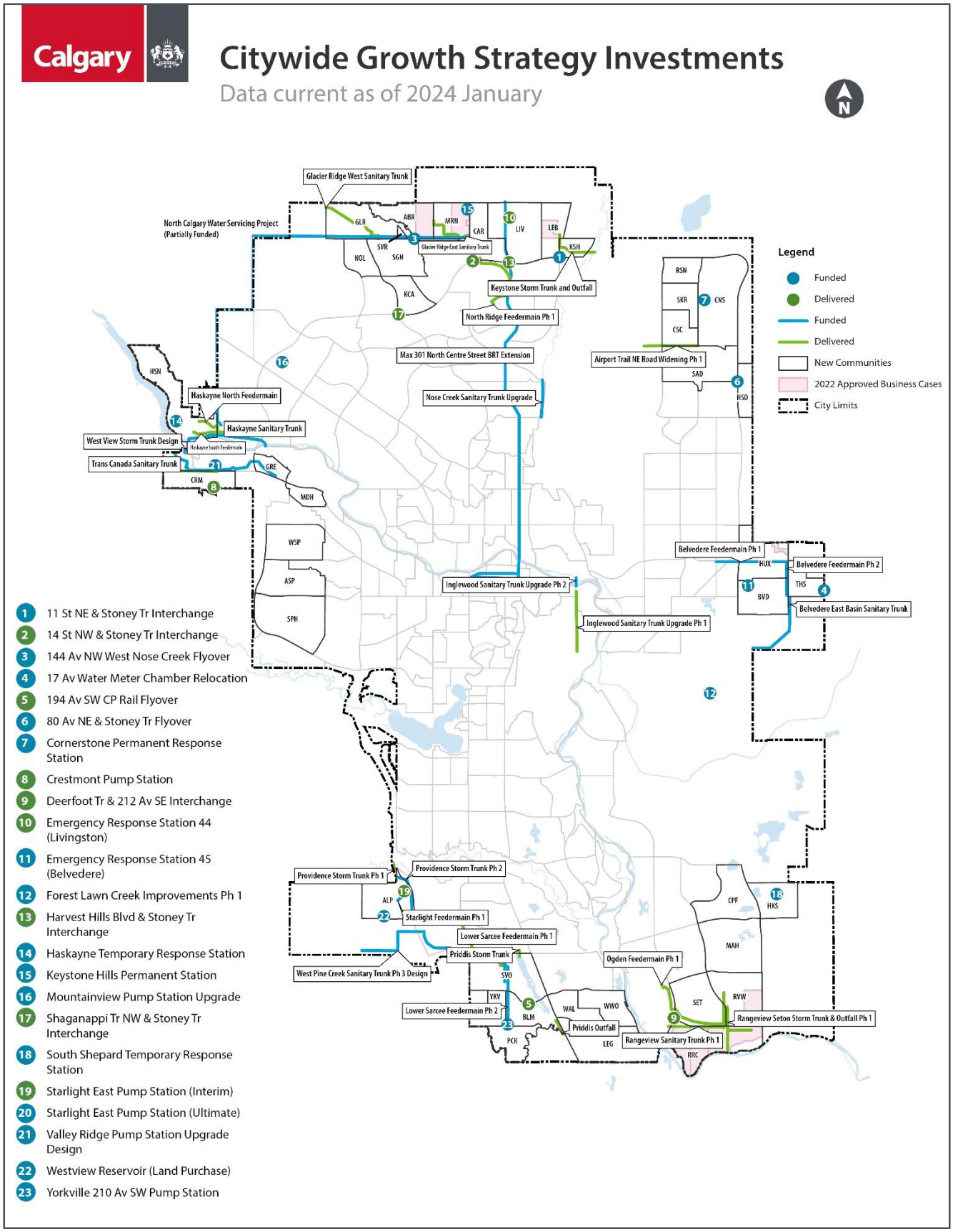


Figure 4: Citywide Growth Strategy Infrastructure Investments that Enable New Communities

Considering the next four years and beyond, the anticipated spending amount on new community capital infrastructure is expected to increase annually. Figure 5 below shows the anticipated spend year by year, along with 2023 actual spending, for these approved new community capital infrastructure projects. This demonstrates The City's continuing commitment to supporting the development of new communities, and providing needed infrastructure to enable development to continue.

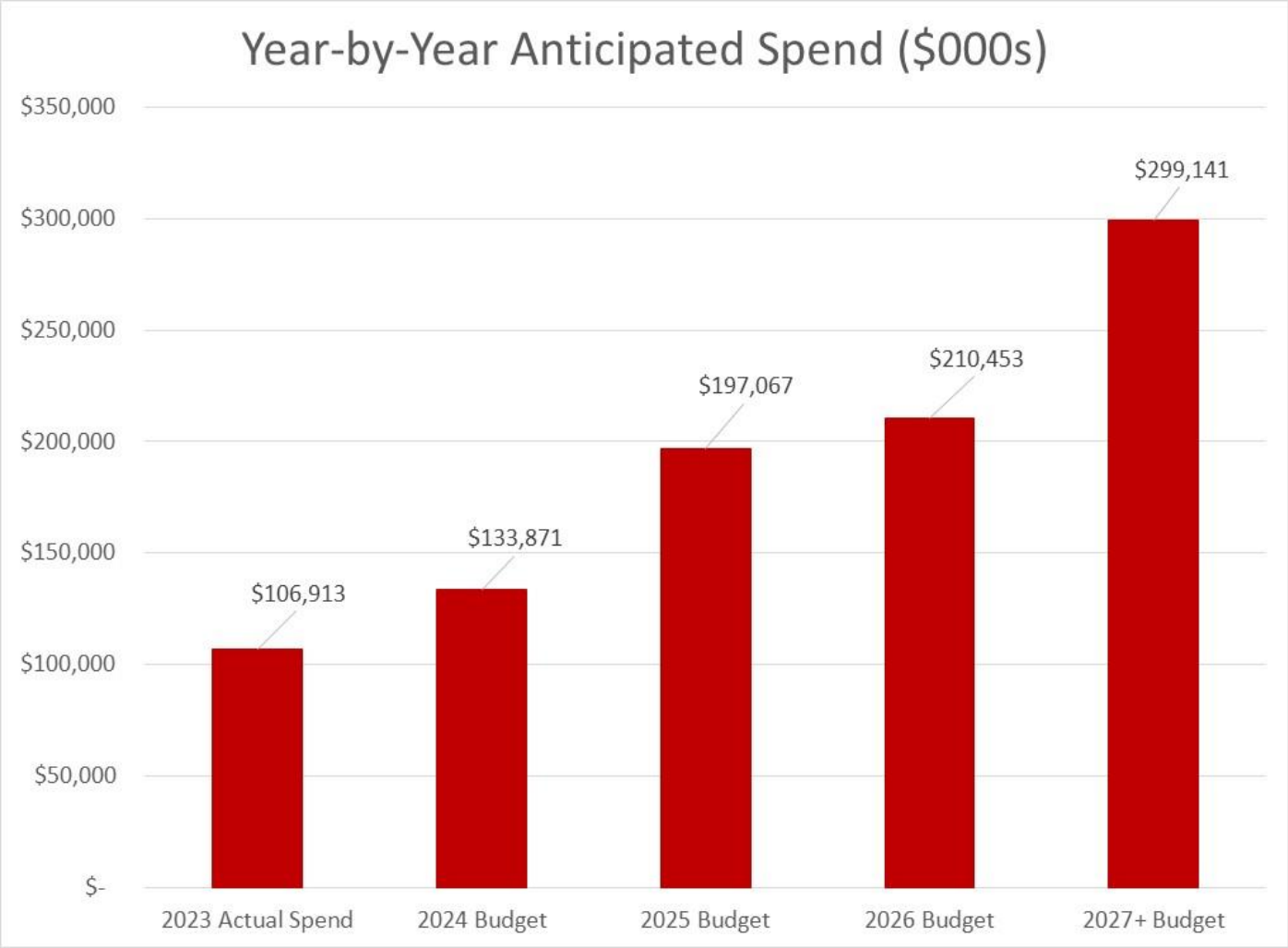


Figure 5: Year-by-Year Anticipated Spending for Capital Infrastructure supporting New Communities

Since 2018, annual operating costs for services supporting new communities have increased by over $38 million, as seen in Figure 6 on the next page. These increases support Fire & Emergency Response ($10 million), Parks & Open Spaces ($5.6 million), Public Transit ($13.4 million), Parking ($0.1 million), Sidewalks & Pathways ($1.5 million) and Streets ($7.6 million). A notable increase in 2023 was for Fire & Emergency Response, with $3.4 million added to support the Belvedere Fire Station. $1.1 million was added in 2023 for Parks & Open Spaces and $1.7 million was added to Streets for actively developing communities. Transit has seen the largest additional operating cost increase since 2018, with $13.4 million spent providing transit to new areas.

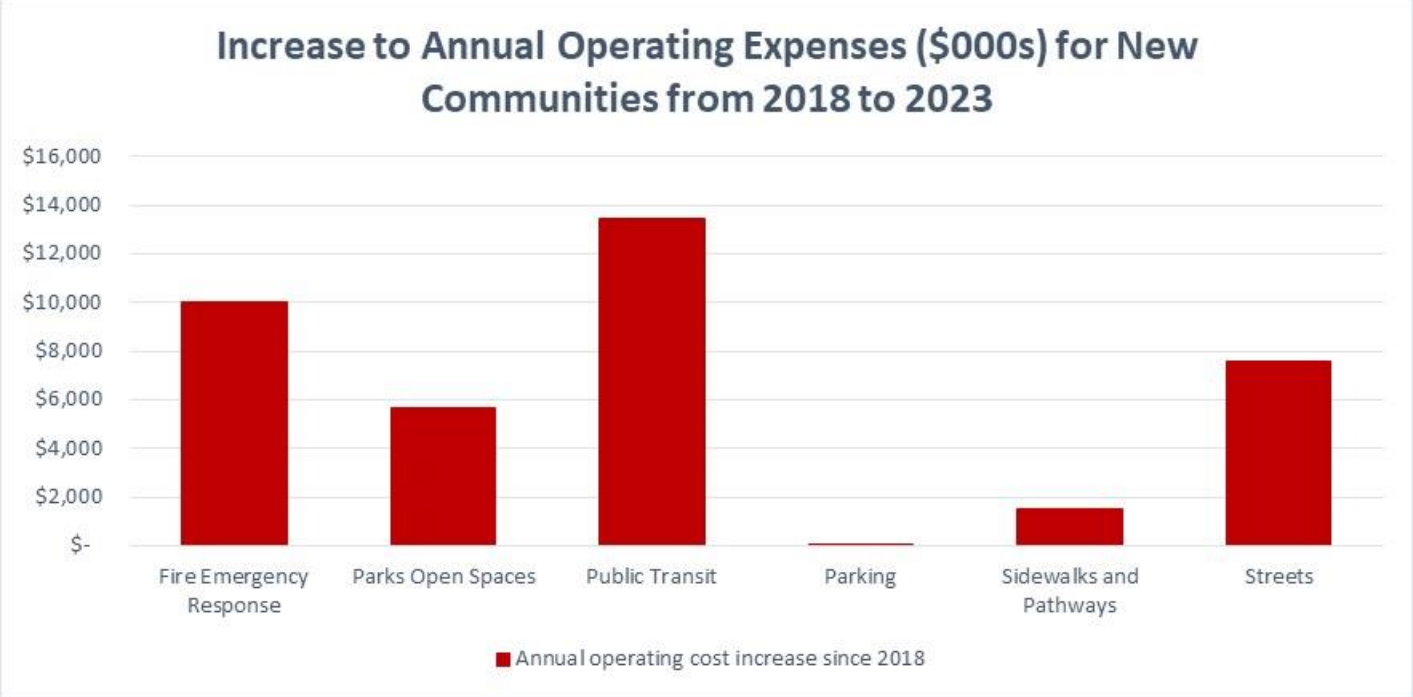


Figure 6: 2023 New Communities Operating Expenses ($000s)

Next Steps

In 2022, Council provided specific direction to redesign the review process for new community growth and to end and repeal the Growth Management Overlay as a tool to in this process. Council approved the implementation of the redesigned Growth Applications system starting in 2023 August, which introduced changes and improvements to the approach for strategically evaluating proposed new community growth. An applicant can now apply at any time, and final decisions on required funding would be made through the Service Plans and Budgets process in November of each year.

Seven Growth Applications were brought to the Infrastructure and Planning Committee and Council in 2024 May. Council directed Administration to consider the capital infrastructure and operating investments needed to enable growth for four of these sites in the 2024 Service Plans and Budgets adjustment process, with a final decision to be made in 2024 November. If approved, these Growth Applications would have The City service an additional supply of over 18,000 homes in the North, East and Southeast parts of the city. Administration has been directed to continue collaborating with the applicants for the remaining three Growth Applications, with anticipated resubmission into the 2025 Service Plans and Budgets adjustment process.

Established Areas, Main Streets and Transit-Oriented Development

Introduction

The Citywide Growth Strategy enables and supports growth in established area communities by prioritizing and planning investments and reducing barriers to redevelopment. Three programs make up this

component: the Main Streets program that focuses on local business districts, the Transit-Oriented Development (TOD) Strategy that focuses on transit nodes, and the Established Area Growth and Change Strategy that considers the wider community. All three programs work together to consider strategic investment and policy/process improvements to enable redevelopment, encourage continued growth by keeping mature communities desirable and to support communities experiencing change.

The goal of the program is to support communities and local businesses in parts of the city where redevelopment and change are happening or expected to happen in the near future. This will ensure established communities remain desirable places to live and are complete with access to nearby daily needs and employment opportunities.

Climate

Accommodating new population through redevelopment is the least greenhouse gas intensive way to grow and supports the mitigation goals of the Calgary Climate Strategy, as well as the urban expansion targets of the Municipal Development Plan. As well, infill housing tends to be more compact and more efficient than housing in new communities, resulting in lower emissions from buildings and, with higher densities, improving per capita emissions. Additionally, the established area is much better served by existing transit and active mode infrastructure, with access to daily needs such as schools and shopping, allowing more people to make low-carbon transportation choices.

The Calgary Climate Strategy contains actions to support better climate-related outcomes in established communities, including the integration of climate policies into local area plans, incentivization and prioritization of energy efficient developments, amendments to the Land Use Bylaw that make it easier for Calgarians to improve the energy efficiency of their homes and development of design guidelines for net-zero and climate resilient established communities. If the balanced growth targets of the Municipal Development Plan are achieved, seven megatonnes of emissions could be avoided by 2050, save $8 billion in avoided infrastructure costs and reduce energy bills of Calgarians by $290 million annually[18].

Growth and Supply

Calgary's established area includes over 170 communities and is home to most of the city's population. Within this area, there are various ages and types of communities, ranging from those experiencing significant redevelopment and change, and those that have recently been completed and are likely to be stable for several decades.

In this section of the report, the 'established area' refers to the area within the Balanced Growth Boundary, as laid out in the Municipal Development Plan. This does not include communities completed since the adoption of the Municipal Development Plan in 2009.

The high volume of issued building permits in the established area offers insight into how quickly growth and change is occurring. In 2023, there were 3,643 building permits issued for new homes, of which 2,806 (77 per cent) were for multi-residential. This is an 11 per cent decline from 2022 for total new homes, although the percentage of new homes in the established are that are multi-residential remained the same. Annual totals can be seen in Figure 7 on the next page, showing new homes from issued building permits in the established area since 2018. 2020 was lower than average due to the COVID-19 pandemic and 2021 higher than average as some of the delayed demand returned. The decrease in established area permits in

[18] Cost and emission savings based on modelling undertaken by The City, the University of Leeds and the University of Calgary.

2023 compared to 2022, despite record-high new builds citywide, may indicate that construction resources are being distributed more towards new communities than previously.

Figure 7 also shows established area new homes broken down by building type. Apartments dominate in the established area but missing middle types (rowhouse/townhouse) have seen a significant increase compared to previous years, providing additional choice for Calgarians. This is likely due to customer demand for the type, eroding affordability for single and semi-detached homes, and streamlined regulations including the H-GO zoning option.

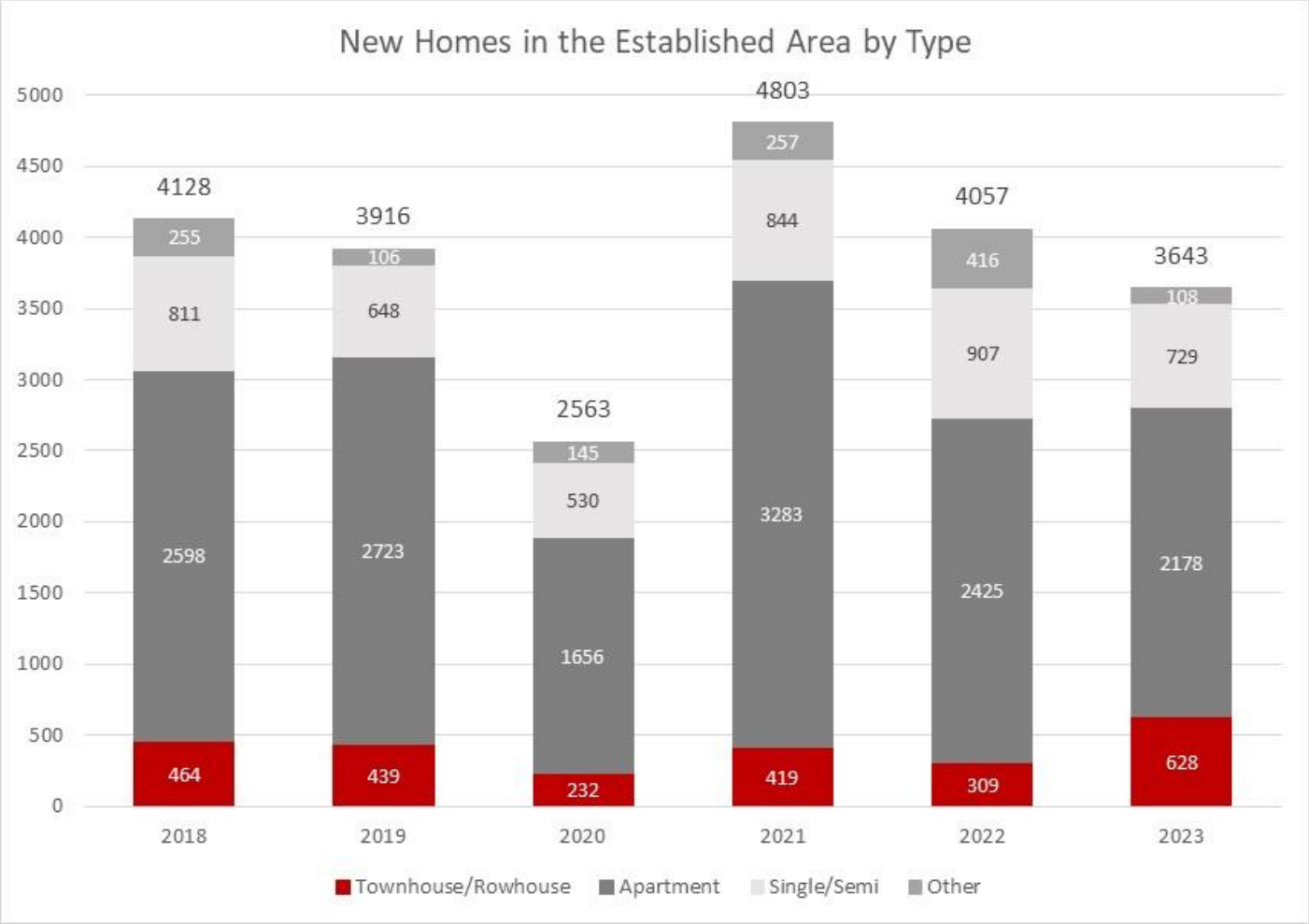


Figure 7: New Homes in the Established Area by Type

New single and semi-detached homes are primarily occurring in the older communities built in the 1950s or earlier as those communities continue to redevelop. New multi-residential homes are being built across the established area, both in those same older communities but also in newer parts of the city, including developments in University District (379 new homes) and Arbour Lake (230 new homes) in 2023.

Almost half of the new homes in the established area were built in the areas adjacent to Main Streets (150m from a Main Street as defined by the Municipal Development Plan) and Transit Station Areas (600m radius from a Primary Transit Network Station) outside of the Greater Downtown. In 2023, 1,809 building permits were issued for new and redeveloped homes in these areas, representing just under 50 per cent of the

established area total. Proportionally more of these homes are row or townhouses compared to the total established area in 2023, with 23 per cent of those in Main Streets or TOD areas being row or townhouses, and only 17 per cent of those in the overall established area.

Financial Investment

There are three growth-related investment initiatives within the Established Area Growth Strategy: Established Area Growth and Change Strategy, Main Streets Program and Transit-Oriented Development (TOD) Program. Investment plans are underway for each area of focus that support communities adapt to growth and change, attract future residents and businesses, and encourage and leverage private investment.

Established Area Growth and Change Strategy: This Strategy focuses on community wide investment opportunities related to growth. In Phase 1 (2020), this initiative created a collaborative and data driven approach to identify which areas were experiencing growth and redevelopment to the greatest extent and which areas were anticipated to experience the most growth over the short term, and allocated funding towards improving the public realm and infrastructure networks in these areas. A set of Phase 1 public space projects were delivered with an initial investment of $30 million from Council and many of these projects are now open to the public (e.g., Balmoral Circus, Kensington Plaza, Buckmaster Park). Further, there are three dedicated utility redevelopment programs that support ongoing network upgrades in water, sanitary and stormwater for future growth and to improve drainage conditions in the established area.

In Phase 2 (2022), this program received an additional $33 million of City funding, and another $12 million from the federal Housing Accelerator Fund to deliver additional public space investments. These projects are either in planning, design, or construction stages and will be ready for use through 2024-2026.

Main Streets Program: In the 2023-2026 Service Plans and Budgets, the Main Streets Program received $50 million to support active construction projects in Bridgeland (1st Avenue NE) and Marda Loop (33rd/34th Avenue SW), $9.2 million for masterplans in the next set of priority Main Streets, and $0.8 million for the sustainment of a metrics program to measure the impact investments are having on Main Street areas, and partnership opportunities with development. A further $15 million of funding was provided through the Housing Accelerator Fund in support of completing phases of Marda Loop. As an outcome of these investments, prioritized Main Streets will continue to see overall upgrades of commercial corridors including more trees planted, more or improved pedestrian crossings, improved or new sidewalks built and the extension of the multi-use pathways. These improvements support businesses in these areas, attract business traffic and create spaces of community character and gatherings.

Transit-Oriented Development Program: In pursuit of realizing housing near transit, this program received $16 milllion in the 2023-2026 Service Plans and Budgets, plus $12.5 million from the Federal Housing Accelerator Fund. Approximately $15 million is supporting recent mixed-use housing developments by redesigning streetscapes, parks and pathways in the area around Ramsay/Inglewood LRT Station. Construction is set to begin in the spring of 2025. Funds are also supporting the redevelopment of the South Park and Ride lot at Franklin LRT Station into mixed-market housing. Construction to accommodate the redesigned bus terminal, integrated housing, streetscape and park space is expected to begin in 2026.

Next Steps

Using Council approved funds and Federal investment funds, these three key investment initiatives are delivering public realm projects that help achieve the goals of the Strategy and support growing established

communities. Notably, Council's investments in these initiatives are just one part of a robust package of established area investment, which also included $40 million for pathway and bikeway improvements and $20 million to help realize the goals of the Local Area Planning program.

Furthermore, Phase 4 of the Established Area Growth and Change Strategy will begin this fall, with collaborative multi-representative working groups helping find solutions to a number of growth challenges in the established area.

Conclusion

Calgary experienced record-setting growth of 75,000 new residents last year. Calgary has also seen record-setting levels of housing development, with 16,700 new home starts in 2023. High levels of development are forecast to continue as the housing market responds to the recent demand, while population growth is forecast to slow to a more typical pace. Accommodating this growth in a way that meets city building goals, particularly aligning with the Municipal Development Plan, meeting market demand, understanding the financial impact to the economy and The City, and improved redevelopment readiness, is at the core of the Citywide Growth Strategy.

New community areas continue to be the choice for many Calgarians. Approval of new communities and continued infrastructure spending have positioned Calgary to be able to accommodate the current high rates of growth, while also supporting affordability and choice. Calgary is well positioned with available land supply for new communities, with seven to nine years of serviced land available. Lands enabled for growth support housing forms such as rowhouses, secondary suites, and multi-residential homes that improve housing choice for Calgarians and efficient use of land.

Industrial development in Calgary is decreasing, as the amount of land being initiated through new industrial development agreements annually has dropped by over 90 per cent since 2016. Shovel-ready industrial land could be depleted within four years if no more industrial development agreements are put in place, and recent legislative changes have opened the opportunity for industrial landowners to convert their land to residential use. While this may increase the supply of land for housing, losing industrial land impacts Calgary's future economic diversity, job availability and ability to sustain a balanced tax environment.

Established areas continue to provide redevelopment opportunities with access to existing amenities. Strong growth, including notable growth in rowhouses and townhouses, was evident in 2023. The recent Rezoning for Housing decision helps streamline the process for redevelopment opportunities in these communities, allowing single detached lots to accommodate additional homes for Calgarians.

Balancing growth in both new and established areas will be important for bringing people closer to their daily needs, for ensuring efficient City services, and to make it easier to offer different mobility options. Achieving this continues to make Calgary a great place to make a living, and a great place to make a life.

BRIEFING

Infrastructure Services Briefing to

Infrastructure and Planning Committee **ISC: UNRESTRICTED**
2024 October 16 **IP2024-1174**

Symons Valley Centre Program Update

PURPOSE OF BRIEFING

To provide Council an update on the build-out of the Symons Valley Centre Program including providing updates on the following:

1. **Changes over time:** The site design of Symons Valley Centre has adapted over time to meet service needs while retaining the core elements initially directed by the Council.

2. **Housing:** Non-market housing will be delivered through a third-party non-profit housing provider instead of delivery as a City project and the budget ($11.2 M) allocated for the housing component will be transferred for use on other housing projects.

3. **Next steps:** Once the design is completed and development and building permits are received in 2025, the library and infrastructure construction is estimated to commence in early 2026.

Council direction and program intent

The Symons Valley Centre Program was developed and approved in 2019 (*UCS2019-0249 Symons Valley Centre - Build Out and Investment Strategy)* to serve multiple needs within the greater Symons Valley area. Original plans included a multi-service facility with a library, spaces for arts and culture, commercial retail units, childcare services, and affordable housing options. Additionally, this program involved the sale of land to other government entities and the private sector for further development. Finally, Calgary Transit also proposed a bus rapid transit terminal to support transfers from northwest local routes to the Rapid Transit Network.

Since then, this program has evolved while staying true to The City's vision of a multi-service facility centre in Calgary's northwest. The changes include the removal of arts and culture component and of childcare, replacing the site partner facility with housing provided by external non-market housing providers, and design changes to the library. Moving away from a multi-services integrated facility was necessary due to funding constraints, inflationary pressures and changing service requirements; placing the non-market housing on its own parcel also allowed delivery by a 3rd party non-profit housing provider external to The City. Despite these changes, the program includes a connecting street, community commons, library, housing, mixed-use development and a transit terminal. This adaptability underscores Administration's commitment to maximizing the value of The City's investment while still meeting the core of Council's vision.

The 2024 updated program implementation plan is based on a phased approach with each contributing to the community development goals and the overall vision for the site. Refer to Attachment 1 for location and phasing graphic. The 2024 updated program includes:

A. Phases 1 and 2: connecting street and enabling infrastructure services, library facility, library temporary offsite parking, and community commons (2024-2028)
B. Phase 3: land sale to third-party non-market housing provider (2026)
C. Phase 4 land sale to private sector (2026)
D. Phase 5: transit terminal (10-15 years)

A. Phases 1 and 2: connecting street and enabling infrastructure services, library facility, library temporary offsite parking, and community commons

Phases 1 and 2 are being designed and permitting approvals are projected to be in 2025. Construction of the connecting street and enabling infrastructure services is estimated to commence in early 2026 to service the site.

The multi-use facility serving the northwest area includes a full-service library and onsite parking estimated to open in 2028. The facility would also have two dedicated community rooms for local events and activities, and a commercial retail space. A temporary offsite parking will also be available to Library patrons, which will be replaced with the future Transit Terminal Park and Ride when built out. The library and transit terminal will then share the Park and Ride area maximizing access to services while reducing the amount of land dedicated to parking. The outdoor community commons will provide an open space as a transition between the library site and future non-market housing development.

B. Phase 3: land sale to third-party non-market housing provider (2026)

The Symons Valley Centre Program is set to deliver non-market housing aligned with Council's direction. This initiative will see a serviced and subdivided site provided to the non-market housing sector guided by the Non-Market Housing Land Disposition Policy. The land's future disposition will be brought forward to Council in an upcoming report planned for 2025, ensuring that the non-market housing is established as a separate entity distinct from the multi-service library facility. Funding for this portion of the site will come solely from a non-market housing provider, independent of the Symons Valley Centre Program's capital budget (except for supporting infrastructures to enable the sale). The previously approved $11.2 million housing grant for City-led housing will be redirected to Housing Solutions to be redeployed to support other non-market housing opportunities, leveraging existing programs to ensure the funding can be allocated right away. This approval will be brought to 2024 November Budget Adjustments.

C. Phase 4: land sale to private sector (2026)

The previous Council direction requested Administration to sell surplus lands not needed for public services. Allocated through a subdivision and land title process, two parcels of land approximately 0.6 acres each, will be offered through the Real Estate & Development Services Land Sales Program for disposition. The sale will generate short-term proceeds and contribute to the tax base once developed. The sale is slated to happen after the Phase 1 servicing work begins and legal parcels for sale are created. This will ensure an optimal return on investment as the land will be ready for sale.

C. Phase 5: transit terminal

Symons Valley Terminal is envisioned as a vibrant hub for connecting northwest residents to the broader transit network. The 144 Avenue North Bus Rapid Transit Functional Planning Study, which includes the Symons Valley terminal, is underway and should be completed late 2025. The service date for the Symons Valley transit terminal was originally planned beyond 2030. However, due to rapid growth and development in the surrounding northwest communities, the timing of the terminal is now being reviewed as part of the Study.

ATTACHMENT

1. Symons Valley Centre Location and Phasing Information

Author: Chantal Robert, Capital Priorities and Investment, Infrastructure Services

General Manager Michael Thompson concurs with the information in this Briefing.

SYMONS VALLEY CENTRE LOCATION

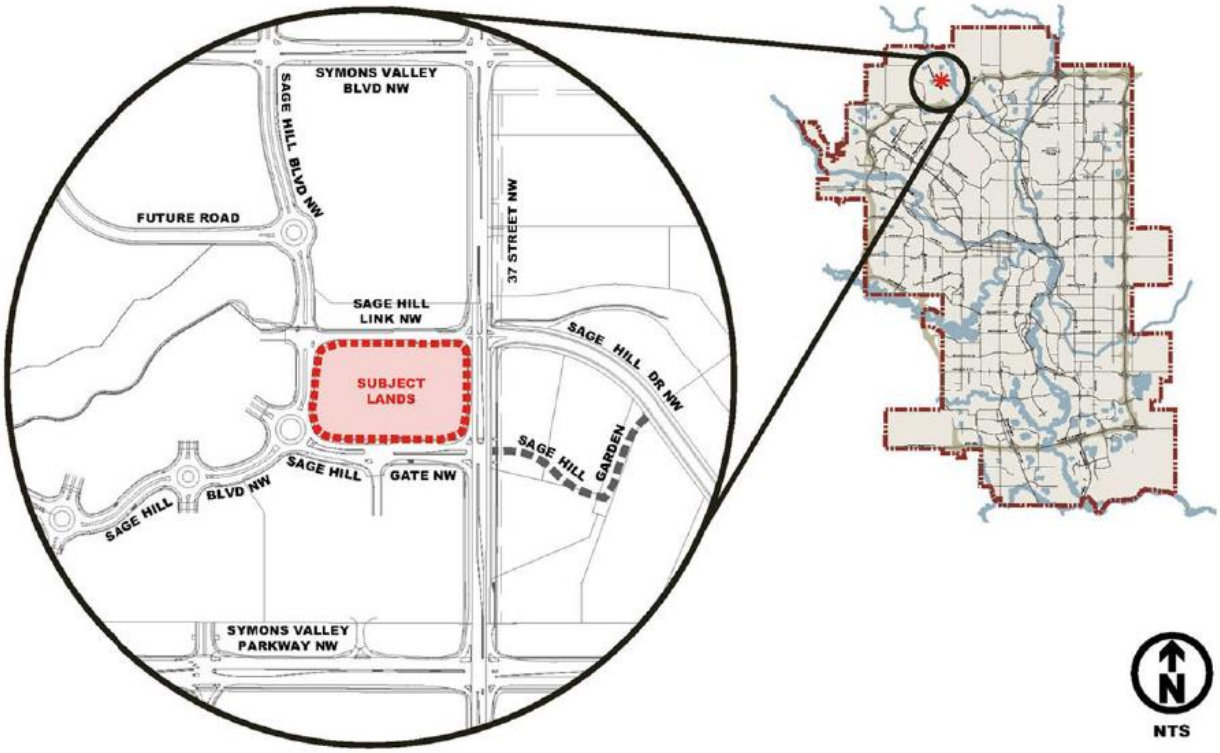


Figure 1: Land location

SYMONS VALLEY CENTRE PHASES

A. Phases 1 and 2: connecting street and enabling infrastructure services, library facility, library temporary offsite parking, and community commons (2024-2028)
B. Phase 3: land sale to third-party non-market housing provider,
C. Phase 4: land sale to private sector (2026)
D. Phase 5: transit terminal (10-15 years)

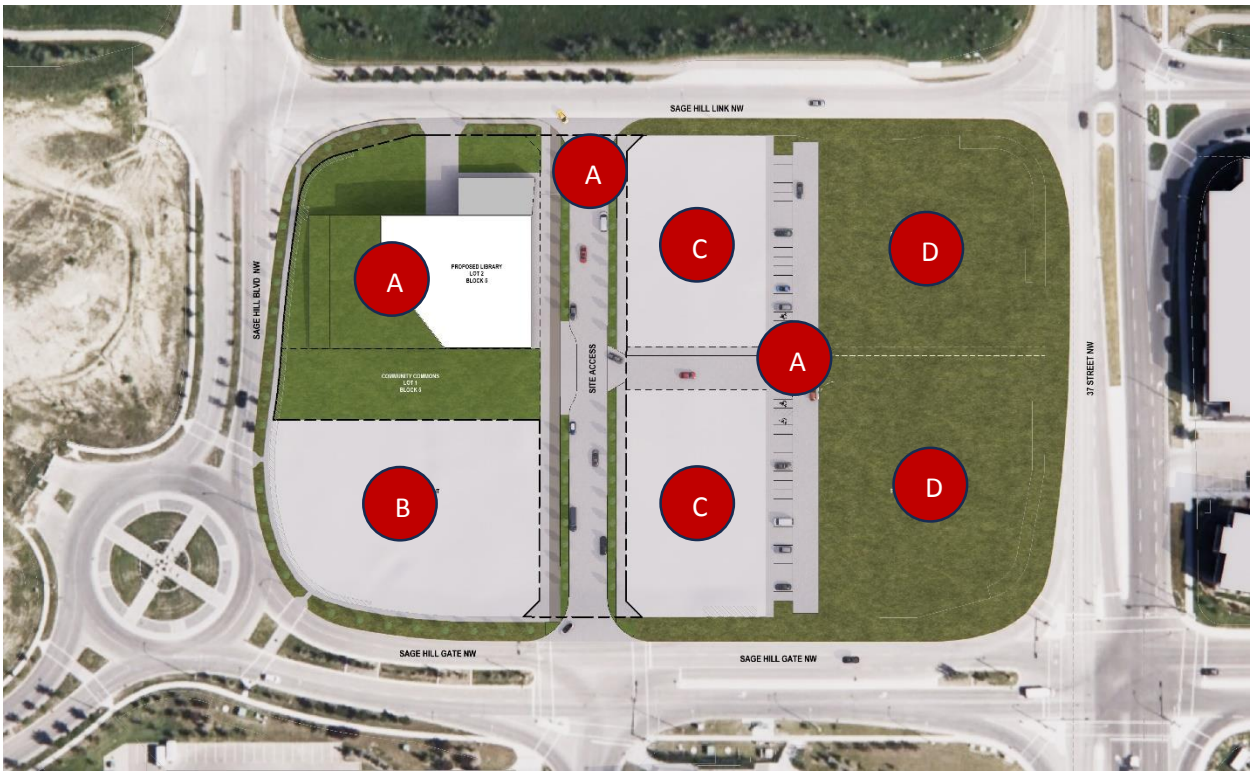


Figure 2: Program Phases