

Updated Proposed Amendments to the Millican-Ogden Area Redevelopment Plan

1. The Millican-Ogden Area Redevelopment Plan attached to and forming part of Bylaw 8P99, as amended, is hereby further amended as follows:

- (a) Delete the existing Map 5 entitled 'Proposed Land Use Policies' and replace with the revised Map 5 entitled 'Proposed Land Use Policies' attached as Schedule 'A'.

- (b) In Section 3.4.3 Residential Land Use, subsection 3.4.3.3 Policies, after policy 4 insert the following and renumber the subsequent policies:

- "5. Support the comprehensive redevelopment of the Riverbend Transit Station Planning Area, with building forms including grade-oriented dwelling units, medium-density apartments, mixed-use development as well as public open spaces."

- (c) In Section 3.4.3 Residential Land Use, subsection 3.4.3.5.2 Policies, delete policy 1, replace with the following and renumber the subsequent policies:

- "1 Riverbend Transit Station Planning Area

In the area known as Riverbend Transit Station Planning Area (Map 7), the site should include grade-oriented dwelling units, medium-density apartments, mixed-use development, and a mix of market and affordable housing. The site should also provide for public open spaces and pedestrian connections for existing and future residents in the area and connection to the future South Hill Green Line LRT Station.

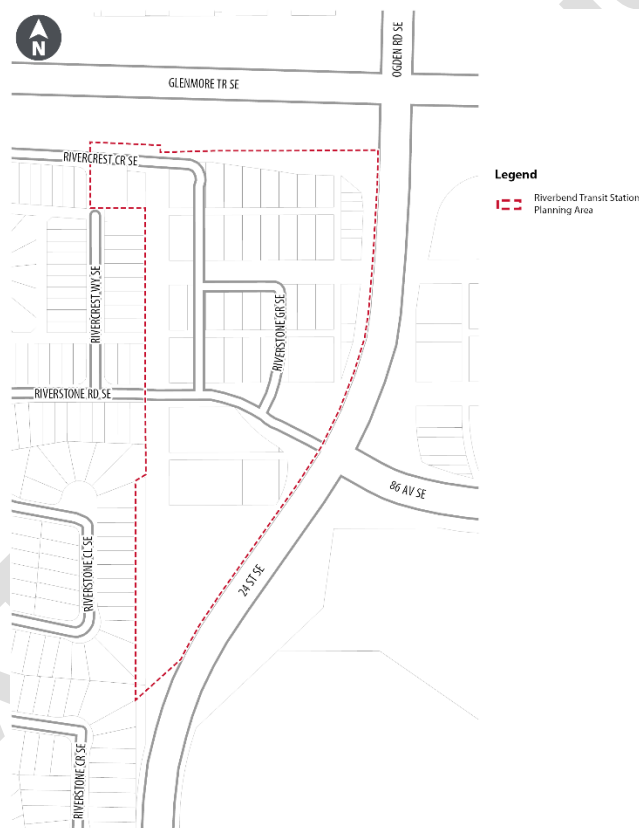
To implement this vision, the following policies apply:

- i) Street-oriented uses should be provided at grade along Riverstone Road SE and Riverstone Green SE (see Figure 1). These can be a combination of active commercial uses (such as retail, cafés and restaurants) and/or street-oriented residential development.
 - ii) Development along Riverstone Road SE and Riverstone Green SE should be oriented to the adjacent parks spaces to create a sense of enclosure and incorporate at-grade entrances, lighting and landscaping to provide for a safe, active and pedestrian-oriented environment.
 - iii) Parking should be provided underground rather than located between a building and a street. If required, the number of surface

parking stalls should be minimized and designed with screening, soft landscaping or other design strategies to minimize impact on the streetscape. Parking reduction should be considered at the development permit stage.

- iv) Vehicular access to sites should be minimized and be located to reduce interruptions along the public sidewalks and reduce potential conflicts between vehicles and non-motorists.
- v) Development along 24 Street SE should address the street through a combination of street-oriented uses and landscaping. Any back of house functions located between a building and the street should be minimized and designed with screening, soft landscaping or other strategies to minimize visual impacts.

Figure 1 – Riverbend Transit Station Planning Area



2) Future of 24 Street SE

24 Street SE is an important mobility and goods movement corridor that connects Ogden and Quarry Park. With the future development of the South Hill Green Line LRT Station and supportive Transit Oriented

Development land uses, it is recommended that 24 Street SE be reviewed by The City to align the modal priorities and enhance the public realm experience. Active modes and transit are to be prioritized but kept in balance with the industrial and goods movement traffic.

The design of this mobility corridor should:

- i) Provide safe, comfortable and continuous pedestrian and cycling infrastructure.
 - ii) Determine the modal priority along the corridor.
 - iii) Explore the opportunity to bury all overhead utilities.
 - iv) Identify the future transit function along the corridor.
 - v) Consider road classification, vehicle speeds and volumes, and incorporate design measures to mitigate mobility conflicts.
 - vi) Recommend the appropriate street classification and an optimized cross-section that may include on-street parking and reduced lane widths.
 - vii) Review the intersection of Riverstone Road SE and 24 Street SE.
 - viii) Review the connection of the Glenmore Trail off-ramps with 24 Street SE.
 - ix) Explore the feasibility of implementing a midblock crossing between Riverstone Road SE and Glenmore Trail SE.”
- (d) Delete the existing Map 7 entitled ‘South Hill PROPOSED LAND USE POLICIES’ and replace with the revised Map 7 entitled ‘South Hill PROPOSED LAND USE POLICIES’ attached as Schedule ‘B’.
- (e) In Section 3.4.3 Residential Land Use, subsection 3.4.3.5.3 Implementation, delete policy 1 in its entirety and replace it with the following:

“1. Owner-initiated redesignations (Note: This Plan supports the following owner-initiated redesignations)

Site	Location	Existing Designation	Proposed Redesignation
18	8720 – 26 Street SE	UR	DC (RM-H)

19	2729, 2739 & 2749 – 86 Avenue SE	UR	RM-H
----	----------------------------------	----	------

“

- (f) Delete the existing Map 8 entitled ‘South Hill SITES TO BE REDESIGNATED’ and replace with the revised Map 8 entitled ‘South Hill SITES TO BE REDESIGNATED’ attached as Schedule ‘C’.

TEXT FOR DISCUSSION

SCHEDULE 'A'

TEXT FOR DISCUSSION

Millican-Ogden

Map 5

Proposed Land Use Policies



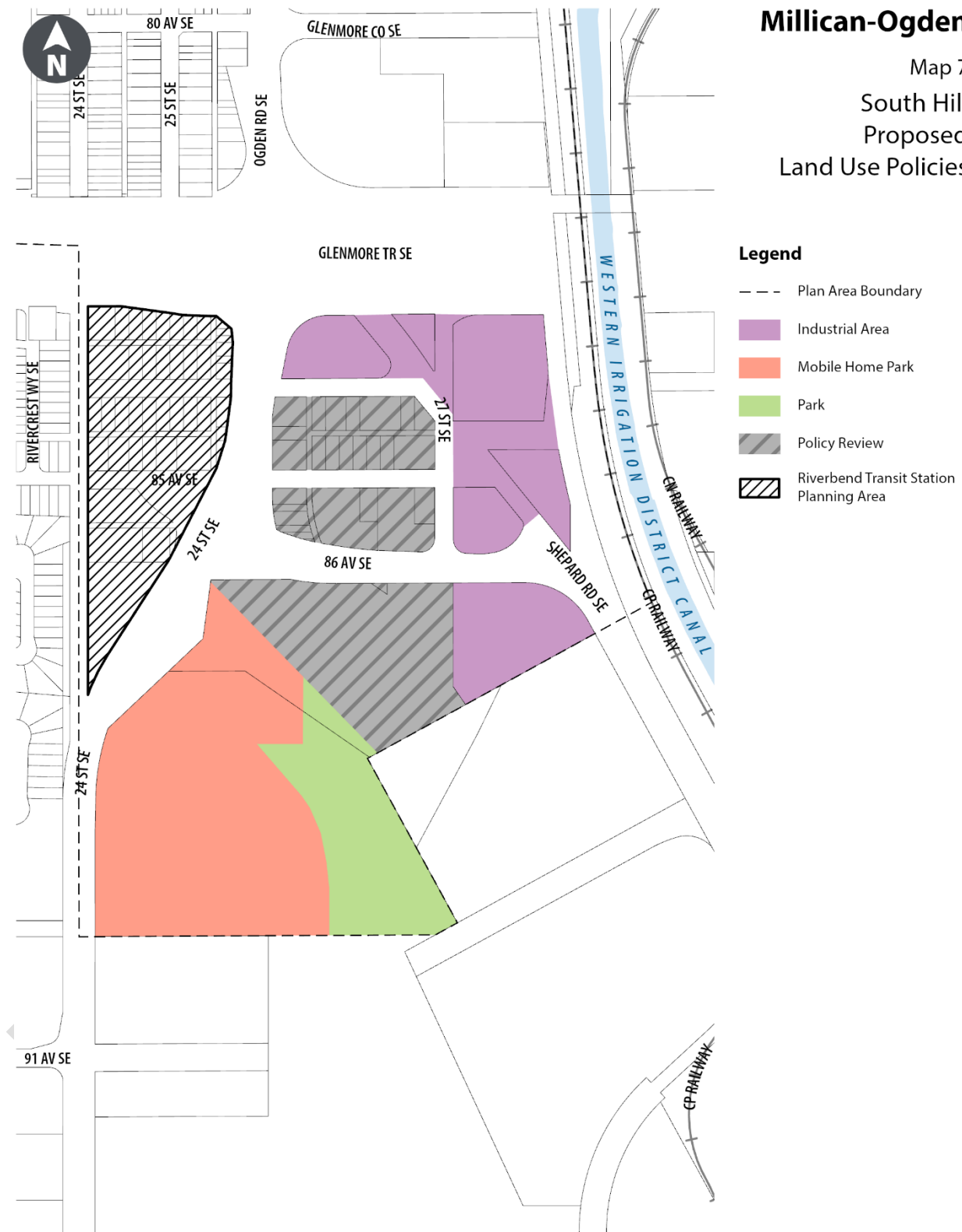
Legend

- 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
- Riverbend Transit Station Planning Area
- Arena
- Community Centre
- Library
- Outdoor Pool
- School
- Fire Station
- Limited Commercial

SCHEDULE 'B'

Millican-Ogden

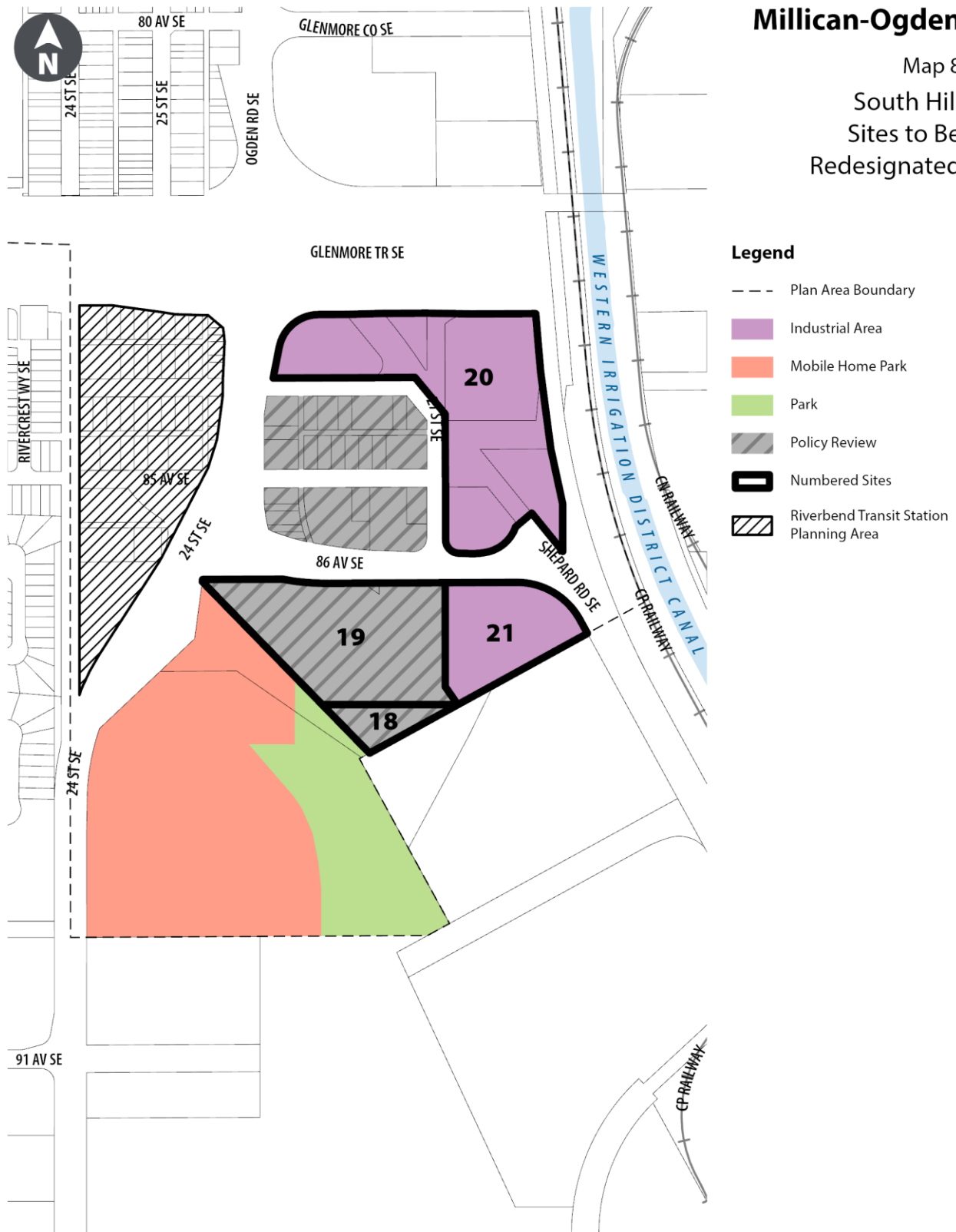
Map 7
South Hill
Proposed
Land Use Policies



SCHEDULE 'C'

Millican-Ogden

Map 8
South Hill
Sites to Be
Redesignated



TEXT FOR DISCUSSION