

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Riverbend, south of Glenmore Trail SE and west of 24 Street SE. It comprises several vacant parcels, road rights-of-way and lanes, underground and overground utilities and a small private parcel, totaling 5.66 hectares ± (14.01 acres ±) in size. The parcels are currently designated as road right-of-way, Residential – Contextual One Dwelling (R-C1) District, Residential – Contextual One / Two Dwelling (R-C2) District, Multi-Residential – Contextual Grade-Oriented (M-CGd44) District, Multi-Residential – Contextual Grade-Oriented (M-CGd50) District, and Direct Control District ([Bylaw 86Z83](#)), which allows for light industrial uses.

The lands north of the east-west 85 Avenue SE / Riverstone Road SE are generally flat, with only tree cover remaining from the original residential development which previously existed on these lands. The lands to the south of 85 Avenue SE / Riverstone Road SE slope down 9 metres towards the southern boundary of the plan area.

To the north of the subject site is Glenmore Trail SE and the community of Ogden. To the west is the community of Riverbend with existing residential development designated as R-C1 and R-C2. Both Riverstone Road SE and Rivercrest Crescent SE, which border the subject lands directly to the west, are currently closed to vehicular traffic.

To the east and south of the subject parcels is 24 Street SE, two existing mobile home parks, open space, undeveloped lands and industrial uses designated M-CGd44, Residential – Manufactured Home (R-MH) District, Mixed Use – General (MU-1f3.5h50) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Future Urban Development (S-FUD) District and Industrial – General (I-G) District.

The future location of the South Hill Green Line LRT Station lies further east, within 600 metres of the subject parcels. The subject parcels are therefore considered as Transit-Oriented Development (TOD).

Community Peak Population Table

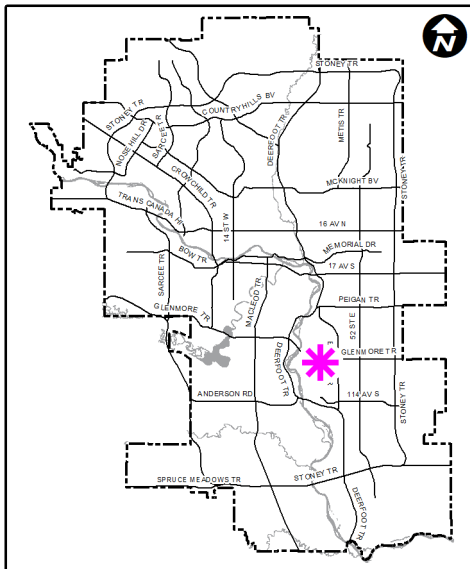
As identified below, the community of Riverbend reached its peak population in 2002.

| Riverbend | |
|------------------------------------|---------|
| Peak Population Year | 2002 |
| Peak Population | 10,773 |
| 2019 Current Population | 9,244 |
| Difference in Population (Number) | - 1,529 |
| Difference in Population (Percent) | -14.19% |

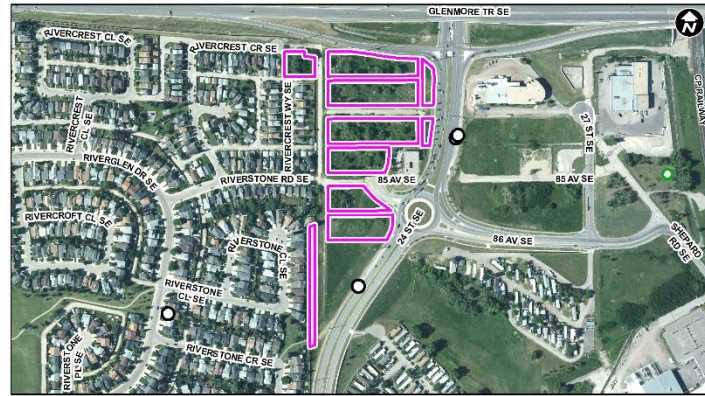
Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Riverbend Community Profile](#).

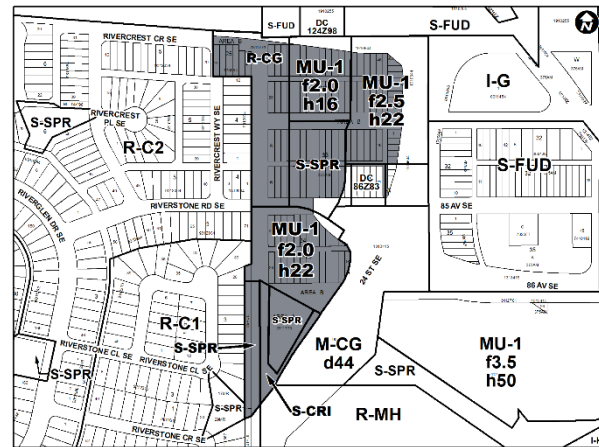
Location Maps

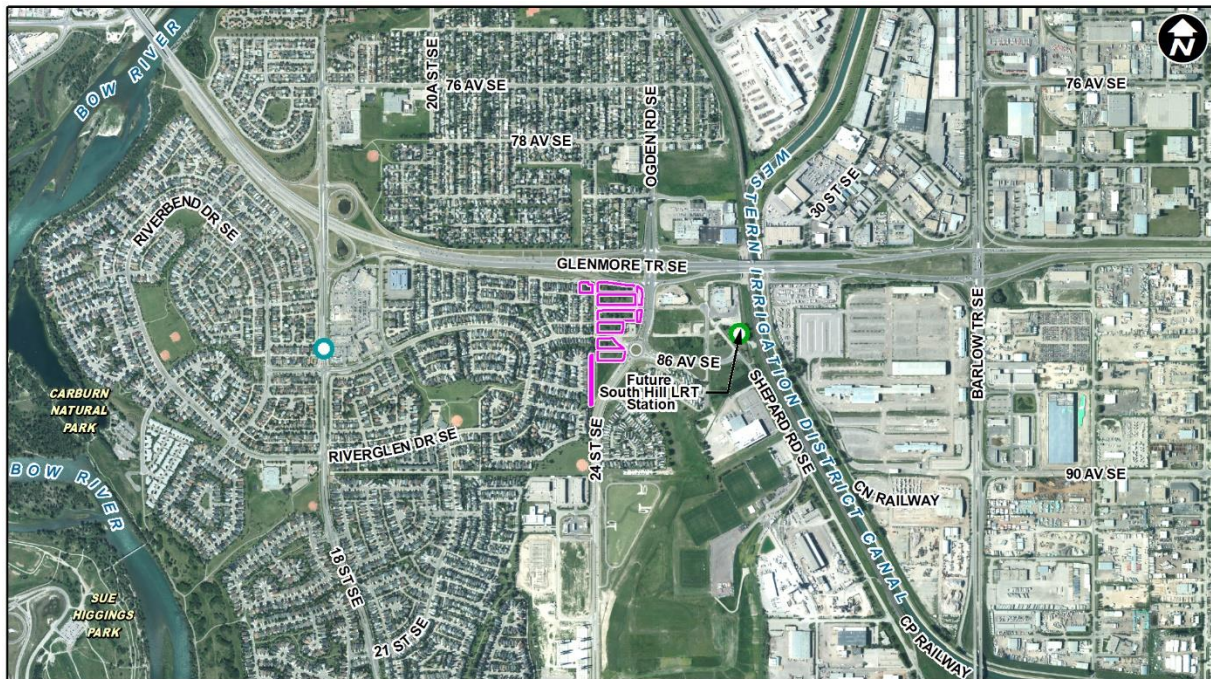


Road Closure Map



Proposed Land Use Map





Previous Council Direction

None.

Planning Evaluation

Road Closure

This proposal includes the closure of a portion of Rivercrest Crescent SE, a portion of 24 Street SE, a portion of the original road allowance of 23A Street SE, a portion of 83 Avenue SE, all of 84 Avenue SE, a portion of 85 Avenue SE and a portion of 86 Avenue SE and all intervening lanes. This amounts to approximately 2.3 hectares (5.6 acres). The closed portions of road would then be consolidated with the remaining lands. The Proposed Road Closure Conditions of Approval and the Registered Road Closure Plan can be found in Attachments 3 and 7 respectively.

Land Use

The existing R-C1 District is a low-density district used in developed areas and is primarily for single detached dwellings and secondary suites. The R-C1 District allows for a maximum building height of 10 metres and a maximum of one dwelling unit. Secondary suites are discretionary uses within the R-C1 District.

The existing R-C2 District is a low-density district used in developed areas and is primarily for single detached, semi-detached and duplex dwellings and secondary suites. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units. Secondary suites are permitted uses within the R-C2 District.

The existing M-CG District is primarily for multi-residential development in a variety of forms, of low height and low density, designed to provide some or all units with direct access to grade. It allows for a maximum building height of 12 metres.

There is an existing parcel to the north of the 24 Street SE roundabout that lies within the outline plan area that is occupied by a construction company. The existing land use district for this parcel is a Direct Control (DC) District under [Bylaw 86Z83](#), which is based on the General Light Industrial District (I-2) of Land Use Bylaw 2P80.

This application proposes the following residential and special purpose districts:

- Residential – Grade-Oriented Infill (R-CG) District;
- Mixed Use – General (MU-1f2.0h16) District;
- Mixed Use – General (MU-12.0h22) District;
- Mixed Use – General (MU-1f2.5h22) District;
- Special Purpose – City and Regional Infrastructure (S-CRI) District; and
- Special Purpose – School, Park, and Community Reserve (S-SPR) District.

The proposed R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres. The R-CG District site comprises 0.69 hectares \pm (1.51 acres \pm) of the proposed outline plan area.

The three proposed MU-1 Districts allow for both residential and commercial uses at grade, in the same building or in multiple buildings and are designed to respond to local area context. This application proposes both floor area ratio and height modifiers, with floor area ratios of 2.0 and 2.5 and height modifiers of 16 metres (approximately four storeys) and 22 metres (approximately 6 storeys). The MU-1 District sites comprise 2.64 hectares \pm (6.53 acres \pm) of the proposed outline plan area.

The proposed S-CRI District is intended to provide for city and regional infrastructure necessary for the proper servicing of the development. This district is proposed for the lands in the southern portion of the plan area that contain existing public utilities and utility rights-of-way. The sites will be designated as Public Utility Lots (PUL) pursuant to the *Municipal Government Act* (MGA). The S-CRI District site comprises 0.21 hectares \pm (0.52 acres \pm) of the proposed outline plan area.

The proposed S-SPR (MR) District is intended to provide for schools, parks, open space and recreation facilities, with parcels of varying sizes and use intensities. This district is applied to lands that will be dedicated as Municipal, School Reserve or other forms of Reserve pursuant to the *Municipal Government Act* (MGA). The proposal includes 0.66 hectares \pm (1.61 acres \pm) of land for two separate park spaces that are distributed throughout this outline plan area.

The proposed non-credit S-SPR District lies to the south of the outline plan area and is unusual in shape as it is surrounded by the adjacent proposed S-CRI (PUL) lands. This area amounts to 0.31 hectares \pm (0.77 acres \pm) and will be developed and planted to meet the minimum Parks' Development Guidelines and Standard Specifications: Landscape Construction. The final design will be determined at future subdivision stages.

Development and Site Design

If approved by Council, the rules of the proposed land use districts and *Millican-Ogden Area Redevelopment Plan* (ARP), as amended, will guide future development. Additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an appropriate building interface with 24 Street SE, the internal streets and adjacent developments;
- creating a welcoming and safe environment for the public realm and open spaces;
- mitigating visual impact and overlooking and ensuring compatibility with surrounding residential development through building design, height and landscaping/screening; and
- improving pedestrian and cyclist connections between the development sites and local pathways.

Subdivision Design

The proposed outline plan covers approximately 5.66 hectares \pm (14.01 acres \pm) and facilitates a transit-oriented residential and mixed-use development. The design of the proposed outline plan responds to the context and characteristics of the site and existing surrounding development and provides a logical extension of the existing Riverbend community. Given the presence of Glenmore Trail SE, 24 Street SE and the future South Hill Green Line Station within 600 metres to the east of the subject site, the highest intensity multi-residential uses, which may also include commercial development, have been strategically located in the northern and eastern portions of the plan area, with density and intensity decreasing further from the future South Hill Green Line Station. A new transit and emergency access connection to 24 Street SE via an extension of Riverstone Road SE / 85 Avenue SE is proposed.

Other notable features of the proposal include:

- Low-density ground-oriented residential development in the form of rowhouses, with a sensitive interface along the western boundary of the outline plan area with the existing low-density residential dwellings in Riverbend;
- Medium-density mixed-use development in the form of apartments with the potential for support commercial uses to help create a critical mass of transit-supportive development and support the future South Hill Green Line station area;
- A variety of housing types with the intent of creating an inclusive and accessible development that allows opportunities for Riverbend residents to age within the community;
- Dedication of approximately 13.5% of the plan area as municipal reserve with open space and amenities that establish broader community benefits for the existing Riverbend residents as well as future residents in the area;
- Multi-modal connectivity and a pathway system that links existing Riverbend residents to the future South Hill Green Line Station east of 24 Street SE and to the wider pathway network further south of the plan area;
- The opening of Riverstone Road SE (which is currently closed) at the western edge of the outline plan area and the extension east of this road to align with 86 Avenue SE off 24 Street SE. This will provide direct access for emergency vehicles and for Calgary Transit to the future South Hill Green Line LRT Station;
- The extension of Rivercrest Crescent SE, currently a cul-de-sac, at the north-western edge of the outline plan area that will provide an access between the subject lands and the existing Riverbend community, and

- The road right-of-way currently providing access to the private construction company parcel is to remain open for future road and utilities.

Open Space

The proposal includes 0.66 hectares \pm (1.61 acres \pm) or 13.5% of the total outline plan area as Municipal Reserve, provided through two separate park spaces. Municipal Reserve that is currently owed on a City-owned parcel of land east of 24 Street SE is being dedicated within this application area, resulting in the dedication of 0.17 hectares (0.40 acres) or 3.5% in addition to the 10% reserve dedication owed on this development. This will allow more developable area and compact development potential around the future South Hill Green Line LRT station area.

The 0.37 hectare \pm (0.91 acre \pm) parcel located centrally within the plan area on the north side of 85 Avenue SE / Riverstone Road SE is designed with gently arched pathways to each corner, with a central seating area at the intersection of these pathways. There are a number of existing trees within this proposed park area that were assessed for their value. Only one tree, a Siberian Elm, was considered for retention and this tree will act as a prominent feature of this space. New trees are proposed along the eastern, western and southern sides of the park to define its edges.

South of Riverstone Road SE there will be a linear park 0.29 hectares \pm (0.70 acre \pm) in size that will accommodate a 2.0 metre wide pathway linkage from the central park (via a Public Access Easement) connecting southward to the broader Riverbend community system through the park at Riverstone Crescent SE and beyond to Carburn and Sue Higgins parks along the Bow River (southwest of the subject lands). The pathway gradient through this linear park will be approximately 10%, compared to the existing pathway adjacent to 24 Street SE which is approximately 30%.

Density and Intensity

Upon full build-out, the proposed plan area is expected to accommodate an anticipated 456 units (see Proposed Outline Plan Data Sheet, Attachment 9). The proposed development is anticipated to achieve a residential density of 93.44 units per hectare (37.73 units per acre) and an anticipated intensity of 220.17 people and jobs per gross developable hectare (89.13 people and jobs per acre).

The *Municipal Development Plan* (MDP) sets out a minimum intensity target for Community Activity Centres of 150 jobs and population per gross developable hectare. The proposed developments exceeds the targets in the MDP.

Transportation

Riverstone Road SE does not currently connect to the 24 Street SE roundabout. This application proposes to complete this connection for emergency and future transit-only access. The outline plan will also include the extension of Rivercrest Crescent SE within the plan area and a one-way roadway adjacent to the proposed central park. Public access to the outline plan area would be via Riverstone Road SE solely from the east (24 Street SE).

A Transportation Impact Assessment (TIA) was submitted to assess the impact of the outline plan on the adjacent roadway network. The TIA evaluated the Riverstone Road SE connection to 24 Street SE under two scenarios; as transit-only, as well as open to transit and public traffic. The TIA was reviewed and accepted by Administration.

The transit-only Riverstone Road SE connection will provide a link for local bus routes to access the future South Hill Green Line LRT station located on the east side of the 24 Street SE roundabout. Public transit currently operates along 24 Street SE, including bus rapid transit.

The proposed active transportation network includes regional pathways, local multi-use pathways and sidewalks which allow for good walking and wheeling connectivity. The pedestrian network will be enhanced through means such as curb extensions on Riverstone Road SE, as well as a Rectangular Rapid Flashing Beacon (RRFB) at the north leg of the 24 Street SE roundabout.

A Fire Access Concept plan was submitted by the applicant's consultant and accepted. The proposed roadways (and associated cross sections) within the outline plan area are anticipated to provide reasonable and unobstructed fire access.

Environmental Site Considerations

No significant environmental concerns were identified through the review and acceptance of the Phase 1 Environmental Site Assessment (ESA).

Utilities and Servicing

Existing public (deep) and private (overhead and shallow) utilities reside within and/or immediately adjacent to the plan area. Utility relocations and/or utility protection, by way of utility right-of-way and/or easement, shall be at the developer's expense, and to the satisfaction of the relevant utility owners.

The developer will be responsible to construct and/or extend public water, sanitary and storm main extensions in order to adequately service the plan area through the terms and conditions of a Development Agreement.

Water Infrastructure

Water is immediately available to service the plan area. Multiple connections to the existing public mains that border the plan area will be constructed by the developer in order to create an adequate looped system within the proposed plan area. A Water Network Plan was submitted and accepted by Administration.

Sanitary Infrastructure

Sanitary is immediately available to service the plan area. Sanitary mains will be constructed by the developer and will be connected to the public mains that border the plan area.

A Sanitary Servicing Study was submitted and accepted by Administration. This study concluded that the existing 300 millimetre sanitary sewer main adjacent to the site has adequate capacity to service the proposed development's maximum intensity (or greater), without exceeding the downstream pipe capacity.

Storm Infrastructure

Storm infrastructure is immediately available to service the plan area. Storm mains will be constructed by the developer and will be connected to a public main that borders the plan area.

A Staged Master Drainage Plan was not deemed necessary for this application, as the plan area is located within a previous Staged Master Drainage Plan boundary. Prior to the acceptance of any construction drawings that will be submitted in support of a future subdivision

application for the plan area, a Stormwater Management Report will be required, for review and acceptance.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment, policy amendment and road closure 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 subject lands fall within a Community Activity Centre (CAC) as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). CACs provide for a concentration of jobs and population in strategic locations throughout the city that are well served by public transit. The applicable policies state that CACs should contain a broad range of ground oriented and medium to high density apartment housing and a mix of housing tenure and affordability levels to accommodate a diverse range of the population. There is also a target intensity of 150 jobs and population per gross developable hectare.

This application aligns with applicable MDP policies as it proposes a mix of ground oriented and medium density residential land uses, and exceeds minimum intensity targets in proximity to a future Green Line LRT station.

Transit Oriented Development Policy Guidelines (2004)

The [Transit Oriented Development Guidelines](#) provide direction for the development of areas typically within 600 metres of an existing BRT station or an existing or future LRT station. The Guidelines encourage development that creates a higher density, walkable, mixed-use environment within station areas in order to optimize use of transit infrastructure, create mobility options for Calgarians, and benefit local communities and city-wide transit riders alike.

The proposal meets the key policy objectives of the Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density within 600 metres of the future South Hill Green Line Station which will support this future public investment.

Calgary Climate Strategy (2022)

This application included a 'Riverbend Community Design: Climate Mitigation Report' in response to the objectives of the [Calgary Climate Strategy - Pathways to 2050](#). This report presented findings from an assessment of community-scale infrastructure climate mitigation measures, with an emphasis on identifying opportunities to reduce greenhouse gas (GHG) emissions and enhance climate resilience across the plan area. The conclusions drawn were that district energy and streetscape changes were not feasible for this proposed outline plan design.

However, the applicant has confirmed that design guidelines will be registered for the site and that these will include an encouragement for future builders to include low carbon initiatives and solar readiness. Further opportunities to align development of the outline plan area with the *Calgary Climate Strategy* will be explored and encouraged at subsequent development approval stages.

Millican-Ogden Area Redevelopment Plan (Statutory – 1999)

Map 5 ‘Proposed Land Use Policies’ of the [Millican-Ogden Area Redevelopment Plan](#) (ARP) identifies the parcels in the outline plan area (to the west of 24 Street SE) as ‘Low Density Conservation’ and ‘Low Density Residential or Live and Work’. On Maps 7 and 8 ‘South Hill Proposed Land Use Policies’ and ‘South Hill Sites to be Redesignated’, the parcels are identified as ‘Low Density Conservation’ and ‘Low or Medium Density Multi-Dwelling’.

To facilitate the proposed development, policy amendments propose the deletion of Maps 5, 7 and 8 and their replacement with revised Maps 5, 7 and 8 that identify the subject parcels as within the ‘Riverbend Transit Station Planning Area’. A new policy in section 3.4.3.3 (5) states that a mix of uses and building forms including grade-oriented dwelling units, medium density apartments and mixed-use development, as well as public open spaces will be supported within this area. There are also additional textual changes and renumbering of sections required in the ARP to reflect the proposed land uses in this application.

Riverbend Area Structure Plan (Statutory – 1979)

There are two parcels in the far north-west corner of the outline plan area that are identified as ‘Residential’ on Map 2 ‘Land Use’ of the [Riverbend Area Structure Plan](#) (ASP). The proposal is in keeping with applicable policies of this Plan as R-CG residential development is proposed in this area.