



Calgary Planning Commission

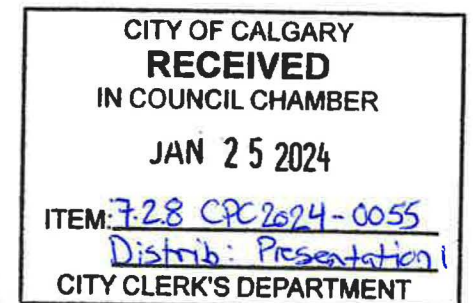
Agenda Item: 7.2.8

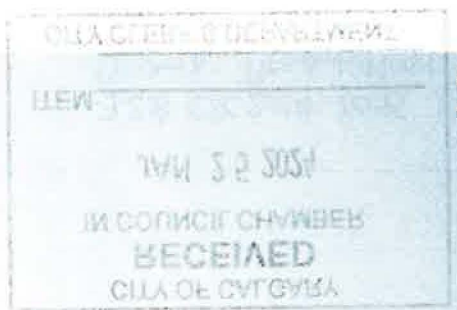


LOC2023-0031 / CPC2024-0055

**Outline Plan, Road Closure, Land Use Amendment & Policy
Amendments**

January 25, 2024





RECOMMENDATIONS:

That Calgary Planning Commission **APPROVE** the proposed outline plan located at 156 Rivercrest Crescent SE (Plan 7700AN, Block 25, Lots 23 and 24); 2437 - 83 Avenue SE (Plan 7700AN, Block 25, Lots 19 to 22), 2505-2533 – 83 Avenue SE (Plan 375AM, Block 28, Lots 29 to 46), 2508-2532 – 84 Avenue SE (Plan 375AM, Block 28, Lots 11 to 28), 2501-2533 – 84 Avenue SE (Plan 375AM, Block 33, Lots 29 to 46), 2506-2522 – 85 Avenue SE (Plan 375AM, Block 33, Lots 16 to 28), 2515-2527 – 85 Avenue SE (Plan 375AM, Block 34, Lots 29 to 42), 2534 – 85 Avenue SE (Plan 375AM, Block 33, Lots 11 to 15), 2612 – 86 Avenue SE (Plan 375AM, Block 34, Lots 21 to 28), 2620 – 86 Avenue SE (Plan 375AM, Block 34, Lots 17 to 20), 2636 – 86 Avenue SE (Plan 375AM, Block 34, Lots 11 to 16), 8301-8319 – 24 Street SE (Plan 375AM, Block 28, Lots 1 to 10), 8401-8417 – 24 Street SE (Plan 375AM, Block 33, Lots 1 to 10), 8841 – 24 Street SE (Plan 9112315, Block 3, Lot 29PUL) and 8993 - 24 Street SE (Plan 9111367, Block 1, Lot 41PUL) to subdivide 5.66 hectares ± (14.01 acres ±), with conditions (Attachment 2).

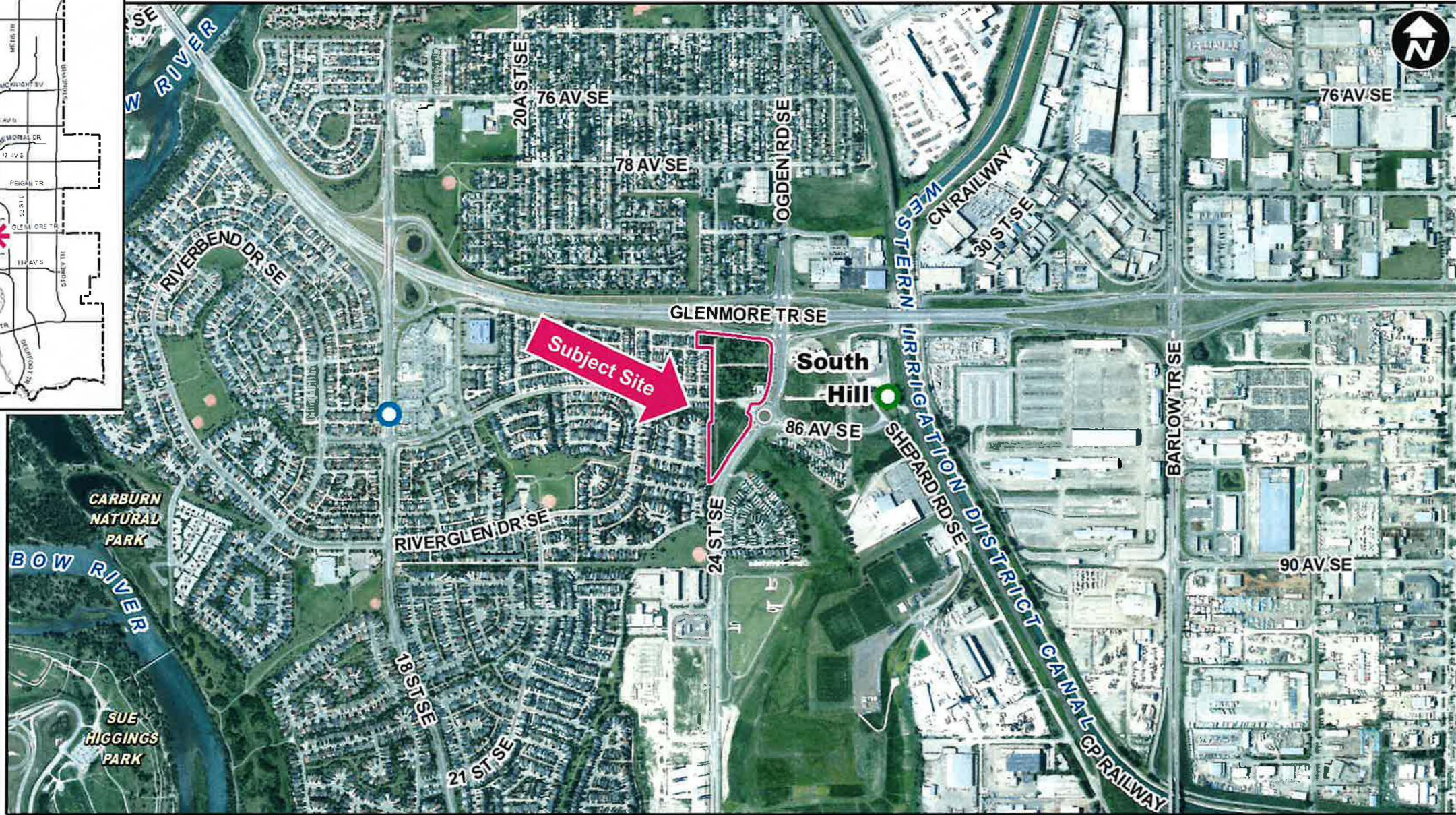
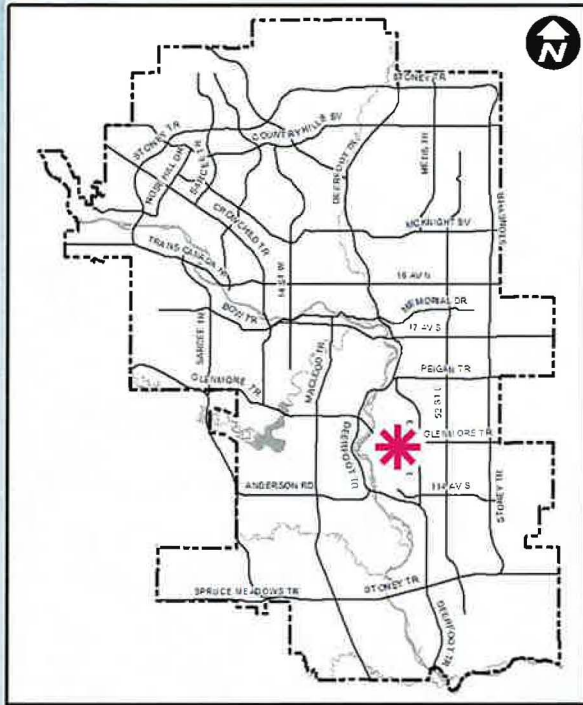
RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the proposed closure of 2.26 hectares \pm (5.60 acres \pm) of road (Plan 2311773, Area 'A' and Area 'B') west of 24 Street SE and south of Glenmore Trail SE, with conditions (Attachment 3);
2. Give three readings to the proposed bylaw for the amendment to the Millican-Ogden Area Redevelopment Plan (Attachment 4); and

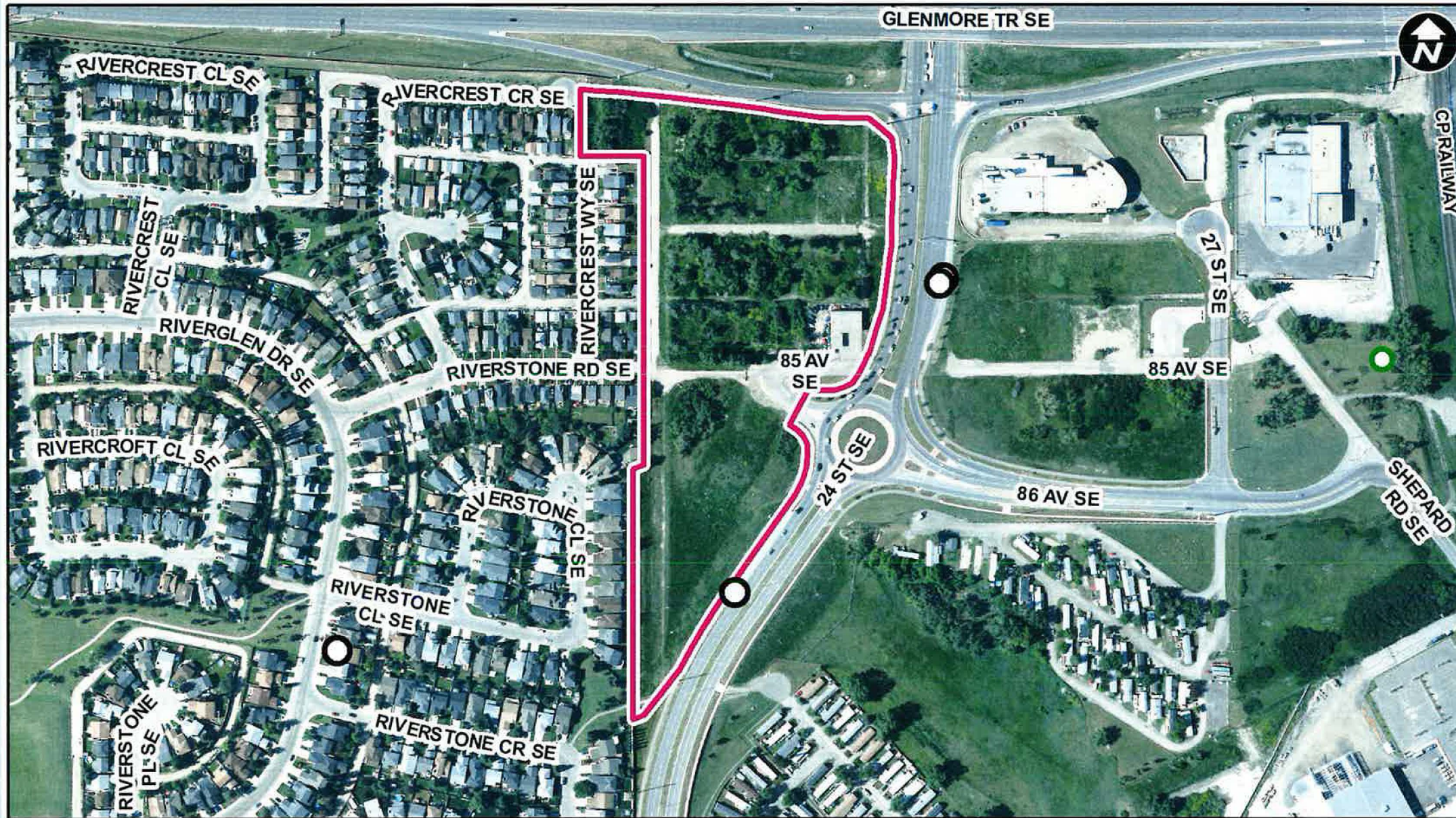
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3. Give three readings to the proposed bylaw for the redesignation of 5.28 hectares ± (13.04 acres ±) located at 156 Rivercrest Crescent SE (Plan 7700AN, Block 25, Lots 23 and 24); 2437 – 83 Avenue SE (Plan 7700AN, Block 25, Lots 19 to 22), 2505-2533 – 83 Avenue SE (Plan 375AM, Block 28, Lots 29 to 46), 2508-2532 – 84 Avenue SE (Plan 375AM, Block 28, Lots 11 to 28), 2501-2533 – 84 Avenue SE (Plan 375AM, Block 33, Lots 29 to 46), 2506-2522 – 85 Avenue SE (Plan 375AM, Block 33, Lots 16 to 28), 2515-2527 – 85 Avenue SE (Plan 375AM, Block 34, Lots 29 to 42), 2534 – 85 Avenue SE (Plan 375AM, Block 33, Lots 11 to 15), 2612 – 86 Avenue SE (Plan 375AM, Block 34, Lots 21 to 28), 2620 – 86 Avenue SE (Plan 375AM, Block 34, Lots 17 to 20), 2636 – 86 Avenue SE (Plan 375AM, Block 34, Lots 11 to 16), 8301-8319 – 24 Street SE (Plan 375AM, Block 28, Lots 1 to 10), 8401-8417 – 24 Street SE (Plan 375AM, Block 33, Lots 1 to 10), 8841 – 24 Street SE (Plan 9112315, Block 3, Lot 29PUL) and 8993 - 24 Street SE (Plan 9111367, Block 1, Lot 41PUL) and the closed road (Plan 2311773, Area 'A' and Area 'B') from 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 Undesignated Road Right-Of-Way to Residential – Grade-Oriented Infill (R-CG) District, Mixed Use – General (MU-1f2.0h16) District, Mixed Use – General (MU-1f2.0h22) 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.



LEGEND

- 600m buffer from LRT station
- LRT Stations**
- Blue
- Downtown
- Red
- Green (Future)
- LRT Line**
- Blue
- Blue/Red
- Red
- Max BRT Stops**
- Orange
- Purple
- Teal
- Yellow



- LEGEND**
- 600m buffer from LRT station
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 - Blue
 - Downtown
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 - LRT Line**
 - Blue
 - Blue/Red
 - Red
 - Max BRT Stops**
 - Orange
 - Purple
 - Teal
 - Yellow
 - Bus Stop

Outline Plan area - 5.66 ha

View east from Rivercrest Crescent SE

7



View west towards Riverstone Road SE

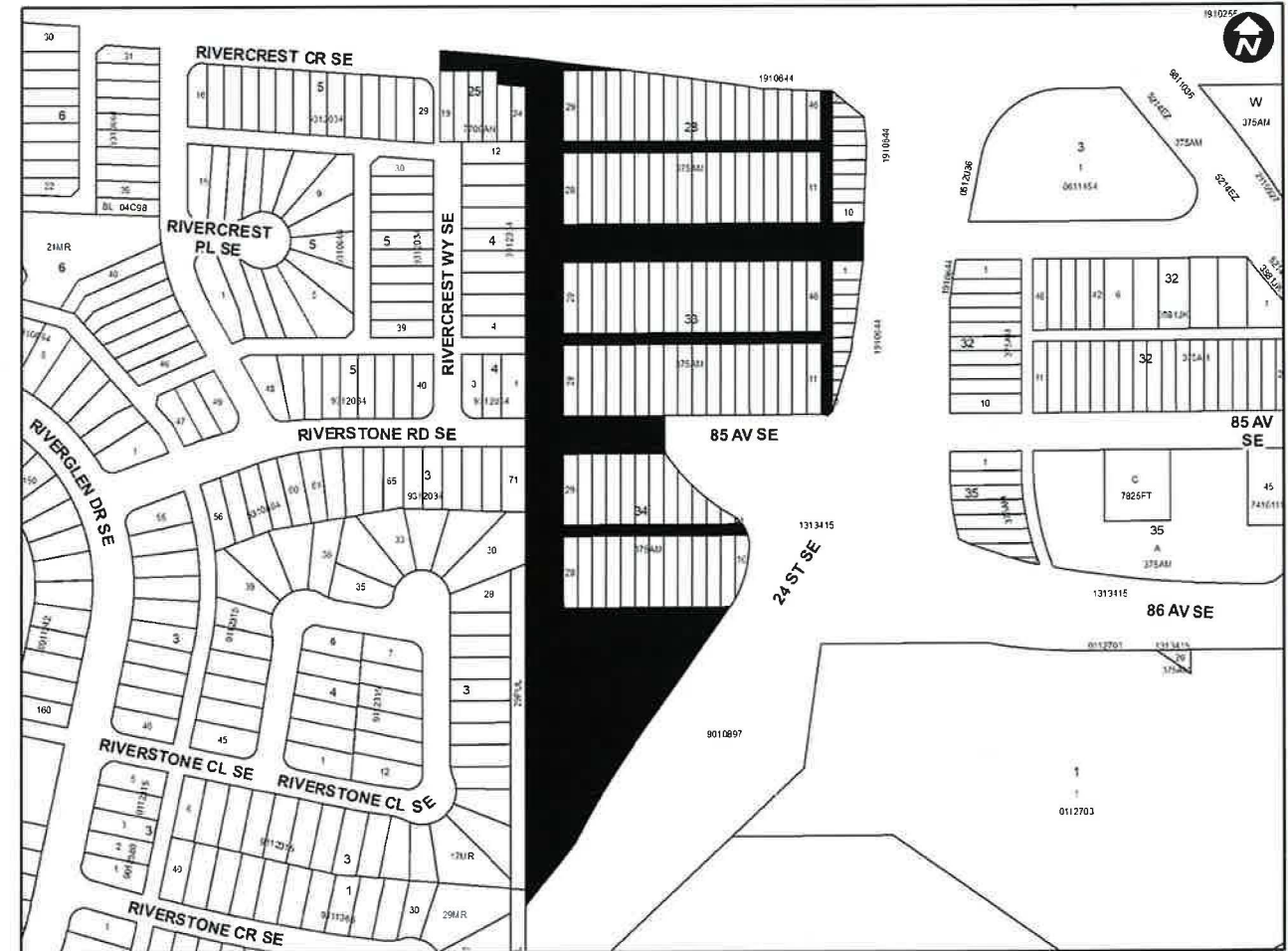
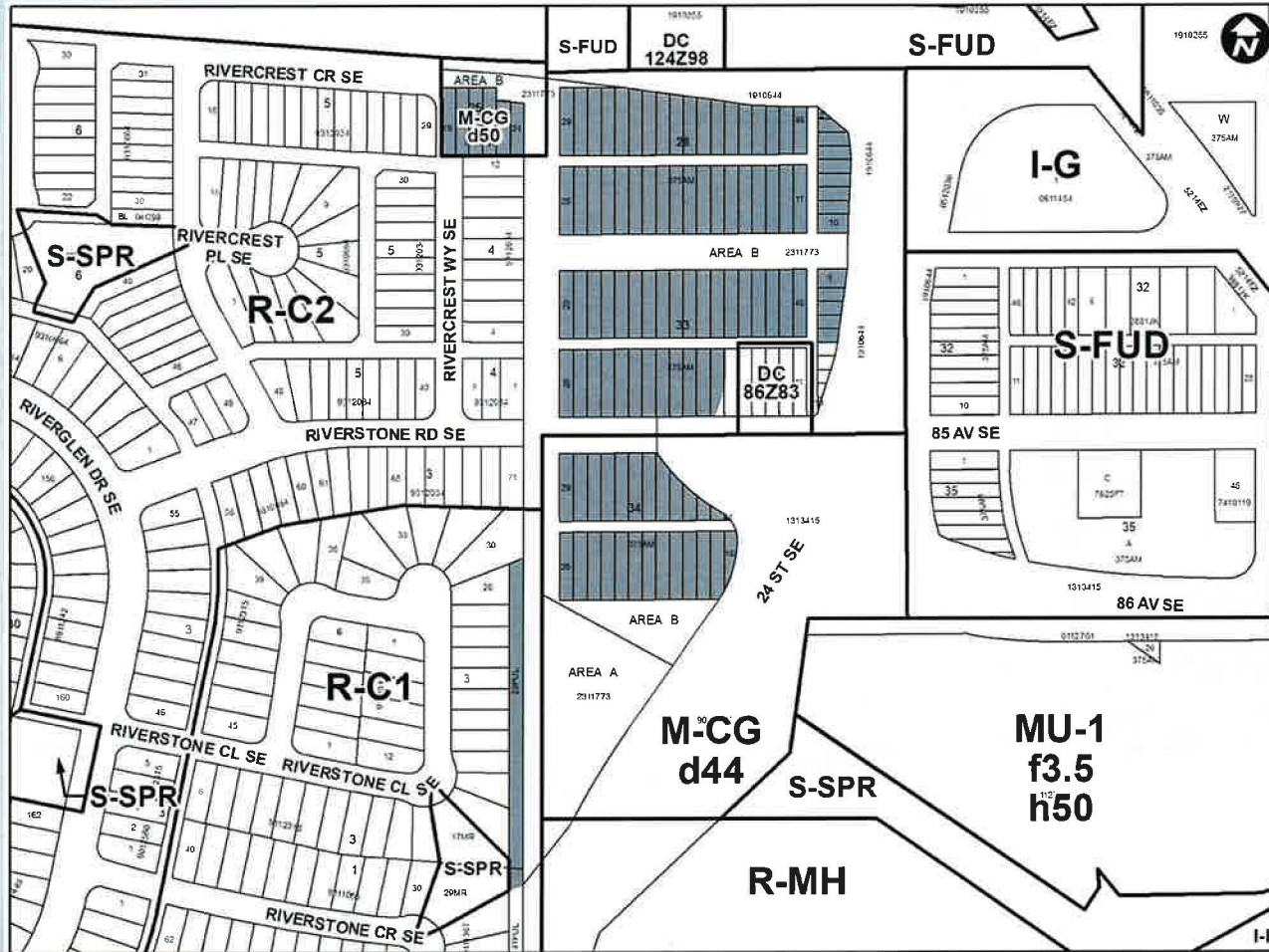


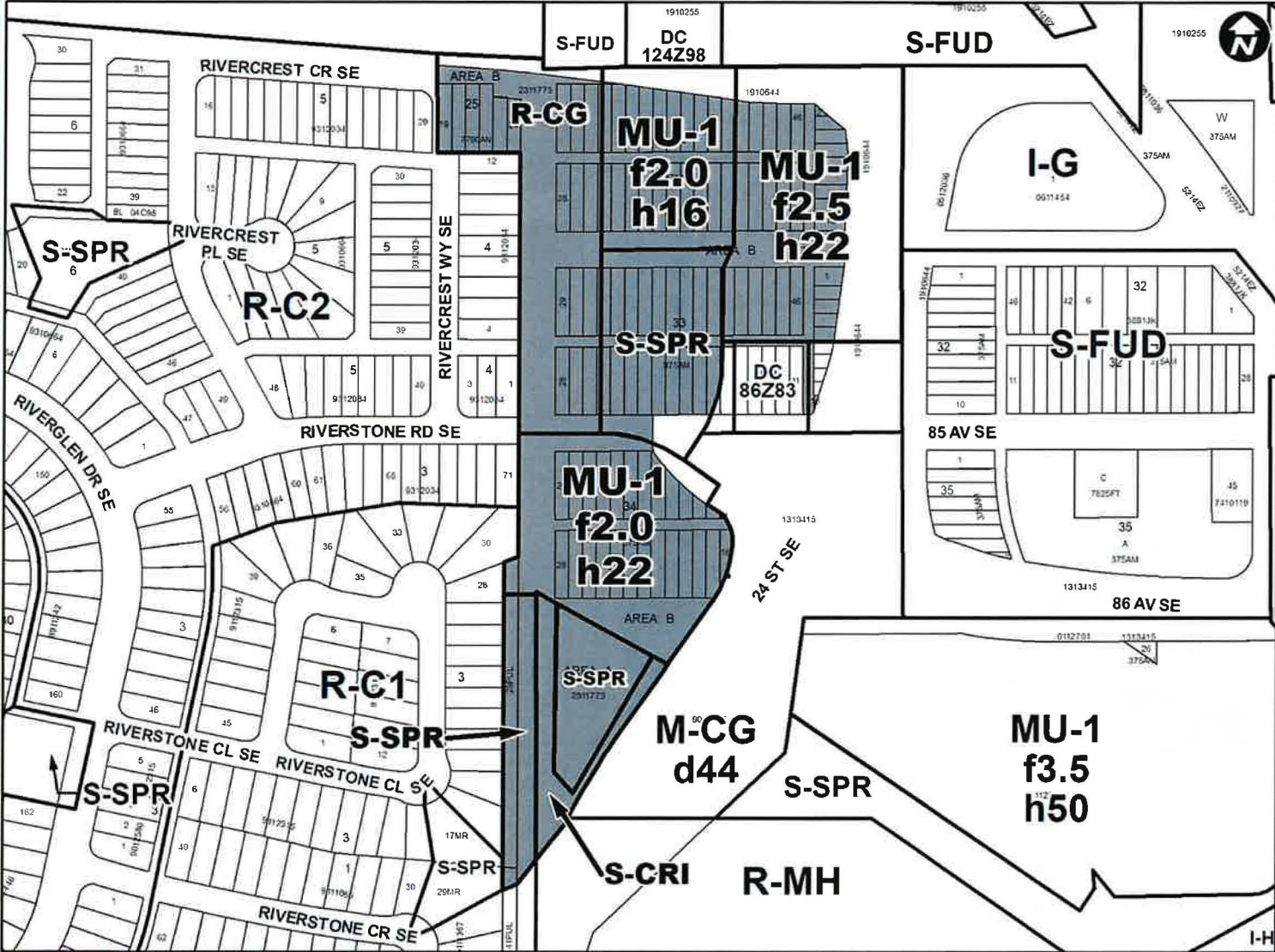
View south from plan area



Existing Land Use Map

Proposed Road Closure Map





Proposed Districts:

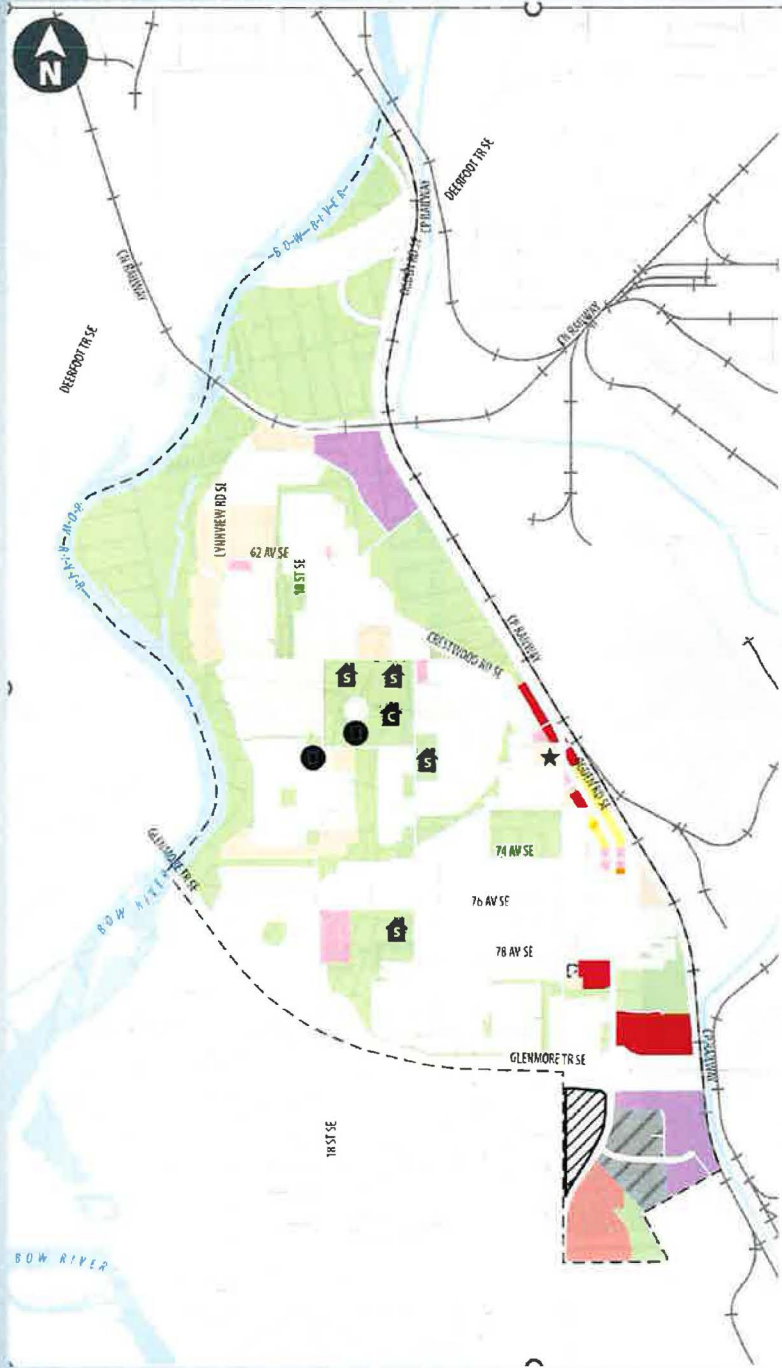
- R-CG District;
- MU-1f2.0h16 District;
- MU-1f2.0h22 District;
- MU-1f2.5h22 District;
- S-CRI District, and
- S-SPR District

Millican-Ogden

Map 5

Proposed

Land Use Policies



Legend

- Plan Area Boundary
- Low Density Conservation
- Low or Medium Density Multi-Dwelling Residential
- Low Density Residential or Live and Work
- Low or Medium Density Multi-Dwelling Residential or Live and Work
- Low Density Residential or Local Commercial
- Local Commercial
- General Commercial
- Light Industrial
- Park and Community Facilities
- Mobile Home Park
- Policy Review
- Arena
- Community Centre
- Library
- Outdoor Pool
- School
- Fire Station
- Limited Commercial
- Riverbend Transit Station Planning Area

Millican-Ogden

Map 7

South Hill

Proposed

Land Use Policies



Legend

- Plan Area Boundary
- Industrial Area
- Mobile Home Park
- Park
- Policy Review
- Riverbend Transit Station Planning Area

Millican-Ogden

Map 8

South Hill

Sites to Be

Redesignated



Legend

- Plan Area Boundary
- Industrial Area
- Mobile Home Park
- Park
- Policy Review
- Numbered Sites
- Riverbend Transit Station Planning Area

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Supplementary Slides

View looking east from Riverstone Road 17









1 A Sensitive Interface of 2-3 storey ground-oriented residential from existing Riverbend Single-detached development



2 Transition to Transit-Oriented low to medium profile 3-6 storey multi-residential closer to the Station including an affordable housing site



3 Open Space creating a sense of arrival & placemaking and providing amenities, connectivity and buffer for existing and new Riverbend residents



3-6 Storey Multi-Residential transition closer to the Station including a site for **Affordable Housing**

2-3 Storey Ground-Oriented Residential will provide sensitive interface with existing Riverbend

Central Park will provide a sense of arrival and placemaking with active and passive recreation

A 20m wide Open Space Easement will provide pathway connection and buffer from existing Riverbend

Southern Open Space will facilitate pathway connections and provide informal play opportunities



Direct Pedestrian Linkage to
Future Green Line Station

Existing Private Operation to
be developed in the future

Future 85 Avenue / Riverstone Road
Transit Connection

Rivercrest Crescent
Connection into Riverbend



Calgary

Riverbend TOD

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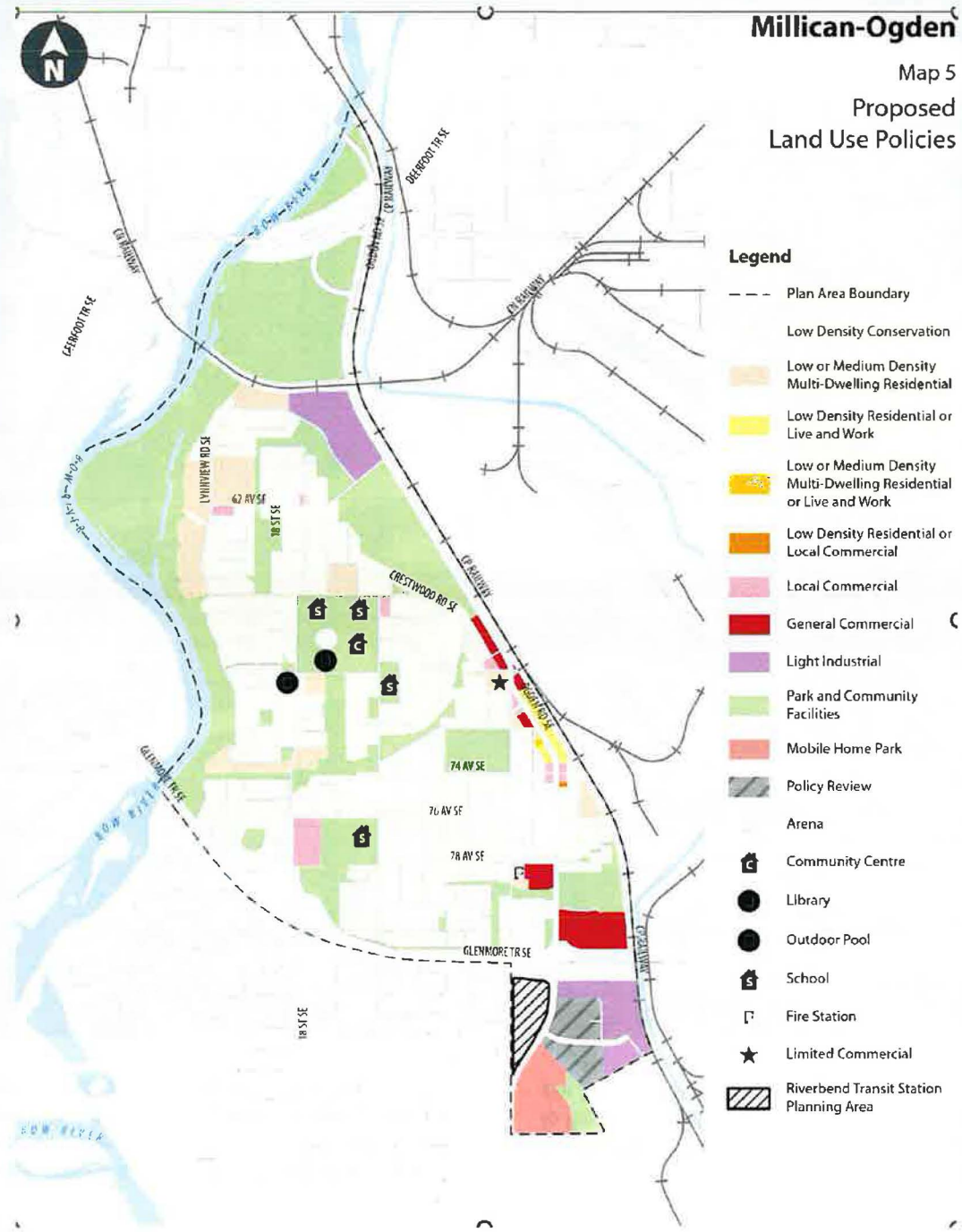
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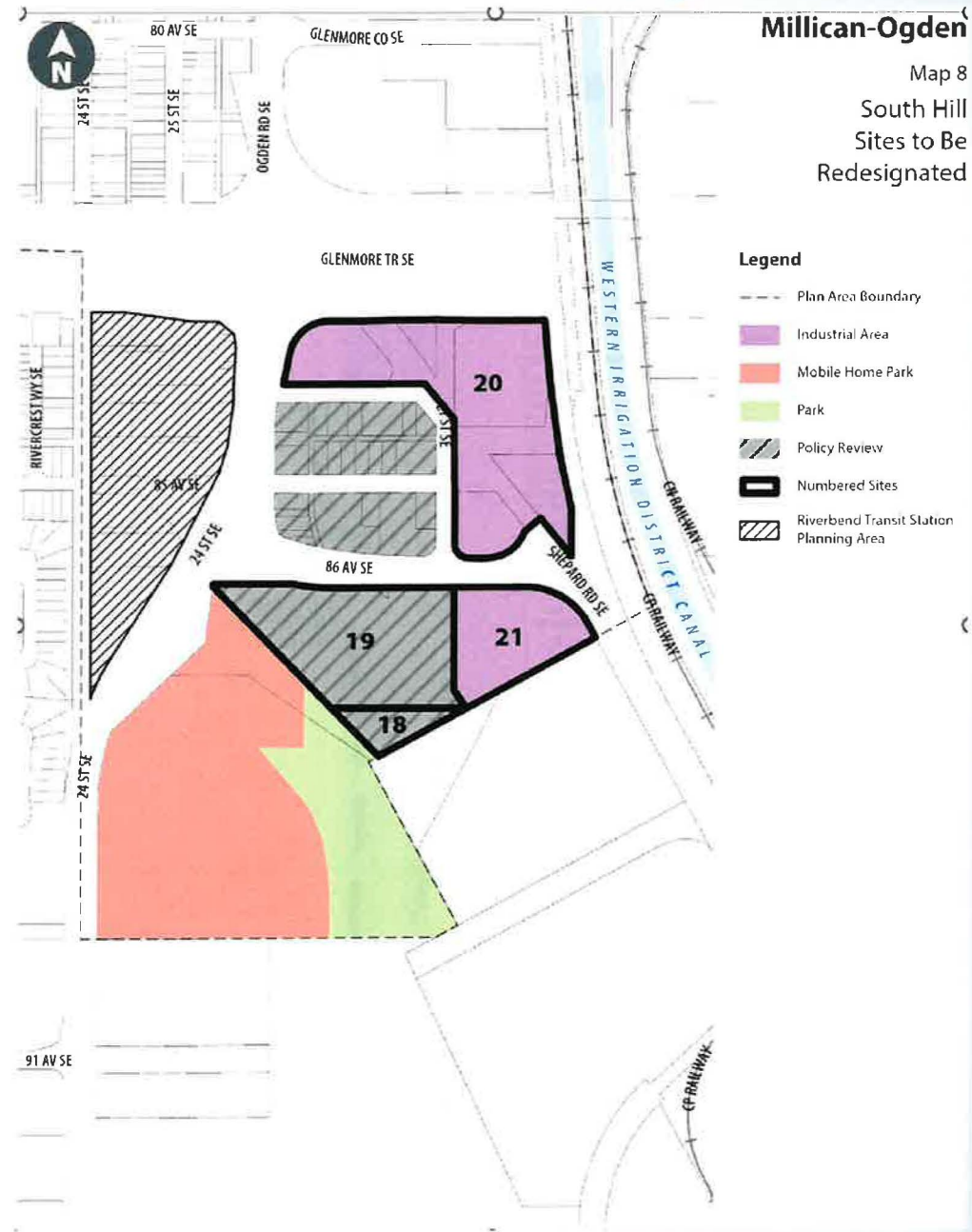
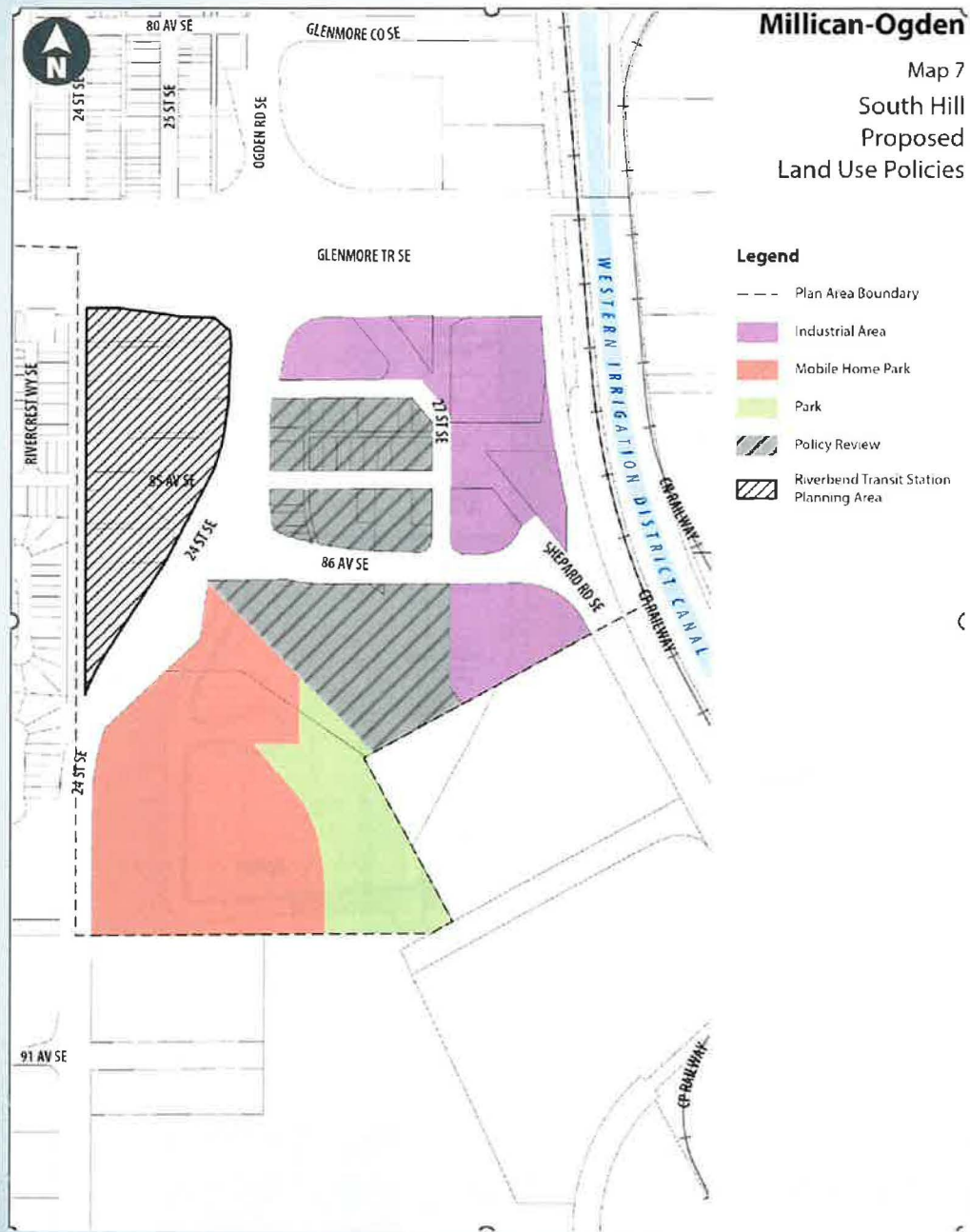
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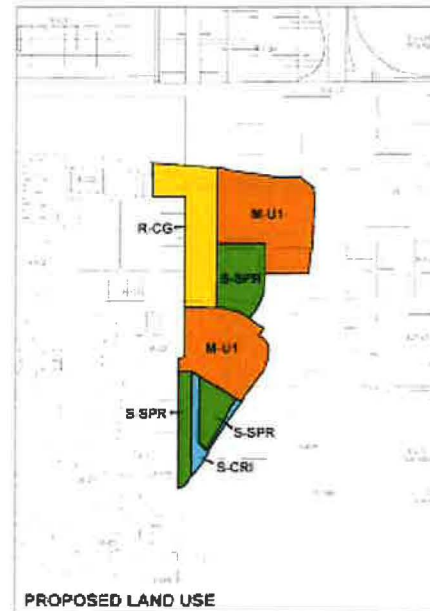
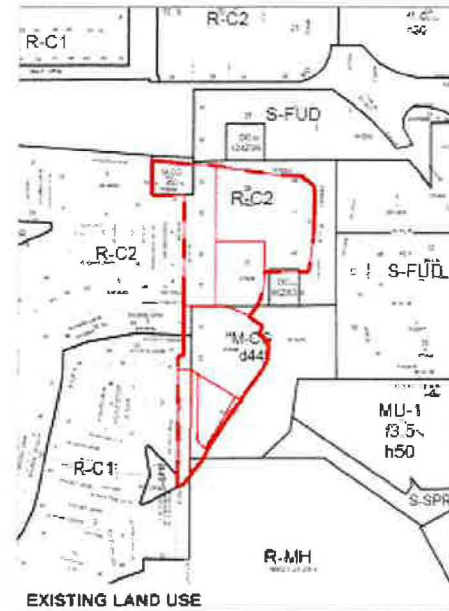
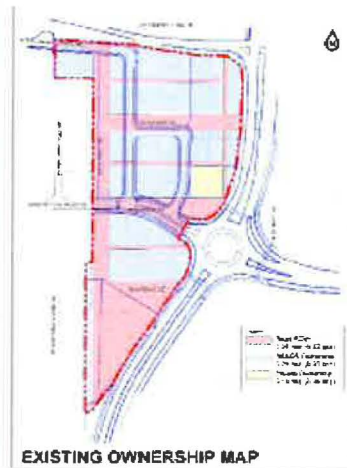


Millican-Ogden

Map 5
Proposed
Land Use Policies





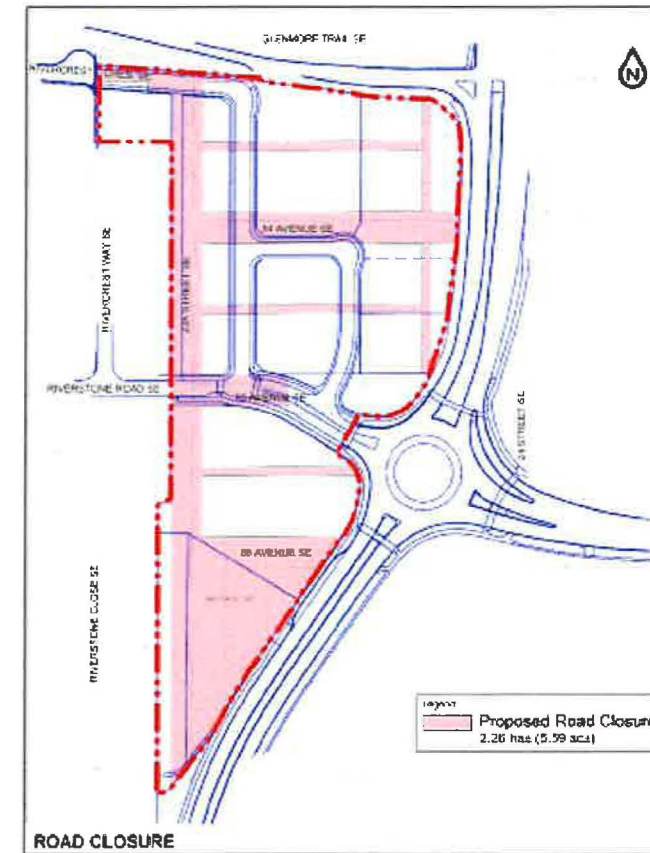


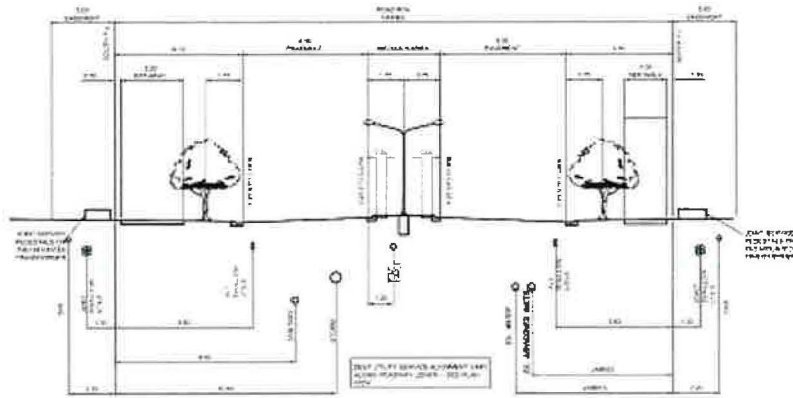
LAND USE REDESIGNATION STATISTICS

	Hectares	Acres
	(#)	(#)
R-C2 to R-CG	0.83	2.06
M-CG to R-CG	0.27	0.66
R-C1 to M-U1	0.07	0.17
R-C2 to M-U1	1.60	3.98
M-CG to M-U1	1.06	2.62
Undesignated Road ROW to M-U1	0.01	0.03
R-C1 to S-SPR	0.25	0.71
R-C2 to S-SPR	0.59	1.47
M-CG to S-SPR	0.34	0.83
Undesignated Road ROW to S-CRI	0.02	0.06
M-CG to S-CRI	0.19	0.47
TOTAL LAND USE REDESIGNATION	6.28	15.04

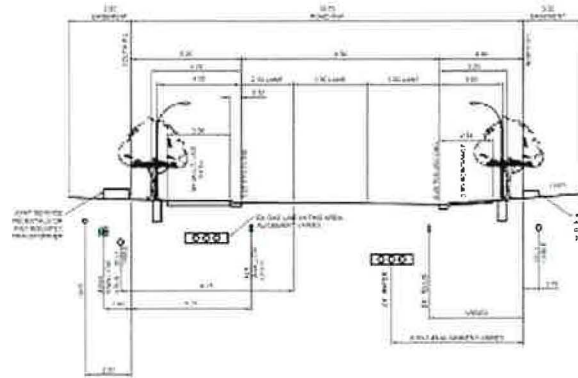
LAND USE REDESIGNATION STATISTICS (Net Areas)

	Hectares	Acres
	(#)	(#)
Undesignated Road ROW to R-CG	0.58	1.39
R-C2 to R-CG	0.38	0.93
M-CG to R-CG	0.18	0.40
Undesignated Road ROW to M-U1	0.96	2.37
R-C1 to M-U1	0.02	0.04
R-C2 to M-U1	1.13	2.80
M-CG to M-U1	0.64	1.57
Undesignated Road ROW to S-SPR	0.59	1.47
R-C1 to S-SPR	0.13	0.32
R-C2 to S-SPR	0.40	1.22
Undesignated Road ROW to S-CRI	0.21	0.53
TOTAL LAND USE REDESIGNATION	5.28	13.04

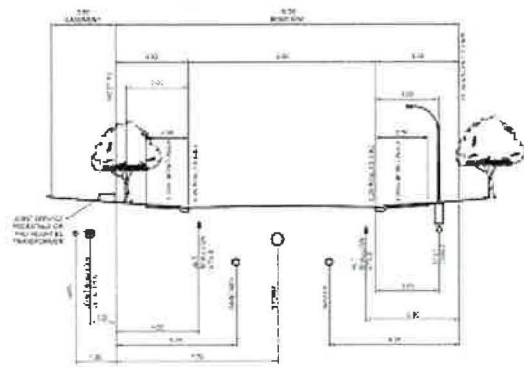




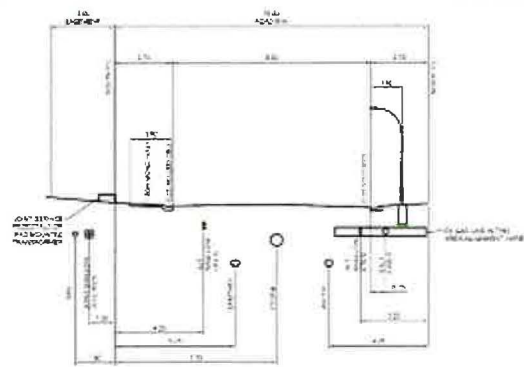
2x6/Varies Modified Collector (Riverstone Road)
 3.0m MULTI-USE PATH ONE SIDE / 2.0m SEPARATE WALK ONE SIDE
 Scale 1:250



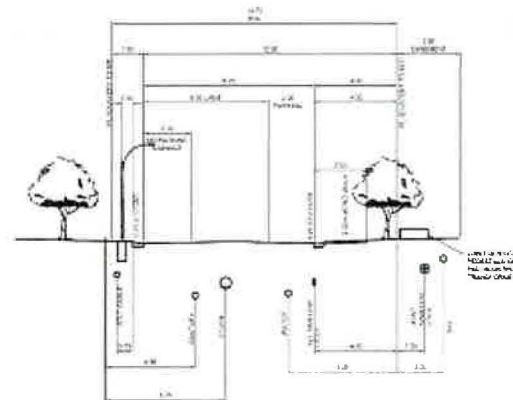
2x3.5/18.75m Modified Collector (Riverstone Road)
 3.0m MULTI-USE PATH ONE SIDE / 2.0m MONO-WALK ONE SIDE
 Scale 1:250



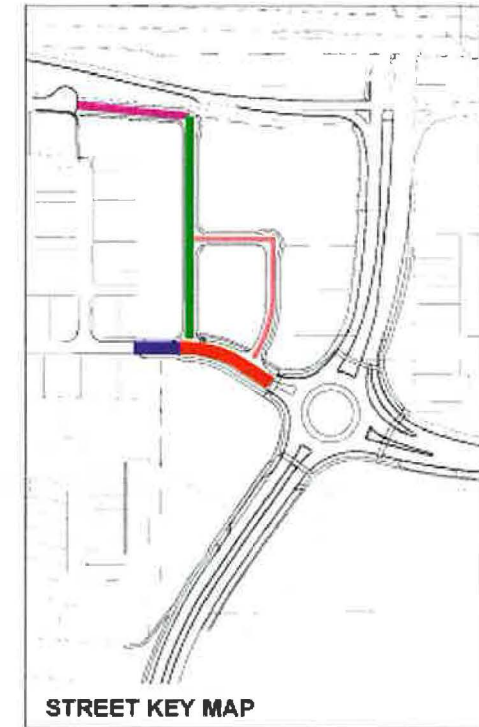
16.5m Residential (Rivercrest Crescent)
 1.5m MONO-WALK ONE SIDE / 2.0m MONO-WALK ONE SIDE
 Scale 1:250



15.0m Modified Residential (Rivercrest Crescent)
 1.5m MONO-WALK ONE SIDE
 Scale 1:250



13.7m One-Way Residential (Riverstone Green)
 2.0m MONO-WALK ONE SIDE
 Scale 1:250

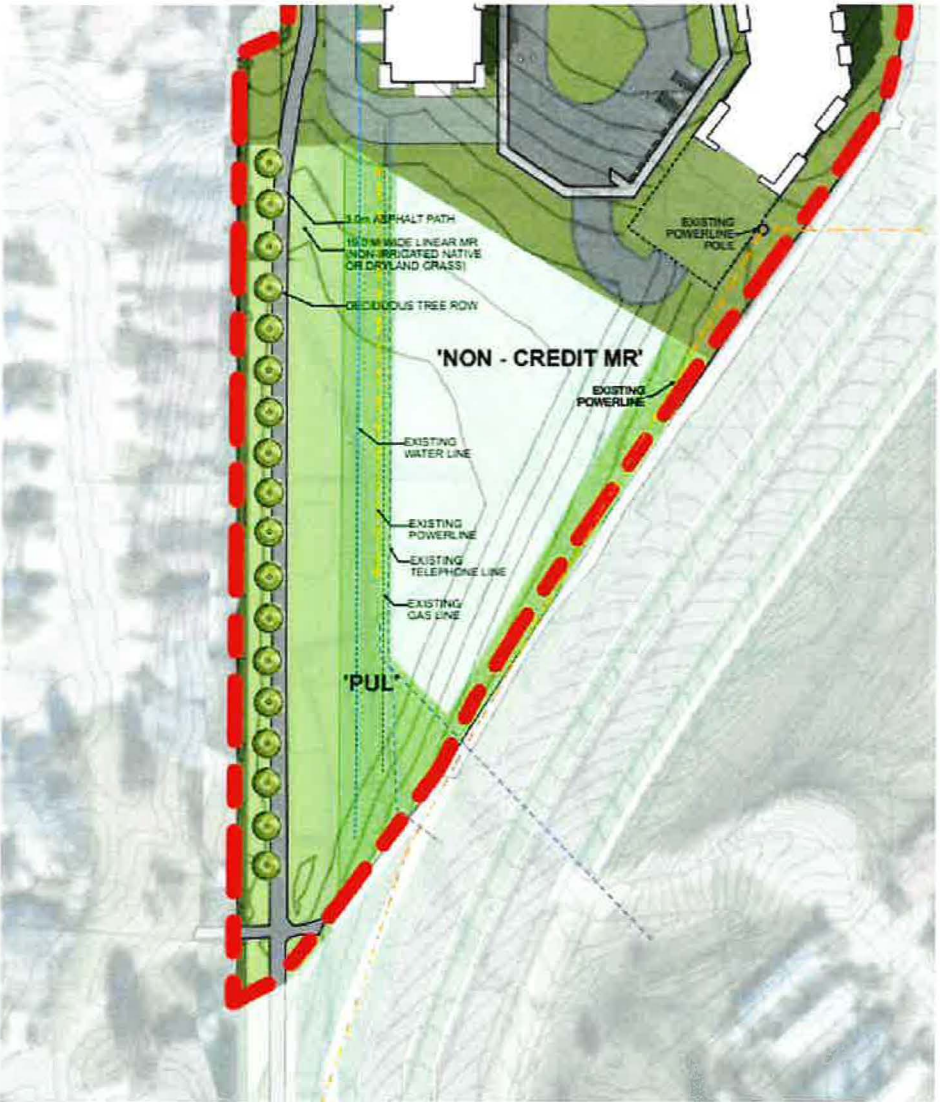


STREET KEY MAP





CENTRAL PARK CONCEPT PLAN



SOUTH PARK CONCEPT PLAN





Millican-Ogden Area Redevelopment Plan



AREA REDEVELOPMENT PLAN



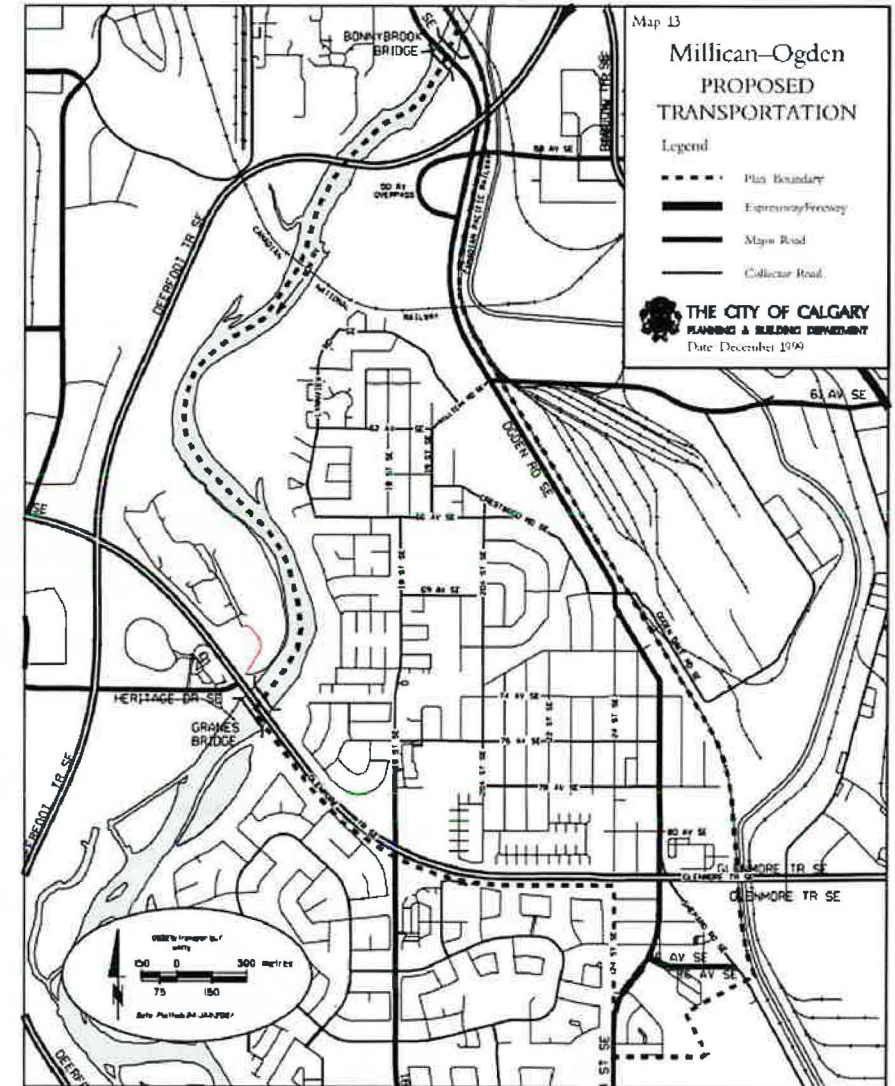
MILLICAN-OGDEN COMMUNITY PLAN

6. The community supports the construction of an alternate access from the Riverbend Community onto 24 Street SE to reduce the potential for shortcutting through Millican-Ogden and allow for improved intersection operation at Glenmore Trail/18 Street SE.
7. The community supports initiatives to improve Calgary Transit service in response to community needs.
8. The Calgary Transportation Plan supports the safe pedestrian access of the Bow River.

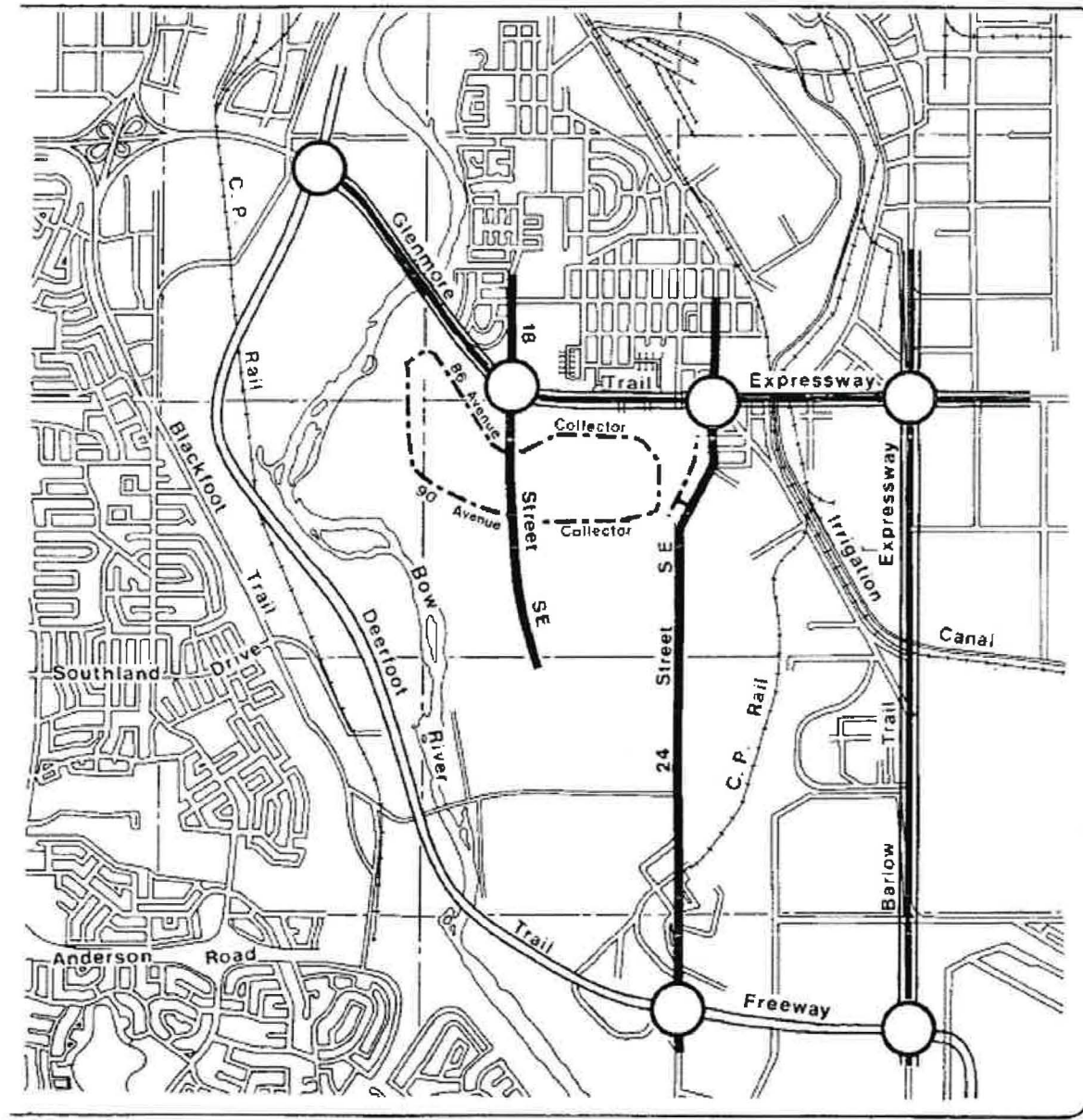
3.4.6.4 Implementation

To implement the transportation policies, the following actions are required:

1. The traffic study, which is currently underway, should be completed.
2. Periodic use of educational initiatives such as the Community Speeding Awareness Program and the 50 km/h Residential Speed Limit Signing Program should be continued.
3. Traffic counts should be conducted at the main accesses off of Ogden Road into the community (Millican Road, 69 Avenue, 74 Avenue, 76 Avenue and 78 Avenue) approximately one year after the opening of Ogden Road/50 Avenue interchange.
4. The Calgary Police Service Truck Unit should be requested to monitor truck traffic and provide enforcement on Ogden Road between 69 Avenue and Glenmore Trail and on 18 Street between Glenmore Trail and 66 Avenue SE.
5. The Transportation Department should continue to investigate initiatives aimed at providing an alternate access from Riverbend onto 24 Street SE.
6. Through the annual budget process, Calgary Transit should review transit service in the area with a view to providing enhanced service to area residents. Possible options could include but are not limited to more direct routing between the Riverbend and Millican-Ogden communities.
7. The pedestrian link across the Bow River on or adjacent to the Graves Bridge should be included in the next Pedestrian Overpass Priority Study (P.O.P.S.) review.



Area Redevelopment Plan



RIVERBEND MAP No 3

TITLE AREA TRANSPORTATION SYSTEM

LEGEND

- Collector
- Major Road
- == Expressway
- === Freeway
- Interchange

DATE: October, 1979
Approved Copy

THE CITY OF CALGARY
PLANNING DEPARTMENT

SCALE
0 0.40 Km
0 0.25 0.50 Mile

Riverbend Area Structure Plan

2.6 TRANSPORTATION

2.6.1 Area Transportation System (see Map 3)

2.6.1.1 Deerfoot/Glenmore Trail

The portion of Deerfoot Trail south to Glenmore Trail is slated for completion as a six-lane freeway by 1980. Access to Downtown from Deerfoot Trail via Memorial Drive constrains the population in the Southeast to 30,000, about 6000 of which have been allocated to Riverbend.

As part of the overall Deerfoot Trail functional system, Glenmore Trail will be upgraded between 18th Street East and Barlow Trail. Glenmore Trail will act as the main access to other parts of the city for Riverbend residents.

2.6.1.2 24th Street East

The realignment of 24th Street East (shown in Map 3) as a major street and the construction of the interchange at Glenmore Trail and 24th Street Southeast will occur as traffic volumes warrant it. Provision must therefore be made for it in the area structure plan, although no timing for it is as yet determined. **Twenty-fourth Street will be the major access facility for the light industry in the southeast, including the office/warehousing component of Riverbend. This facility will function primarily for industrial traffic uses.**

2.6.2 Internal Transportation Components

The construction of 18th Street East as a major street again will occur as development takes place in the area. The intersection of 18th Street East and Glenmore Trail will be controlled by lights until the traffic warrants the construction of an interchange. **The ultimate population proposed for Riverbend plus possible considerable residential development to the south could be handled by the 18th Street east major.** It may be possible to decrease 18th Street to a primary collector status south of Riverbend depending on the density of development.

The 18th Street East major is planned as the transportation spine for Riverbend and subsequent development south to Deerfoot Trail (see Map 3).

Access to it in the study area will be primarily from one collector loop east and one west off 18th Street starting at about 86th Avenue South and ending at about 90th Avenue South (see Map 3). Access to all of the residential component of Riverbend will be off these collectors.

Access to the commercial/office sector in the north of Riverbend will be via a double left lane access onto the 86th Avenue primary collector stub to the east of 18th Street. Access to the warehouse buffer to the west of the eastern cell will be via an industrial standard street off Shepard Road Southeast for the present and eventually the realigned 24th Street East major.

