

Report from January 25, 2024

Calgary Planning Commission Meeting

CPC2024-0545

Attachment 1

Item #

Planning and Development Services Report to
Calgary Planning Commission
2024 January 25

ISC: UNRESTRICTED
CPC2024-0055
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Outline Plan, Policy Amendment, Road Closure and Land Use Amendment in Riverbend (Ward 11) at multiple addresses, LOC2023-0031

RECOMMENDATIONS:

That Calgary Planning Commission:

1. As the Council-designated approving authority, approve the proposed outline plan located at 156 Rivercrest Crescent SE, 2437, 2505, 2509, 2513, 2517, 2521, 2525, 2529 and 2533 – 83 Avenue SE, 2508, 2512, 2516, 2520, 2524, 2528 and 2532 – 84 Avenue SE, 2501, 2502, 2509, 2513, 2517, 2521, 2525, 2529 and 2533 – 84 Avenue SE, 2506, 2510, 2514, 2518, 2522 and 2534 – 85 Avenue SE, 2515 and 2527 – 85 Avenue SE, 2612, 2620 and 2636 – 86 Avenue SE, 8301, 8307, 8309, 8311, 8315 and 8319 – 24 Street SE, 8401, 8411, 8417, 8841 and 8993 – 24 Street SE, (Plan 7700AN, Block 25, Lots 23 and 24; Plan 7700AN, Block 25, Lots 19 to 22; Plan 375AM, Block 28, Lots 29 to 46; Plan 375AM, Block 28, Lots 11 to 28; Plan 375AM, Block 33, Lots 29 to 46; Plan 375AM, Block 33, Lots 11 to 28; Plan 375AM, Block 34, Lots 29 to 42; Plan 375AM, Block 34, Lots 11 to 28; Plan 375AM, Block 28, Lots 1 to 10; Plan 375AM, Block 33, Lots 1 to 10; Plan 9112315, Block 3, Lot 29PUL; Plan 9111367, Block 1, Lot 41PUL) to subdivide 5.66 hectares \pm (14.01 acres \pm), with conditions (Attachment 2).

That Calgary Planning Commission recommend that Council:

2. 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);
3. Give three readings to the proposed bylaw for the amendments to the Millican-Ogden Area Redevelopment Plan (Attachment 4); and
4. Give three readings to the proposed bylaw for the redesignation of 5.28 hectares \pm (13.04 acres \pm) located at 156 Rivercrest Crescent SE, 2437, 2505, 2509, 2513, 2517, 2521, 2525, 2529 and 2533 – 83 Avenue SE, 2508, 2512, 2516, 2520, 2524, 2528 and 2532 – 84 Avenue SE, 2501, 2502, 2509, 2513, 2517, 2521, 2525, 2529 and 2533 – 84 Avenue SE, 2506, 2510, 2514, 2518, 2522 and 2534 – 85 Avenue SE, 2515 and 2527 – 85 Avenue SE, 2612, 2620 and 2636 – 86 Avenue SE, 8301, 8307, 8309, 8311, 8315 and 8319 – 24 Street SE, 8401, 8411, 8417, 8841 and 8993 – 24 Street SE and the closed road (Plan 7700AN, Block 25, Lots 23 and 24; Plan 7700AN, Block 25, Lots 19 to 22; Plan 375AM, Block 28, Lots 29 to 46; Plan 375AM, Block 28, Lots 11 to 28; Plan 375AM, Block 33, Lots 29 to 46; Plan 375AM, Block 33, Lots 11 to 28; Plan 375AM, Block 34, Lots 29 to 42; Plan 375AM, Block 34, Lots 11 to 28; Plan 375AM, Block 28, Lots 1 to 10; Plan 375AM, Block 33, Lots 1 to 10; Plan 9112315, Block 3, Lot 29PUL; Plan 9111367, Block 1, Lot 41PUL; 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.

Approval: S. Lockwood concurs with this report. Author: M. Horkan

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**Outline Plan, Policy Amendment, Road Closure and Land Use Amendment in
Riverbend (Ward 11) at multiple addresses, LOC2023-0031**

**RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2024
JANUARY 25:**

That the Calgary Planning Commission refer Report CPC2024-0055 (LOC2023-0031) back to Administration to:

- Improve pedestrian/active modes connectivity and experience east-west between the future South Hill GreenLine Station and the community of Riverbend;
- Improve pedestrian/active modes connectivity and experience along 24 Street SE, northwards connecting to future TOD at the Glenmore Inn and the Ogden Road Main Street, and southwards towards Quarry Park;
- Improve placemaking by balancing the current role of 24 Street SE as an industrial goods movement route with its future role as a street in the centre of the South Hill TOD, with particular consideration to how transit will be integrated into the corridor and how buses will best serve the proposed development and adjacent future development; and
- Improve placemaking by improving the location and design of the proposed green spaces, particularly with regards to the relationship to and interface with the proposed housing.

To the satisfaction of Administration, and to report back to the Calgary Planning Commission no later than 2024 May 9.

HIGHLIGHTS

- This application seeks to establish a subdivision framework and redesignate lands in the community of Riverbend to allow for transit-oriented residential and mixed-use development, two park spaces, utilities and roadways near a future Green Line Station. The application also proposes closing portions of existing road rights-of-way to accommodate the future development.
- The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and proposes amendments to the *Millican-Ogden Area Redevelopment Plan* (ARP).
- What does this mean to Calgarians? This proposal would allow for increased housing choice and diversity and compact redevelopment of brownfield land, close to a future Green Line Station.
- Why does this matter? Compact brownfield development will allow for more efficient use of land and will contribute to Calgary's overall economic health by providing housing for residents as well as additional commercial and employment opportunities.

DISCUSSION

This application, in the southeast community of Riverbend, was submitted by Situated Consulting Co. on behalf of the landowners, The City of Calgary and 763892 Alberta Ltd. (Franca Pockar), on 2023 February 9. The approximately 5.66 hectare (14.01 acre) site is located directly south of Glenmore Trail SE and directly west of 24 Street SE.

Approval: S. Lockwood concurs with this report. Author: M. Horkan

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Outline Plan, Policy Amendment, Road Closure and Land Use Amendment in Riverbend (Ward 11) at multiple addresses, LOC2023-0031

As referenced in the Applicant Submission (Attachment 5), this application seeks approval of an outline plan, land use amendment, policy amendments and road closure to facilitate grade-oriented housing and mixed-use development with associated new roads, pathways and open spaces. The proposed outline plan (Attachment 6), the registered road closure plan (Attachment 7) and the associated proposed land use district plan (Attachment 8) are anticipated to accommodate 456 new residential units, as shown in the proposed outline plan data sheet (Attachment 9). The outline plan has an anticipated density of 93.44 units per hectare (37.73 units per acre). A community park will be provided in the central portion of the plan area, near the areas of highest density, and an additional linear park and naturalized park space will be provided to the south of the plan area. Pedestrians will be able to circulate through the development using a connected system of sidewalks and pathways.

A detailed planning evaluation of the application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

ENGAGEMENT AND COMMUNICATION

- Outreach was undertaken by the Applicant
- Public/interested parties were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and the respective community association was appropriate.

The detailed breakdown of the engagement efforts undertaken by the applicant can be found in the Applicant Outreach Summary (Attachment 10).

City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published [online](#). Notification letters were also sent to adjacent landowners.

Two responses in favour and 13 in opposition to the proposed development were received, identifying the following areas of concern:

- loss of on-street parking with no parking permits being provided as compensation and no Park & Ride facility at the future South Hill Green Line Station;
- increased vehicular and pedestrian traffic resulting in safety concerns;
- Riverstone Road SE not being wide enough to be opened up. Buses not being able to pass one another. Furthermore, waste/recycling trucks and commercial vehicles impeding access for other vehicles;
- loss of front yards, loss of privacy, increased noise, disturbance and crime from redevelopment;
- construction issues (noise, disturbance and dirt);
- property devaluation;
- loss of green space;

Approval: S. Lockwood concurs with this report. Author: M. Horkan

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- too much density with lack of parking for future residents, and
- spill over parking and short-cutting through existing community.

Administration considered the relevant planning issues specific to the application and worked with the applicant to address these through the review of the application. The main area of concern for residents was the proposed full opening of Riverstone Road SE to all modes of traffic in an easterly direction to the existing 24 Street SE roundabout. Following full consideration of these concerns, the applicants now propose that Riverstone Road SE be open to transit and emergency vehicles only, with a new pedestrian connection on the north side of Riverstone Road SE. Administration has determined this proposal to be appropriate. The number of buildings and design of the proposed grade-oriented and mixed-use sites, number of units, parking provision and the final open space design will be reviewed and determined at the development permit stages.

No comments from the Riverbend Community Association were received. Administration contacted the Riverbend Community Association to follow up and no response was received. The neighbouring Millican-Ogden Community Association were also notified of the application. No response was received.

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

IMPLICATIONS

Social

The proposed application enables the continuation of development in the community of Riverbend and provides a future framework for low and medium density residential and mixed-use building forms. The proposal also provides for new open spaces which will provide community gathering spaces for local residents. The development of these lands may enable a more efficient use of land and infrastructure, support surrounding uses and amenities, while introducing additional amenities for the community and greater area.

Environmental

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align development on this site with applicable climate strategies will be explored and implemented at future development stages.

Economic

The ability to develop a variety of housing types as well as new commercial development would contribute to Calgary's overall economic health by providing housing for residents and employment opportunities near to a fully funded future Green Line station. It would also make more efficient use of existing infrastructure while maximizing the Green Line investment.

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Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed Outline Plan Conditions of Approval
3. Proposed Road Closure Conditions of Approval
4. Proposed Amendments to the Millican-Ogden Area Redevelopment Plan
5. Applicant Submission
6. Proposed Outline Plan
7. Registered Road Closure Plan
8. Proposed Land Use District Plan
9. Proposed Outline Plan Data Sheet
10. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Approval: S. Lockwood concurs with this report. Author: M. Horkan

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

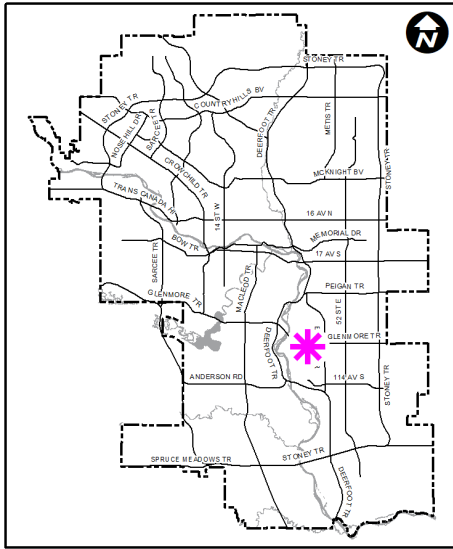
As identified below, the community of Riverbend reached its peak population in 2002.

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%

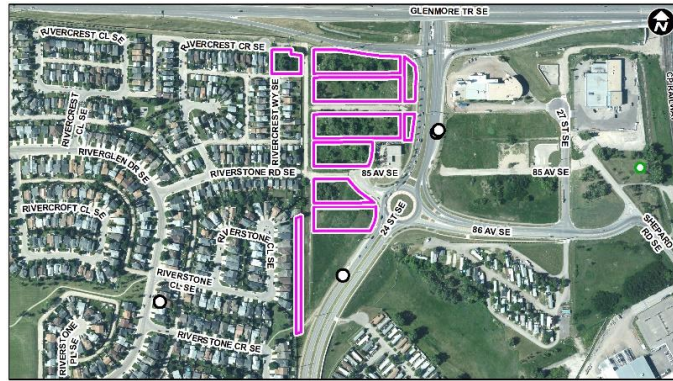
Source: *The City of Calgary 2019 Civic Census*

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

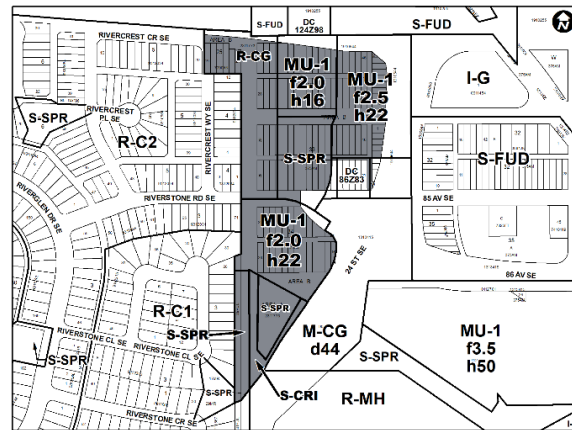
Location Maps

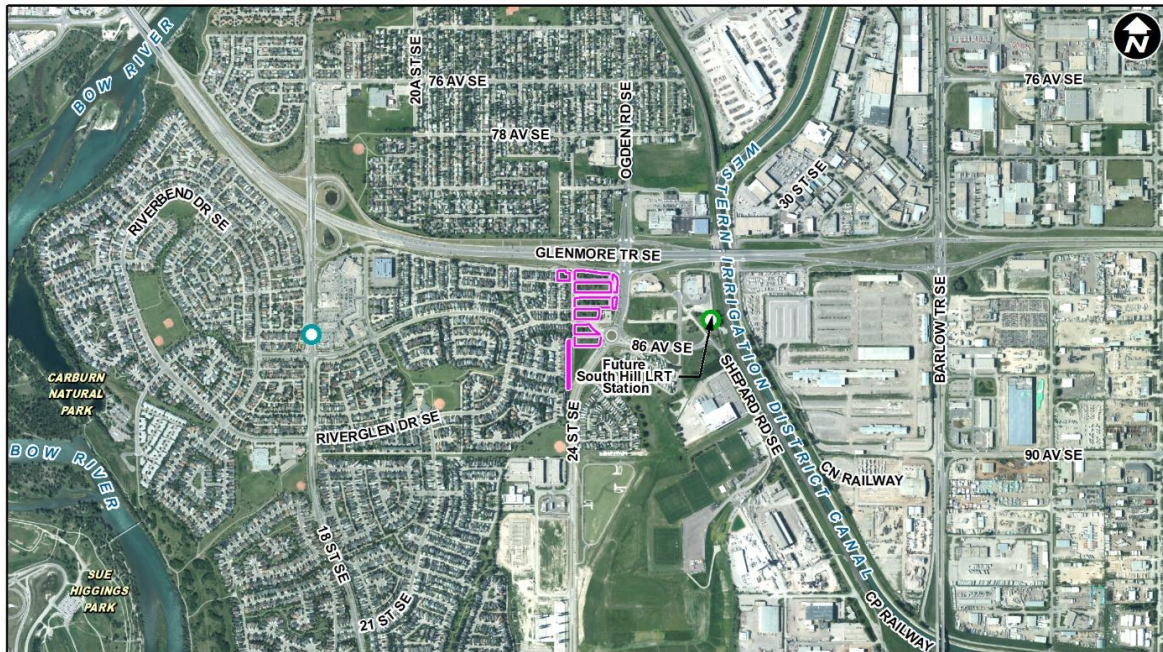


Road Closure Map



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.

Outline Plan Conditions of Approval

These conditions relate to Recommendation 1 for the Outline Plan where Calgary Planning Commission is the Approving Authority. Attachment for Council's reference only.

The following Conditions of Approval shall apply:

Planning

1. A Public Access Easement Agreement and/or utility right of way plan shall be executed and registered on title concurrent with the registration of the legal plan.
2. A Stripping and Grading development permit will require the issuance of a Development Completion Permit that also ensures for the replacement of any removed or damaged public trees that have been designated to be retained within the Outline Plan area.
3. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
4. All land use parcels abutting a lane shall only have direct vehicle access from the lane (no front drive garages) and a restrictive covenant be registered against the titles of these parcels to that affect.
5. Construct all regional pathway routes within and along the boundaries of the plan area according to Calgary Parks' Development Guidelines and Standard Specifications - Landscape Construction (current version), including setback requirements, to the satisfaction of the Director, Parks.
6. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
7. Prior to approval of the Tentative Plan, Landscape Concepts prepared at the Outline Plan stage shall be refined to add:
 - A site plan showing general conformance to Outline Plan landscape concepts, intended park program, site layout, and preliminary planting. Parks would like to see more amenities provided.
 - Grading plans that are coordinated with engineering to show updated perimeter grades to confirm slope percentage and details of any other features, including (but not limited to) retaining structures, utility rights-of way, green infrastructure, trap lows, drainage from private lots, etc.
 - Storm-related infrastructure details above and below ground, including (but not limited to) access roads with required vehicle turning radii, inlets, outlets, retaining walls, control structures, oil grit separators, etc.
8. Prior to Endorsement of the affected tentative plan Landscape Construction Drawings that are reflective of the subject Tentative Plan for the proposed Municipal Reserve lands are to be submitted to the Parks Coordinator - Development at 403-804-9417 for review and approval prior to construction.

9. All proposed parks (MR/ER) and Regional/Local Pathways and Trails must comply with the Calgary Parks' Development Guidelines and Standard Specifications: Landscape Construction (current edition).
10. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve parcels within the boundaries of the plan area according to the approved Landscape Construction Drawings and the Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version).
11. Non-credit municipal reserve (MR) shall be planted with trees and shrubs to comply with Parks and Open Spaces' minimum standards but not conflict with utilities and applicable setbacks.

Utility Engineering

12. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.
13. Separate service connections to a public main (water, sanitary, and storm) shall be provided for each proposed lot (including strata lots), and all lots shall have direct access to public mains located within a public road. Underground services and surface drainage may not cross the property line or be shared between other private parcel(s).

A bare land condominium subdivision will be treated as one lot, and therefore can only have one set of services.

14. Off-site levies, charges and fees are applicable.

Note:

For further details, contact the Infrastructure Strategist, Development Commitments, at joseph.ma@calgary.ca OR 587-229-7368 OR offsitelevy@calgary.ca.

15. The developer is required to Execute a Development Agreement, as to construct any / all on-site and off-site public infrastructure necessary to service the plan area, as required by The City.

The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these improvements.

Note:

For further details, contact the Infrastructure Strategist, Development Commitments, at joseph.ma@calgary.ca OR 587-229-7368 OR offsitelevy@calgary.ca.

16. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries, shall be required to enter into an agreement to:

- a. Install the offsite/onsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.

- b. Construct the underground utilities and surface improvements within the plan area and along the boundary of the plan area.
- c. Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, along the boundary of the plan area.
- d. Construct the MR/ER within the plan area.
- e. Construct the multiuse pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
- f. Street Lighting

Note:

For further details, contact the Infrastructure Strategist, Development Commitments, at joseph.ma@calgary.ca OR 587-229-7368 OR offsitelevy@calgary.ca.

17. The developer shall make satisfactory repayment and/or cost sharing arrangements for:
- a. Part cost of the underground utilities (sanitary sewers, storm sewers, watermains) and surface improvements (paved roads, sidewalks, curbs & gutters, streetlighting) in 24 Street SE adjacent to the site from 86 Avenue SE to the southern boundary of the development area which was installed by Remington Development Corporation through Riverbend Business Park, Phase 01 (DA2004-0086) and financed by Calgary Roads Program 204 (Project 432552).
 - b. Part cost of the existing underground utilities (sanitary sewers, storm sewers, watermains) and surface improvements (paved roads, sidewalks, curbs & gutters, streetlighting) in 24 Street SE adjacent to the site from 86 Avenue SE to the northerly boundary of the development area.
 - c. Part cost of the 24 Street SE Dry Pond (253DPA) south of the site, which was installed and financed by the City of Calgary.

Note:

For further details, contact the Infrastructure Strategist, Development Commitments, at joseph.ma@calgary.ca OR 587-229-7368 OR offsitelevy@calgary.ca.

18. The developer shall rehabilitate any public and/or private lands, or infrastructure damaged as a result of this development, all to the satisfaction of The City of Calgary.
19. No trees, shrubs, buildings, permanent structures or unauthorized grade changes are permitted within utility rights-of-ways OR easements.
20. Prior to issuance of any construction permissions, Erosion and Sediment Control Report and/or Drawings shall be submitted, for review and acceptance, to the satisfaction of the Manager, Development Engineering. The report and drawings shall follow the latest version of The City of Calgary Guidelines for Erosion and Sediment Control.

Note:

For further details, contact esc@calgary.ca or contact 3-1-1.

21. The parcels shall be developed in accordance with the development restriction recommendations in the Geotechnical Investigation, prepared by Clifton Engineering Group Inc. (File No. CG3556), entitled The City of Calgary c/o Situated, South Hill (Riverbend TOD), Geotechnical Investigation, Calgary, Alberta, dated December 8, 2022.

Mobility Engineering

22. In conjunction with the applicable tentative plan or development permit, phasing plans shall be submitted as a component of the tentative plan or development permit submission package, for the staged development of Collector standard and above roadways, inclusive of the staged development of intersections to the satisfaction of the Manager, Development Engineering.
23. In conjunction with the applicable tentative plan, the applicant shall provide cross-sections, drawn to scale and dimensioned from property line and lip-of-gutter showing existing, interim and ultimate grades. Cross-sections shall indicate and provide dimensions for any proposed road widening.
24. In conjunction with the applicable tentative plan, graveled and oiled turnarounds are required for all temporary dead-end streets. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than 1 year.

Temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the Developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Calgary Transit and the Manager, Development Engineering.
25. Prior to the release of any permits or Permissions to Construct, the Developer shall enter into a Construction Access Roads Agreement with Roads, Mobility Maintenance.
26. Prior to approval of Construction Drawings and Permissions to Construct Surface improvements: The developer shall provide signed copies of back sloping agreements for any back sloping that is to take place on adjacent lands (owned privately or owned by the City).
27. In conjunction with the applicable tentative plan, no direct vehicular access shall be permitted to or from Glenmore Trail SE and 24 Street SE and a restrictive covenant shall be registered concurrent with the registration of the final instrument.
28. In conjunction with the applicable tentative plan, a restrictive covenant shall be registered against the specific lot(s) identified by the Manager, Development Engineering concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).
29. In conjunction with the applicable tentative plan (for R-CG parcels) or development permit (for MU-1 parcels), a noise attenuation study for the residential adjacent to Glenmore Trail SE and 24 Street SE certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Development Engineering for approval.

Notes:

- where sound attenuation is not required adjacent to Arterial roadways, a uniform screening fence shall be provided, in accordance with the 2020 Design Guidelines for Subdivision Servicing.
 - For development permits, all noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc.) and associated ancillary works shall not infringe onto the road right-of-ways. Noise attenuation features and screening fences shall be at the Developer's sole expense.
 - A noise attenuation study for the MU-1 multi-family developments will be required at development permit DP stage.
30. In conjunction with the applicable tentative plan or development permit for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Manager, Development Engineering. All bus zones shall be located:
- a. Where commercial areas are concentrated;
 - b. Where the grades and site lines are compatible to install bus zones; and
 - c. Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
31. In conjunction with the applicable tentative plan or development permit, all community entrance features must be located outside the public right-of-way.
32. In conjunction with the applicable tentative plan, the developer shall provide a Letter of Credit for pedestrian-actuated crossing signals at the intersection of Riverstone Road SE and 24 Street SE that are required by the Manager, Development Engineering.
- The Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit, and is required to submit payment in support of the proposed tentative plan applications.
33. Access should be provided and remain open to the existing site (future MU-1) at all times.
34. At the related subdivision stage, the developer shall build the transit only street at Riverstone Road SE to the satisfaction of the Calgary Transit, and the developer is responsible for implementing a temporary barricade until such time that Calgary Transit installs a transit only gate.
35. In conjunction with the applicable tentative plan and construction drawing review process, the missing sidewalk link on the north side Riverstone Road SE between the outline plan and Rivercrest Way SE must be connected with the existing public sidewalk network to the satisfaction of Manager, Development Engineering.

Proposed Road Closure Conditions of Approval

1. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
2. The developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
3. All existing access to the affected properties in the area shall be maintained or alternative access be constructed at the developer's expense.
4. The closed road right-of-way is to be consolidated with the adjacent lands.

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 a comprehensive redevelopment of the Riverbend Transit Station Planning Area, with 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.”
 - (c) In Section 3.4.3 5.2 Policies, delete policy 1 and replace with the following:

“1. In the area known as Riverbend Transit Station Planning Area on Map 7, the lands should have a mix of uses and building forms including grade-oriented dwelling units, medium density apartments and mixed-use development as well as and public open spaces.”
 - (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 3.4.3.5.3 Implementation, delete bullet 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'.

SCHEDULE 'A'

Millican-Ogden

Map 5
 Proposed
 Land Use Policies



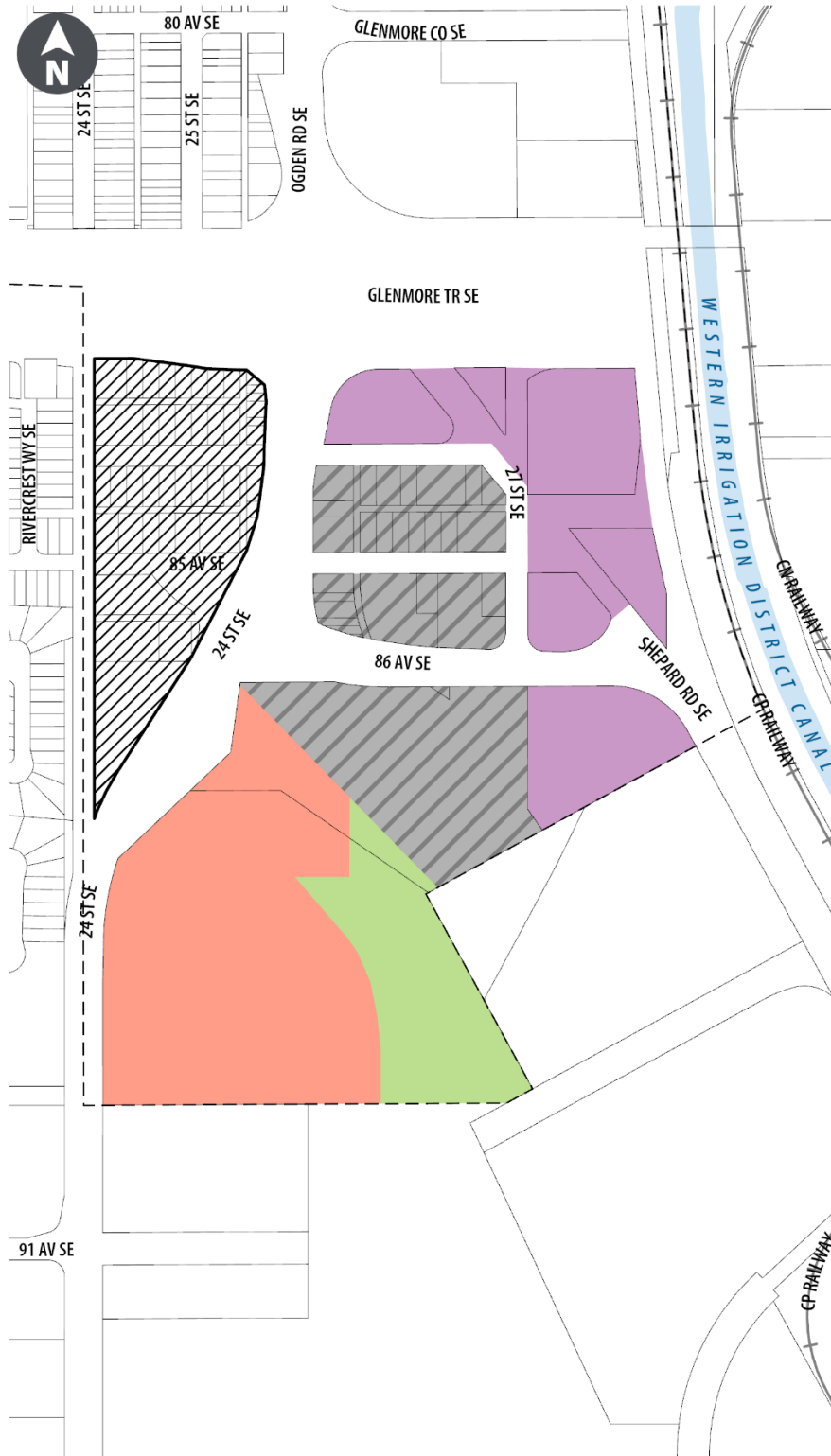
Legend

- 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

SCHEDULE 'B'

Millican-Ogden

Map 7
 South Hill
 Proposed
 Land Use Policies



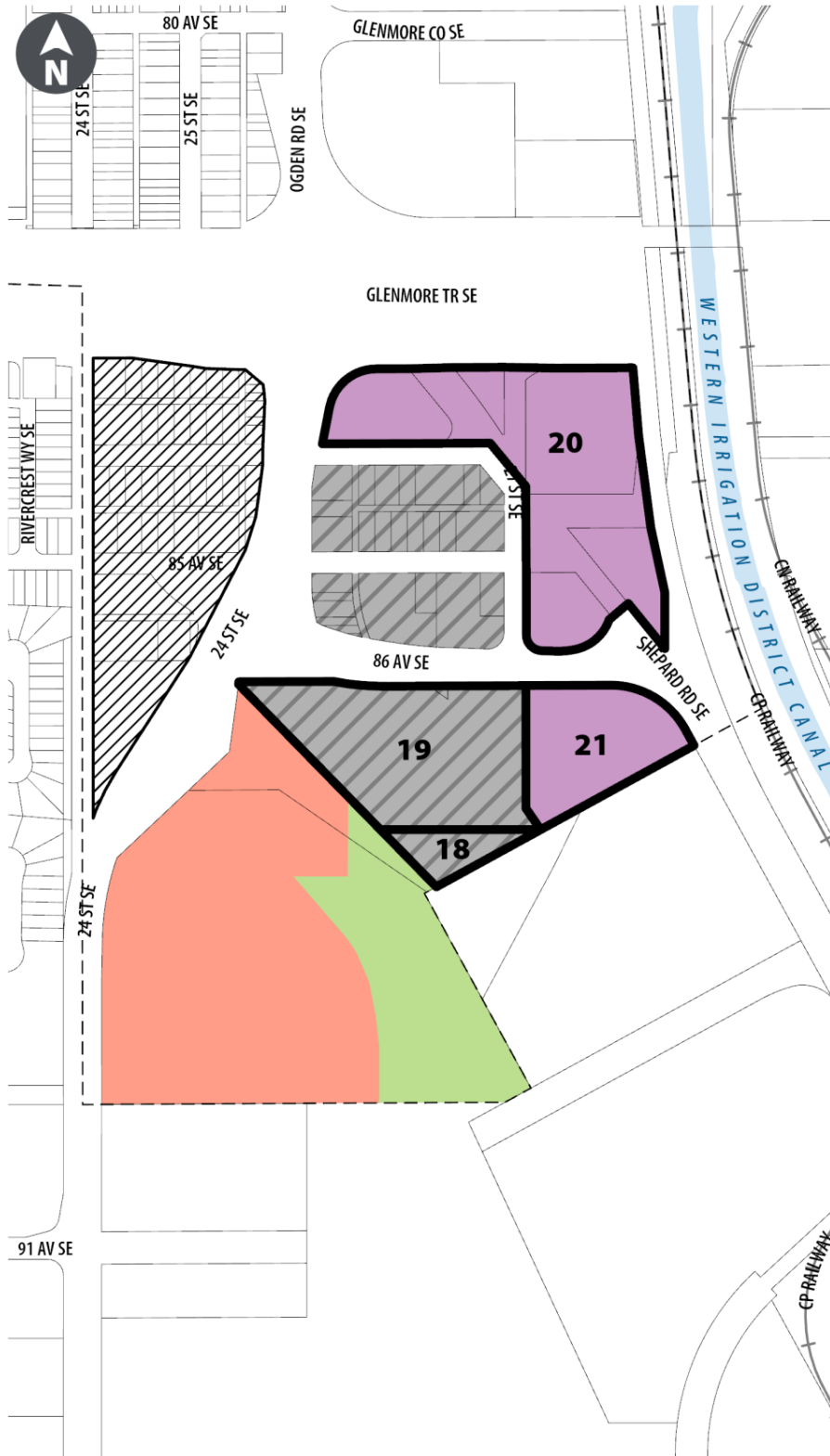
Legend

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

SCHEDULE 'C'

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

Applicant Submission

The City of Calgary Real Estate and Development Services (RE&DS) is proposing land use Redesignation for redevelopment of 5.28 hectares (13.04 acres) of the Riverbend Transit Oriented Development (Riverbend TOD).

Located in the southeast quadrant of Calgary, Riverbend TOD lands are aptly situated to provide transition from the existing low density residential in Riverbend to the future higher intensity South Hill Station Area, east of 24 Street SE.

Redevelopment of these brownfield lands is envisioned as an extension of the community of Riverbend. Following are the key elements of the redevelopment proposal for Riverbend TOD lands:

- Low to medium profile MU-1 multi-residential with the potential for a non-market housing site to help create a critical mass of transit-supportive development and reinforce the future South Hill Green Line station area;
- A sensitive interface of 2-3 storey ground-oriented R-CG residential and open space along the existing low density residential in Riverbend to the west;
- A sense of arrival and placemaking achieved through the central park framed by street-oriented residential and high-quality urban design;
- A wide variety of housing types for all ages, stages and wages with the intent of creating an inclusive and accessible development that allows opportunities for Riverbend residents to age within the community;
- Approximately 20.7% of the area in credit and non-credit municipal reserve and public utility lots, S-SPR & S-CRI, for open space with amenities that establish broader community benefits for the existing Riverbend residents as well as future residents in the area;
- Safe and strong multi-modal connectivity and pathway system that link existing Riverbend residents to the future Green Line Station, east of 24 Street; and
- A commitment to uphold the City's Climate Resilience Strategy through greenhouse gas reduction strategies and responsible development based on principles of fiscal, social and environmental sustainability.

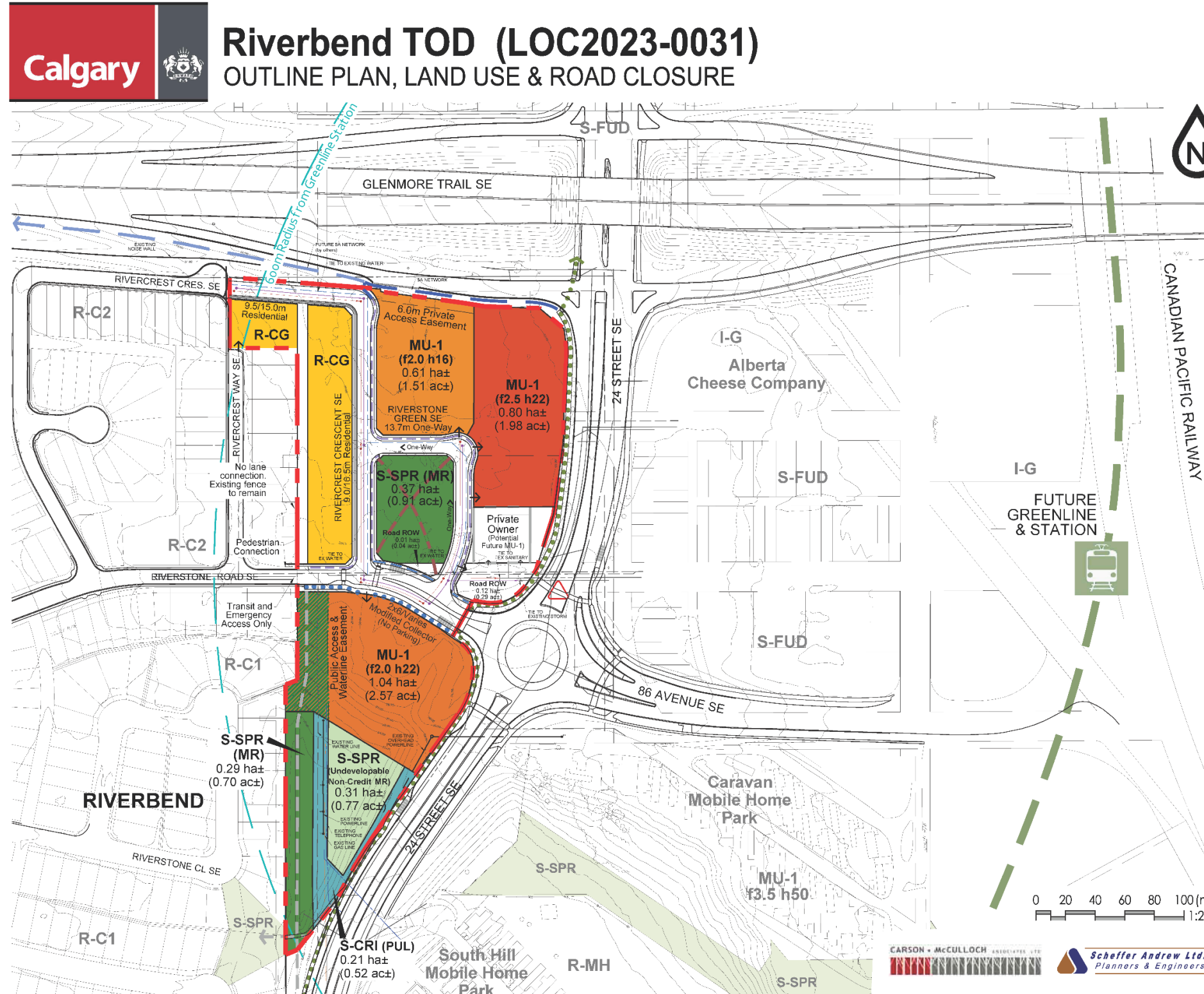
The redevelopment proposal integrates the feedback received from engagement to date with the community of Riverbend and adjacent residents. A detailed overview of resident feedback is included in the updated *What We Heard Report* and Applicant Led Outreach Summary.

RE&DS is exploring integration of non-market housing to address the growing need for housing in affordable categories. As part of the City of Calgary initiative, Riverbend TOD is one of RE&DS' sites to potentially avail the opportunity for Federal funding.

Overall, the proposal meets the City's overarching objectives of creating sustainable compact development forms to support infrastructure investments in the future Green Line. The proposed residential, especially the non-market component, is aligned with Calgary's housing strategy. The proposed brownfield development will create an asset that benefits the community and the City – a WIN-WIN!

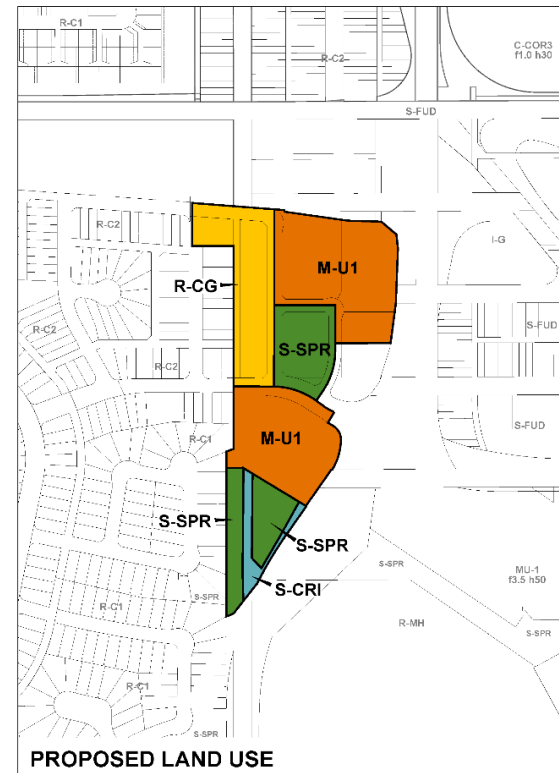
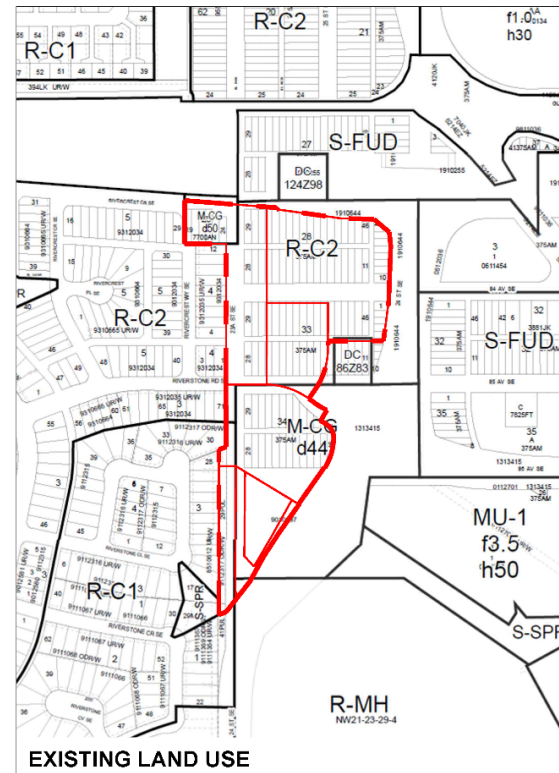
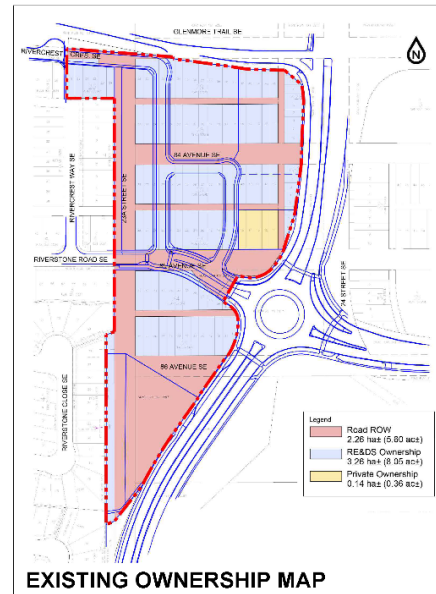
Proposed Outline Plan

Calgary Planning Commission is the Approving Authority for the Outline Plan. Attachment for Council's reference only.



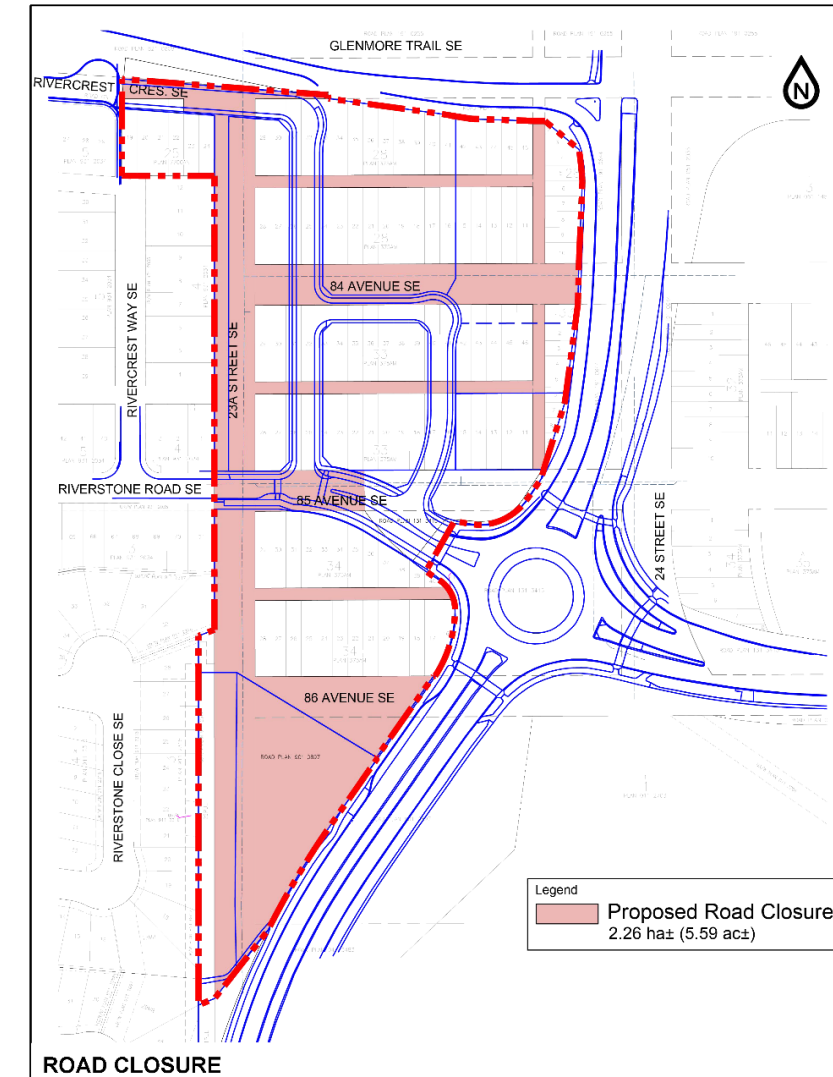
OUTLINE PLAN STATISTICS			
	Hectares	Acres	Units
ROADS Ownership	3.26	8.05	
Road ROW	2.26	5.60	
Private Owner	0.14	0.35	
OUTLINE PLAN AREA	5.66	14.01	
Undevelopable Existing Road ROW	0.26	0.64	
Undevelopable Non-Credit MR S-SPR	0.31	0.77	
Undevelopable PUL S-CRI	0.21	0.52	
GROSS DEVELOPABLE AREA (GDA)	4.88	12.08	100.0%
RESIDENTIAL	3.33	8.23	68.2%
Mixed Use - General MU-1 (2.5k22)	0.80	1.98	
Anticipated Number of Units at 200/ha	200		160
Anticipated Maximum Number of Units at 200/ha	200		200
Mixed Use - General MU-1 (2.0k22)	1.04	2.57	
Anticipated Number of Units at 100/ha	100		156
Anticipated Maximum Number of Units at 200/ha	200		208
Mixed Use - General MU-1 (2.0k16)	0.81	1.51	
Anticipated Number of Units at 120/ha	120		73
Anticipated Maximum Number of Units at 100/ha	100		91
Residential - Grade-Oriented Int'l R-CG (Frontage 219m)	0.69	1.70	
Anticipated Number of Units at 7.5m lot width	7.5		29
Maximum Number of Units at 10m lot width	8		36
Future Land Use (MU-1 (2.5k22))	0.19	0.47	
Anticipated Number of Units at 200/ha	200		38
Anticipated Maximum Number of Units at 200/ha	200		47
Total Number of Units			456
Anticipated Number of Units			582
Density			
Anticipated	83.44	37.73	
Maximum	119.26	48.16	
Intensity			
Anticipated	220.17	people/ha/gross developable hectares	
Maximum	280.77	people/ha/gross developable hectares	
S-SPR OPEN SPACE (Municipal Reserve)	0.86	1.61	13.6%
Central Park	0.37	0.91	
South Park	0.29	0.70	
Deferred Reserves owed on: a) 2815 85 Ave SE, Plan 375AM, All of Block Y, and b) 2721 85 Ave SE, Plan 375AM, Block 33, Portion of Lot A	0.17	0.40	
PUBLIC DEDICATION	0.86	2.25	18.4%
Roads	0.86	2.25	

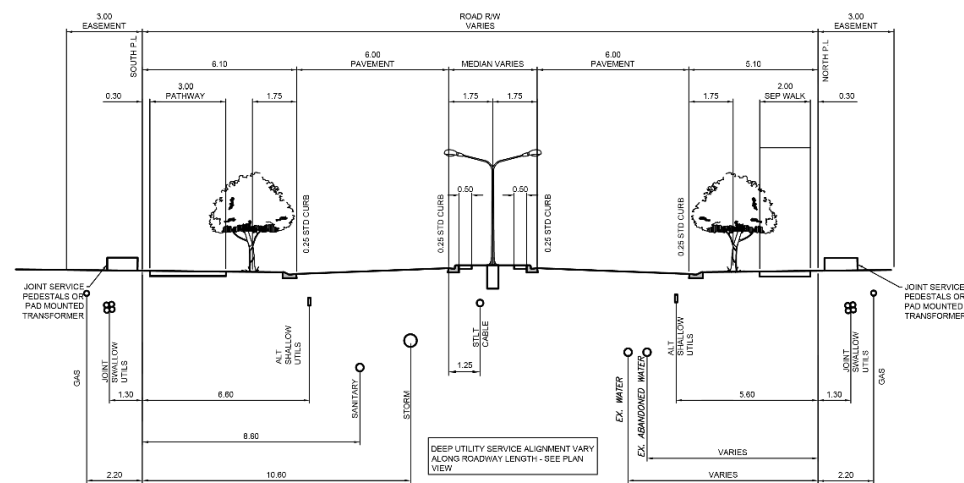
- Municipal Addresses:**
156 Rivercrest Crescent SE
2437 83 Avenue SE
2505-2533 83 Avenue SE
2508-2532 83 Avenue SE
2501-2533 84 Avenue SE
2506-2522 85 Avenue SE
2515-2527 85 Avenue SE
2534 85 Avenue SE
2612 86 Avenue SE
2620 86 Avenue SE
2636 86 Avenue SE
8301-8319 24 Street SE
8401-8417 24 Street SE
8841 24 Street SE
8893 24 Street SE
- Legal Descriptions:**
Lots 19-24, Block 25, Plan 7700AN
Lots 1-46, Block 28, Plan 375AM
Lots 1-46, Block 33, Plan 375AM
Lots 11-42, Block 34, Plan 375AM
Lot 29PUL, Block 3, Plan 9112315
Lot 41PUL, Block 1, Plan 9111367
- Legend**
- Outline Plan Boundary
 - Contour Interval 1.0m
 - 3.0m Regional Pathway
 - 3.0m Multi-Use Pathway
 - 5A Network
 - Future 5A Network (by others)
 - 2.5m Concrete Pathway
 - 2.0m Asphalt Pathway
 - 2.0m Separate Sidewalk
 - 2.0m Mono Sidewalk
 - 1.5m Mono Sidewalk
 - Bus Zone
 - Potential Access
 - Rectangular Rapid Flashing Beacon (RRFB)
 - Existing Powerline
 - Existing Telephone Line
 - Existing Gas Line
- Deep Services - Existing**
- Storm Sewer/Manhole
 - Sanitary Sewer/Manhole
 - Water Main
- Deep Services - Proposed**
- Storm Sewer/Manhole
 - Sanitary Sewer/Manhole
 - Water Main



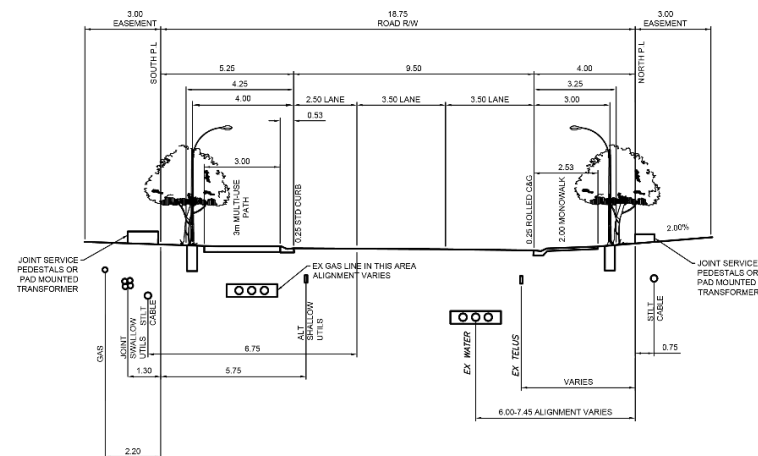
LAND USE REDESIGNATION STATISTICS		
	Hectares	Acres
	(+/-)	(+/-)
R-C2 to R-CG	0.83	2.06
M-CG to R-CG	0.27	0.66
R-C1 to M-U1	0.07	0.17
R-C2 to M-U1	1.60	3.96
M-CG to M-U1	1.06	2.62
Undesignated Road ROW to M-U1	0.01	0.03
R-C1 to S-SPR	0.29	0.71
R-C2 to S-SPR	0.59	1.47
M-CG to S-SPR	0.34	0.83
Undesignated Road ROW to S-CRI	0.02	0.06
M-CG to S-CRI	0.19	0.47
TOTAL LAND USE REDESIGNATION	5.28	13.04

LAND USE REDESIGNATION STATISTICS (Net Areas)		
	Hectares	Acres
	(+/-)	(+/-)
Undesignated Road ROW to R-CG	0.56	1.39
R-C2 to R-CG	0.38	0.93
M-CG to R-CG	0.16	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	0.49	1.22
Undesignated Road ROW to S-CRI	0.21	0.53
TOTAL LAND USE REDESIGNATION	5.28	13.04

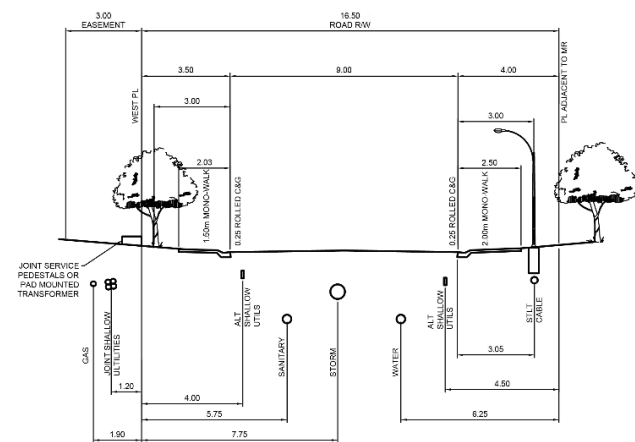
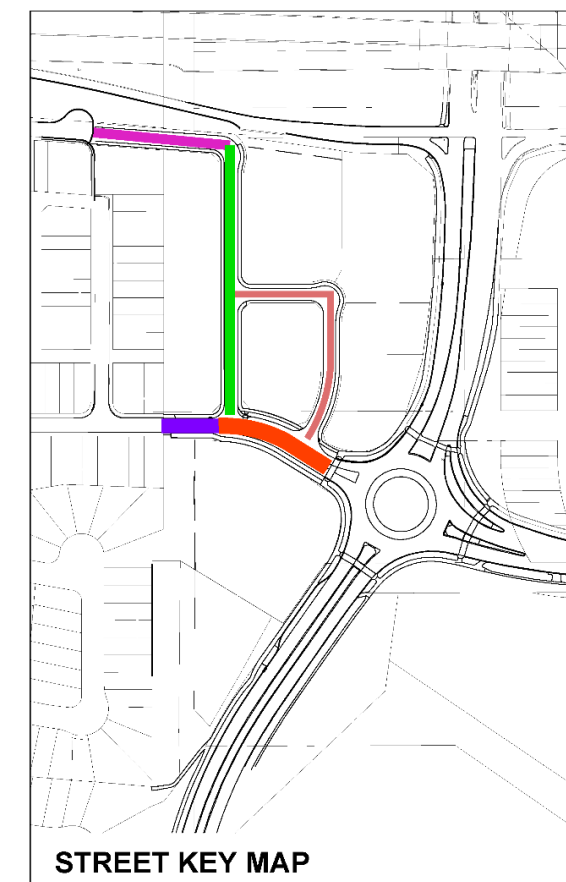




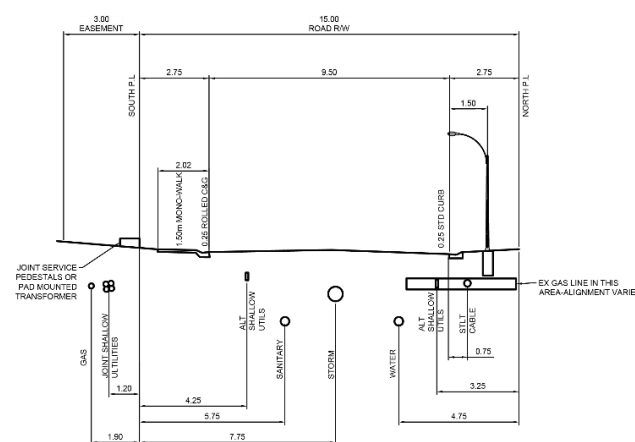
2x6/Varies Modified Collector (Riverstone Road)
3.0m MULTI-USE PATH ONE SIDE / 2.0m SEPARATE WALK ONE SIDE
Scale 1:250



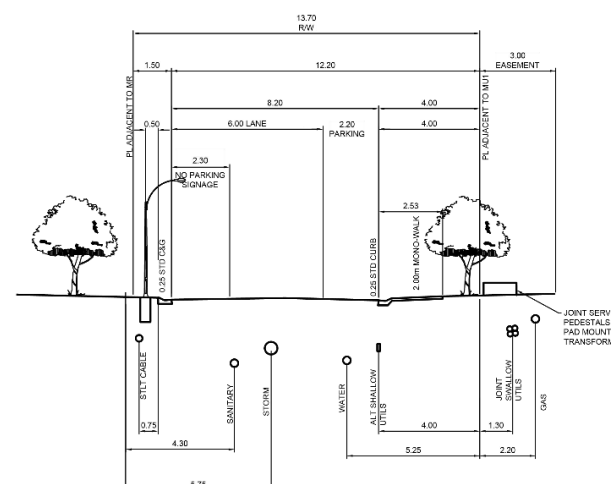
2x3.5/18.75m Modified Collector (Riverstone Road)
3.0m MULTI-USE PATH ONE SIDE / 2.0m MONO-WALK ONE SIDE
Scale 1:250



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



Registered Road Closure Plan

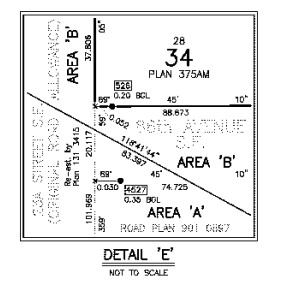
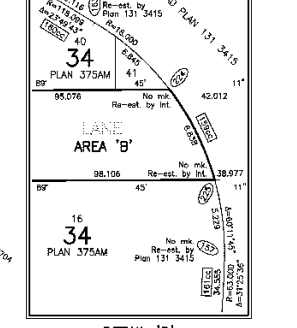
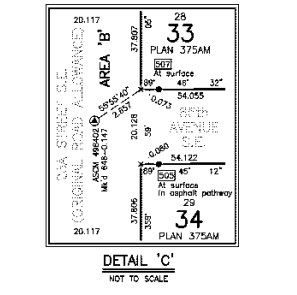
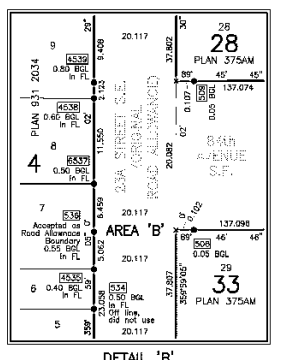
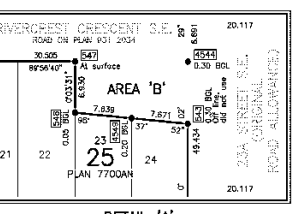
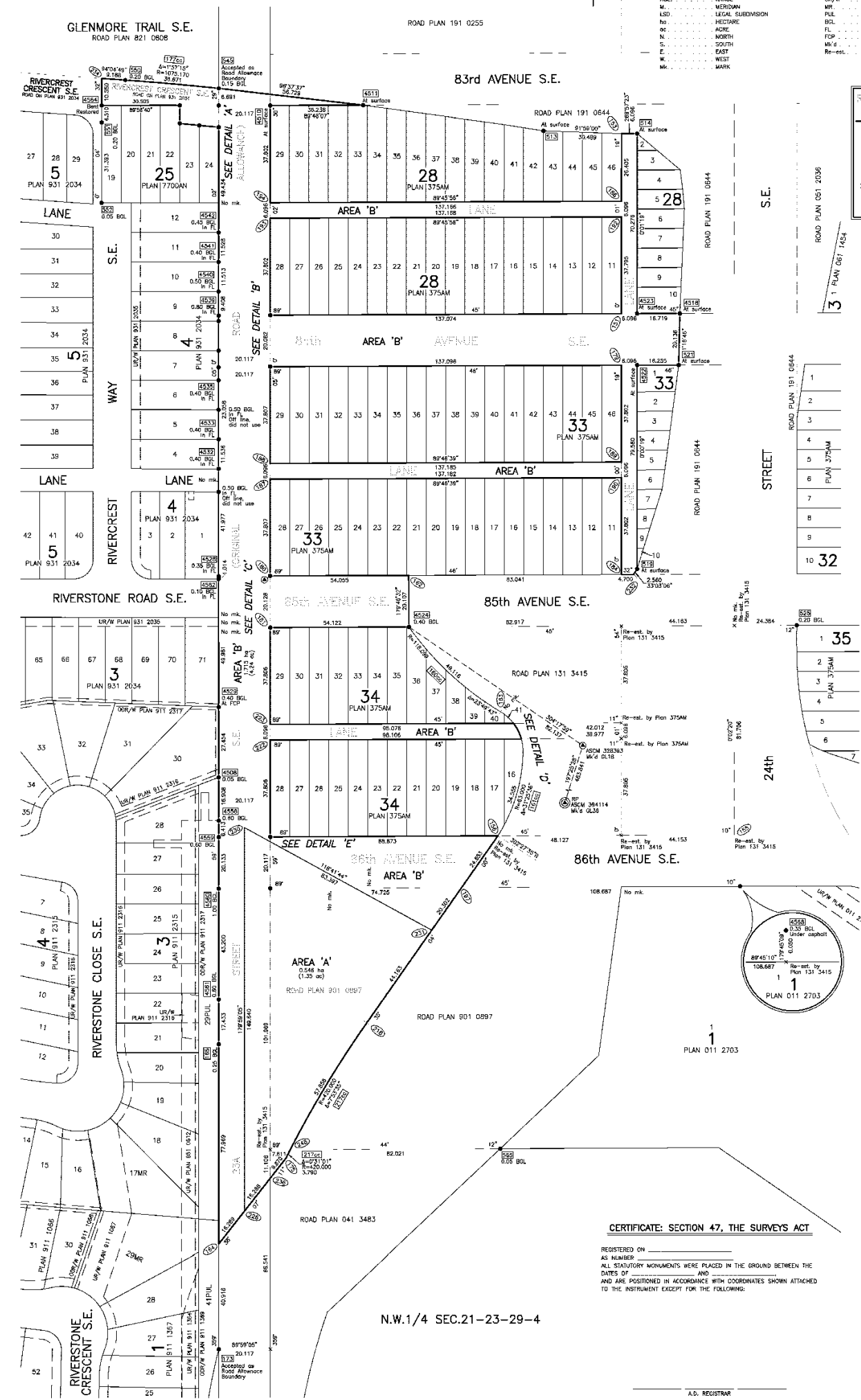
CITY OF CALGARY
FILED PLAN SHOWING AREA REQUIRED FOR
ROAD CLOSURE PURPOSES
AFFECTING
ROADS AND LANES ON PLAN 375AM, PLAN 931 2034,
ROAD PLAN 901 0897, ROAD PLAN 041 3483
AND
ORIGINAL ROAD ALLOWANCE LYING BETWEEN THE
N.W.1/4 SEC.21, TWP.23, RGE.29, W.4M.
& N.E.1/4 SEC.24, TWP.23, RGE.1, W.5M.
ALL WITHIN THE
N.W.1/4 SEC.21, TWP.23, RGE.29, W.4M.
& N.E.1/4 SEC.24, TWP.23, RGE.1, W.5M.
SCALE: 1:750
B.M. WILSON, ALS 2023

SURVEYOR
BRENT M. WILSON, ALS 2023
SURVEYED BETWEEN THE DATES OF SEPTEMBER 7, 2022 AND AUGUST 15, 2023
IN ACCORDANCE WITH THE PROVISIONS OF THE SURVEYS ACT.

REQUESTED BY
THE CITY OF CALGARY

REGISTRAR
ALBERTA LAND TITLES OFFICE
PLAN NO. 231 1773
ENTERED AND REGISTERED
ON September 7, 2023
INSTRUMENT NO. 231 270 220
Ian Johnson
A.D. REGISTRAR

- LEGEND**
- AREA AFFECTED BY THIS PLAN OUTLINED THIS AND CONTAINS 2.261 ha.
 - STATUTORY IRON POSTS SHOWN THIS: ● FOUND
 - TEMPORARY POINT ESTABLISHED, LEFT NO MARK, SHOWN THIS: ×
 - ALBERTA SURVEY CONTROL MARKER SHOWN THIS: ⊙
 - ALBERTA SURVEY CONTROL MARKER USED AS REFERENCE POINT SHOWN THIS: ⊙ RP
 - DISTANCES ARE IN METRES.
 - DISTANCES ALONG CURVED BOUNDARIES ARE ARC DISTANCES
 - THE DESIGNATION "R" AFTER A BEARING INDICATES THAT THE LINE IS RADIAL TO THE ADJACENT CURVE.
 - BEARINGS ARE GRID AND DERIVED FROM THE LINE BETWEEN ASGM 394114 AND 328393.
 - THE PROJECTION IS 3° TRANSVERSE MERCATOR, THE DATUM IS NAD83 (ORIGINAL), THE REFERENCE MERIDIAN IS 114° WEST LONGITUDE, AND THE COMBINED SCALE FACTOR IS 0.999740.
 - GRID COORDINATES ARE DERIVED USING THE PUBLISHED VALUES FOR ASGM 394114:
NORTHING = 564625.571, EASTING = -132062.
 - STATUTORY IRON POSTS FOUND OR PLACED ARE NUMBERED THIS: [23]
 - THE POSITIONS WHERE IRON POSTS ARE TO BE PLACED PURSUANT TO SECTION 47 OF THE SURVEYS ACT ARE NUMBERED THIS: [23]
 - AND THE VALUES ARE SHOWN ON THE ATTACHED TABLE OF CO-ORDINATES.
 - CURVE CENTRE CO-ORDINATES ARE NUMBERED THIS: [23]
 - CO-ORDINATE VALUES FOR POSITIONS OCCUPIED BY MONUMENTS FOUND OR PLACED BY THIS SURVEY, SURVEY CONTROL MARKERS USED, REFERENCE MONUMENTS INSTALLED AND THE LOCATION OF ALL MONUMENTS TO BE PLACED IN ACCORDANCE WITH SECTION 47 OF THE SURVEYS ACT, ARE SHOWN IN A TABLE OF COORDINATES ATTACHED TO THE PLAN INSTRUMENT.
 - ALL PLACED STATUTORY IRON POSTS ARE MARKED P155.
- ALS ALBERTA LAND SURVEYOR
SEC SECTION
TWP TOWNSHIP
RGE RANGE
M MERIDIAN
LSD LEGAL SUBDIVISION
No. NUMBER
N NORTH
S SOUTH
E EAST
W WEST
M MARK
- NA83 NORTH AMERICAN DATUM OF 1983
AR/W ACCESS RIGHT OF WAY
ODR/W OVERLAND DRAINAGE RIGHT OF WAY
UR/W UTILITY RIGHT OF WAY
M/R MUNICIPAL RESERVING
P/L PUBLIC UTILITY LOT
B/L BELOW GROUND LEVEL
F/L FENCE LINE
F/P FENCE CORNER POST
M/R MARKED
Re-est. RE-ESTABLISHED



CERTIFICATE: SECTION 47, THE SURVEYS ACT

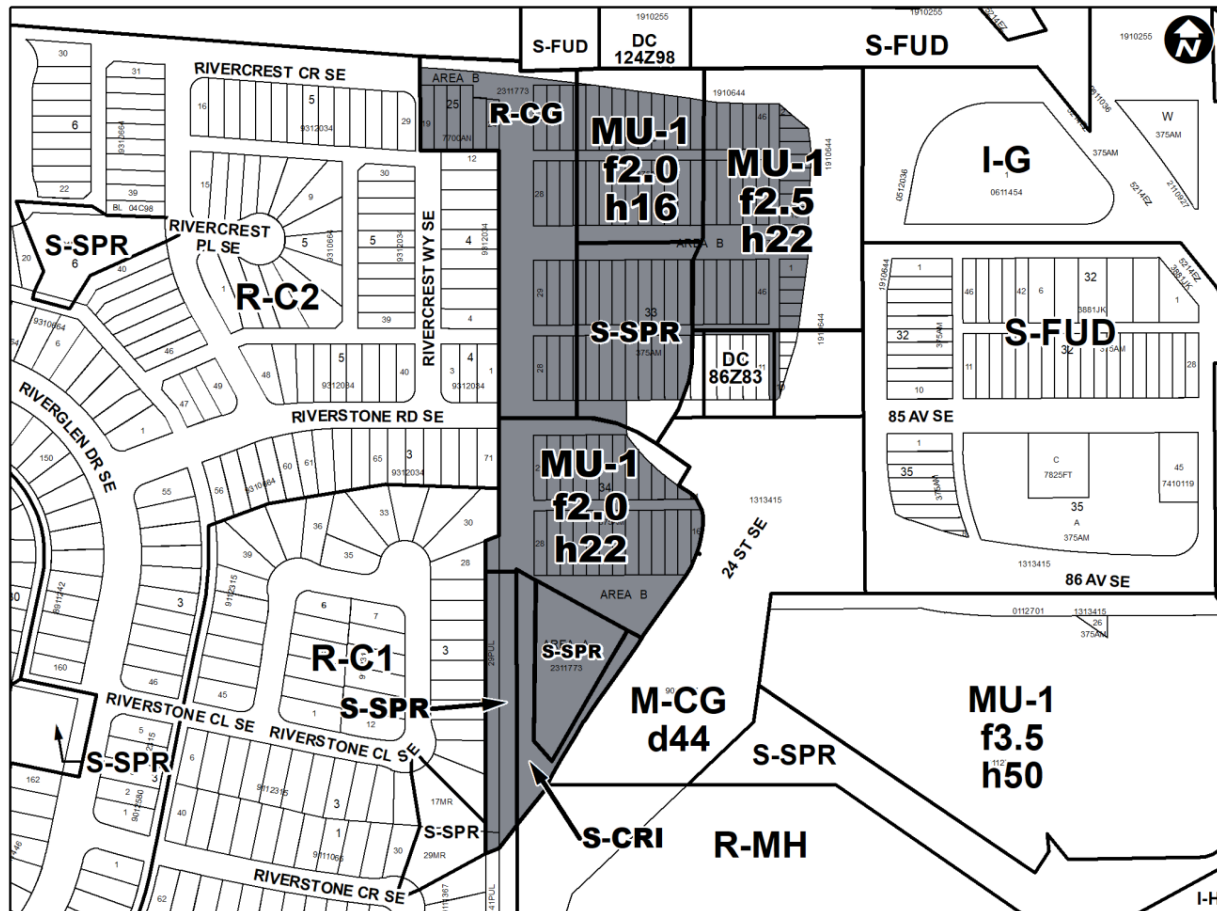
REGISTERED ON _____
AS REGISTER
ALL STATUTORY MONUMENTS WERE PLACED IN THE GROUND BETWEEN THE DATES OF _____ AND _____
AND ARE POSITIONED IN ACCORDANCE WITH COORDINATES SHOWN ATTACHED TO THE INSTRUMENT EXCEPT FOR THE FOLLOWING:

SCHEDULE OF AREAS

ROAD PLAN 901 0897	0.404 ha	(1.00 ac)
ROAD PLAN 041 3483	0.005 ha	(0.01 ac)
ROAD ON PLAN 931 2034	0.051 ha	(0.13 ac)
ROADS AND LANES ON PLAN 375AM	0.832 ha	(2.06 ac)
ORIGINAL ROAD ALLOWANCE	0.876 ha	(2.17 ac)
TOTAL	2.261 ha	(5.59 ac)

MAIDMENT
LAND SURVEYS LTD.
10, 141 Commercial Drive
Calgary, AB T3Z 3A7
www.maidment.ca
FILE NUMBER: 122158fp

Proposed Land Use District Plan



This application proposes residential, mixed-use and special purpose districts:

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

Proposed Outline Plan Data Sheet

*Calgary Planning Commission is the Approving Authority for the Outline Plan.
Attachment for Council's reference only.*

	HECTARES	ACRES
GROSS AREA OF PLAN	5.66	14.01
LESS: ENVIRONMENTAL RESERVE	0.00	0.00
NET DEVELOPABLE AREA	5.66	14.01

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATE D # OF LOTS
R-CG	0.69	1.70	29
Total Residential	0.69	1.70	29

LAND USE (Mixed Use)	HECTARES	ACRES	ANTICIPATED # OF RESIDENTIAL UNITS
MU-1f2.5h22	0.8	1.98	160
MU-1f2.0h22	1.04	2.57	156
MU-1f2.0h16	0.61	1.51	73
MU-1f2.5h22	0.19	0.47	38
Total Residential	2.64	6.53	427

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	0.90	2.25	18.4
PUBLIC UTILITY LOT (S-CRI)	0.21	0.52	4.3

RESERVES	HECTARES	ACRES	% OF NET AREA
MR Credit (S-SPR)	0.66	1.61	13.5
MR Non-Credit (S-SPR)	0.31	0.77	6.3

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	456		
ANTICIPATED DENSITY		93.44	37.73
ANTICIPATED INTENSITY		220.17	89.13

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: **Riverbend TOD**

Did you conduct community outreach on your application? YES or NO

If no, please provide your rationale for why you did not conduct outreach.

Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

RE&DS and its consulting teams held 2 Rounds of Engagement Sessions Prior to Submission and Following DTR1. Dates and details are listed below.

Round 1 (Q4, 2022 Prior to Submission)

- Councillor Kourtney Penner and the staff for Ward 11 (July 7, 2022 - virtual)
- The Riverbend Community Association (October 13, 2022 - virtual)
- The Millican Ogden Community Association (November 15, 2022 – in-person at Millican-Ogden CA Hall)
- Open Houses by Special Invite for Adjacent Residents (November 21, 2022 6.00pm – 7:00pm): Flyers were delivered to adjacent residents, however, no adjacent residents attended the open house during this time slot
- Open House for all Residents (November 21, 2022 7.00pm – 9:00pm): 27 people attended the Open House

Round 2 (Q2 & Q3, 2023 Following DTR1 Comments)

- Informal on-site meetings and ongoing communication with most concerned adjacent residents (March 2023 onwards)
- Two On-Site Information Sessions for Affected Residents (August 28 & 29, 2023 In-person): 24 residents attended
- Open House for all Riverbend Residents (September 21, 2023 – in-person at Riverbend CA Hall)
- Councillor Kourtney Penner (October 4, 2023 In-person): 51 residents attended
- Closing the Loop Communication (October 27, 2023)

See **attached What We Heard Report** for further information and **Closing the Loop Communication**.

Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

For the Meetings and Open Houses, RE&DS and its consulting team reached out to the following Stakeholders:

- Riverstone Road Most-Affected Residents
- Riverbend Community Association
- Millican-Ogden Community Association
- South Hill Mobile Home Park and Calgary Housing Company
- Alberta Cheese Company (Gay-Lea Foods)
- Caravan Mobile Home Park, an attempt was also made to deliver open house flyers but there wasn't an office or drop-off point available
- Councillor Kourtney Penner (Ward 11), Councillor Gian-Carlo Carra (Ward 9), and Councillor Evan Spencer (Ward 12)

calgary.ca/planningoutreach



Community Outreach for Planning & Development Applicant-led Outreach Summary

What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

The main issue of concern related to the nature and timing of Riverstone Road connection to 24 ST and the Future Green Line Station. At the November 2022 Open House, in a smaller sample, more residents supported opening Riverstone Road for all modes of Traffic. However, there was a shift in opinion following further engagement. RE&DS team collected final Survey Feedback at the September 21, 2023 Open House. Of those who completed the survey:

- 22 supported a Transit-only opening
- 15 supported opening the road to All Modes of Traffic
- 11 did not support opening the Road in any way
- Three did not offer an opinion

Insufficient Parking, Noise, Traffic and Drop in Property Values for Riverstone residents were common themes expressed by those not in support of opening Riverstone Road vs broader community benefits of Connectivity to the Green Line Station and Access to 24 ST expressed by those in support.

Additional comments at the November 2022 Open House included pedestrian overpass over 24 ST, Integration with Riverbend Community, Consideration for Seniors Housing and Open Space.

See **attached *What We Heard Report*** for further information.

How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

Below is a summary of how stakeholder input is integrated in the proposed plan and influenced related decisions:

Riverstone Road: Following feedback from Riverstone residents, the broader community and discussions with Calgary Transit and Cllr Penner, RE&DS revised Riverstone Road connection to a Controlled Transit and Emergency Access Only to be opened at a future date deemed appropriate by Calgary Transit. The City will re-engage with the residents prior to the opening of the road.

Pedestrian Overpass: RE&DS, in agreement with a number of subject matter experts at the City, is proposing an at grade crossing with Rectangular Rapid Flashing Beacon (RRFB) on the north side of the existing roundabout.

Integration with Existing Riverbend Community: The vehicular connection at Rivercrest Crescent, the pedestrian connection at Riverstone Road as well as pathway connections at the south end will make Riverbend TOD area integrate with Riverbend community.

Consideration for Seniors Housing: MU-1 sites create opportunities to accommodate Seniors Housing.

Park Space and Open Space Amenities: Over 20% of Riverbend TOD area proposed as open space in credit and non-credit MR, will include amenities for the existing Riverbend community and the new residents.

How did you close the loop with stakeholders?

Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

On October 27, 2023, RE&DS closed the loop on Engagement with a message to concerned residents of City's decision to revise Riverstone Road connection to a Controlled Transit and Emergency Access Only to be opened at a future date deemed appropriate by Calgary Transit and that the City will re-engage with the residents prior to the opening of the road. RE&DS has received no further feedback from the residents. RE&DS will continue to provide updates through Project websites below:

- riverbendtod@calgary.ca
- <https://www.calgary.ca/realstate/RiverbendTOD.html?UTM-Source=Future-Development>

calgary.ca/planningoutreach



ENGAGEMENT SUMMARY

Round 1 Prior to Submission

**November 21, 2022
OPEN HOUSE**
Adjacent Residents: 6 – 7pm
Riverbend Community: 7 – 9pm

The RE&DS team carried out Comprehensive Engagement that involved the following Stakeholders:

- Riverstone Road Most-Affected Residents
- Riverbend Community Association
- Millican-Ogden Community Association
- South Hill Mobile Home Park and Calgary Housing Company
- Alberta Cheese Company
- Caravan Mobile Home Park
- Cllr. Kourtney Penner

Key Issue: Nature and Timing of Riverstone RD connection to 24 ST and Future Green Line Station
More residents supported opening the road for all modes of traffic vs a Transit-Only connection.
Some residents supported Riverstone RD to remain closed.

Round 2 Following Detailed Review by the City

**August 28 & 29, 2023
ON-SITE SESSIONS**
Riverstone Rd Residents: 6 – 8pm

Riverstone residents expressed the following as their key concerns:
Significant Increase in Traffic
Loss of Parking on the north side of the street
Loss of Property Values

**September 21, 2023
OPEN HOUSE**
Riverbend Community: 5 – 8pm

There was a shift in opinion from November 2022; The survey results were as follows for Riverstone RD connection:
Transit Only: 22
All Modes: 15
Closed to Vehicles: 11
No Opinion: 3

CLOSING THE LOOP
On October 27, 2023, RE&DS closed the loop on Engagement by advising the residents that Riverbend TOD plan will be revised to show a Transit and Emergency Only connection at this time to be opened at a future date deemed appropriate by Transit. The connection allows for All Modes, should the City and Community decide that in the future.

RE&DS will continue to provide updates through Project websites below:

- a. riverbendtod@calgary.ca
- b. <https://www.calgary.ca/realstate/RiverbendTOD.html>



Riverbend TOD

Riverbend Transit Oriented Development (TOD) What We Heard Report

December 8, 2022
Revised: September 26, 2023

Prepared by Britt Radius

Executive Summary

Real Estate & Development Services (RE&DS) is proposing a Transit Oriented Development (TOD project) on approximately 14 acres located south of Glenmore Trail, west of 24 Street SE and adjacent to the community of Riverbend.

RE&DS did two rounds of public engagement for this project.

We completed the first round in the fall of 2022 before RE&DS applied to Planning and Development. We engaged with residents, neighbours, community organizations and public officials with ties to the Riverbend TOD. Engagement included:

- Meeting with two community associations
- Ward 11 Councillor Kourtney Penner.
- Holding a well-publicized open house on Monday, November 21, 2022
- Developing a project email and project website.

We completed the second round in the fall of 2023 while the City of Calgary's Development Applications Review Team (DART) reviewed RE&DS' application.

RE&DS continued one-on-one engagement with residents adjacent to the proposed development via email and phone. In late August, it also held two on-site information sessions for most affected residents at the east end of Riverstone Road SE. In late September, it had another well-publicized open house on Thursday, September 21, 2023.

What We Heard: Round 1

The November 2022 open house attracted limited attendance.

Twenty-seven participants shared the most feedback about traffic, vehicular access, and road connectivity between Riverbend and the proposed development. There was an open debate among participants about whether Riverstone Road and Rivercrest Crescent should be open for traffic to and from the proposed development.

We heard far less about the proposed development's potential height or density. Only two open-house participants expressed concerns on comment cards about the height of the buildings, the proposed density, shadowing and sightlines. There were no concerns about the amount of proposed public realm space.

What We Heard: Round 2

RE&DS held follow-up sessions in August and September of 2023. They included two on-site information sessions for nearby residents and a community meeting. All sessions saw much better attendance thanks to increased awareness in the community.

In its application, RE&DS proposed removing street parking on the north side of Riverstone Road SE so that transit and all other modes of transportation can travel between Riverbend and the station.

The opening is a critical topic, and with limited participation in the first round, RE&DS opted to seek further feedback about traffic, vehicular access, and road connectivity between Riverbend and the development.

We held the on-site information session for residents immediately adjacent to the end of Riverstone Road SE. They were very vocal and sometimes emotional in opposing opening the road. Many expressed concerns about losing access to street parking in front of their homes and the effects of more traffic, including noise and safety issues.

We held a public open house for the entire community, and we asked participants to complete feedback cards with a survey indicating their preferences for the future of Riverstone Road. The results were different from what we heard from nearby residents.

- 22 supported a Transit-only opening on Riverstone Road
- 15 supported opening Riverstone Road to all modes
- 11 did not support opening Riverstone Road in any way
- Three did not offer an opinion

Like round 1 engagement, there were fewer concerns about the height or the density of the proposed development, and there were no specific concerns about the amount of proposed public realm space.

Further details are included later in this report. Remarks in *italics* indicate verbatim feedback.

Professional Services

RE&DS used the stakeholder engagement firm Britt Radius for both rounds of engagement in 2022 and 2023. Britt conducted a series of public engagement sessions with public officials, community organizations and the public.

Britt's team includes professionals with formal training and experience in public engagement.

Access

RE&DS selected Riverbend Community Centre for community meetings because of its central location, convenient parking and handicap access for those requiring it. All events started at the end of the workday and went into the early evening.

Round 1 Engagement Activities

For the first round of engagement in 2022, RE&DS started the engagement process by meeting with public officials and community organizations to discuss the proposed development. We met with

- Councillor Kourtney Penner and the staff for Ward 11 (07/21/2022)
- The Riverbend Community Association (10/13/2022)
- The Millican Ogden Community Association (11/15/2022).

Britt also briefed Darren Garlough, the Communications Liaison for Ward 12, about the proposal.

Round 1 Open Houses - November 2022

On Monday, November 21, 2022, RE&DS held two open houses at the Riverbend Community Centre. The engagement team invited residents adjacent to the proposed development to a 60-minute meeting to share concerns as the potentially most affected parties. The public was invited to participate in an open house from 7:00 p.m. to 9:00 p.m.

With the assistance of the Riverbend Community Association, RE&DS extended public invitations to the open house via social media and the community's website. Bold signs were also posted around Riverbend, Millican-Ogden and South Hill, and the engagement team delivered print invitations to households immediately adjacent to the parcel and along Riverstone Road.

The engagement team distributed open house flyers at the Riverbend and Millican-Ogden community centres, the South Hill Mobile Home Park, and the Alberta Cheese Company (Gay-Lea Foods) building. An attempt was also made to deliver open house flyers to the Caravan Mobile Home Park, but no office or drop-off point was available. They also sent an email invitation to Gus Listas, Property Manager, Calgary Housing Company, and open house invitations to Councillor Kourtney Penner (Ward 11), Councillor Gian-Carlo Carra (Ward 9), and Councillor Evan Spencer (Ward 12).

Britt Radius collaborated with RE&DS and the prime consultant Situated to create a simple 25-minute presentation and a set of 11 presentation boards about the proposed development. The team delivered this presentation at the open house and sought to ensure that participants received ample time for questions and feedback.

The open house hosts also asked residents to complete a brief survey about their preferences for opening Riverstone Road and Rivercrest Crescent to vehicular traffic.

Round 1 Open House Participation

Despite having delivered invitations door-to-door, no residents adjacent to the parcel attended the open house expressly set up for them. Of the 27 people who participated at the 7:00 p.m. open house, 25 were residents of Riverbend, one was a resident of Quarry Park, and another was a resident of South Hill.

Round 1 Open House - What We Heard

Traffic, vehicle access and vehicular activity

Traffic, vehicle access, and vehicular connections between Riverbend and the proposed development were the most controversial topics.

Opposing views: The most vocal participants said they did not want vehicle access between Riverbend and the proposed development on Riverstone Road. A couple suggested that Riverstone Road and Rivercrest Crescent should remain entirely gated for Transit. The main concerns were increased traffic, safety and the limited street widths.

- *More traffic concerns – safety within the entire community with traffic*

Supporting views: Others at the open house said they preferred to see Riverstone Road and Rivercrest Crescent open. They desire easy access to services, amenities, and transit options at the new South Hill LRT station. They also wanted new residents to have easy access to schools in Riverbend to ensure they remain open.

- *Riverbenders need to access the Greenline by car – Kiss & Ride*

Survey Results

- Eleven respondents wanted Riverstone Road open to all traffic.
- Three said Riverstone Road should be open to transit, pedestrians and bikes only
- Three want the status quo - locked gates with access for emergency vehicles only.

One was “undecided,” and another was “open to other options.” The remaining participants did not submit survey cards.

Other issues: Two participants raised concerns about controlling and coordinating increased traffic on 24 Street SE.

Pedestrian Overpass on 24 Street SE

The provision of a pedestrian overpass on 24 Street SE was a popular topic of discussion among open-house participants. Some felt that a pedestrian bridge is a required infrastructure that should be funded by the developer or through development levies.

- *A pedestrian overpass is a must.*
- *Pedestrian access across 24th needs to be fully funded by the developers!*
- *Need to have a pedestrian bridge/bike access to the new LRT station.*

A pedestrian overpass was a high priority among participants because Riverbend residents want safe, convenient pedestrian access to South Hill Station.

Additional Comments

Participants shared a variety of other feedback after the open house presentation.

- *Riverstone residents put a high value on park space.*
- *Be clear on the vision – is this part of Riverbend or not?*
- *Connect with CBE - where will designated schools be?*
- *Consider seniors' housing - difficult for seniors to retire in homes with multiple stairs.*
- *Lights at 24th Street and Glenmore SE are an issue. Please do a timing study.*
- *Participants “hope the conversation will continue.”*

Participants shared other feedback on comment cards, including

- *Concerned about beautiful pathways, consider fishing ponds and wooden bridges.*
- *Riverbend community should have a sign entering the community as compensation for the project.*
- *It is very important to have a clear vision for how this new development will be integrated with school districts, community associations, roads, etc. If the vision is for it to be part of Riverbend, the access need is critical.*
- *Concerned about the height of the multi-unit buildings behind Riverstone Close. Smaller units were considered for behind Riverstone Rd. because of existing houses.*
- *I am highly in favour of high-density housing, access to LRT on foot and car access in and out. I also think this should be added into the community of Riverbend.*
- *Concern about loss of mature trees in the area. Riverbend has boring tree diversity, so please plan for new species.*
- *Please connect with school district early. Schools are on low-number watch lists.*
- *Interested in seniors housing for aging population*
- *I think the current plan for bike path is limited and should extend down Riverstone Road.*
- *We have concerns regarding shadows on our backyards due to the multistory development—additional concerns about the loss of our unobstructed views. The park at the south along 24th could also be a source of safety concerns so a “safe” design should be paramount. Since the local CPS community station closed, I am concerned with response times with added density. Southern MU-1 Designation should be at most half height of other MU-1 zones for shadow/view.*

Round 2 Engagement Activities

As news of the proposal spread in Riverbend, RE&DS started receiving questions and comments from residents near the development.

Michael Carnegie, Project Manager, Real Estate & Development Services, met with the most concerned and affected residents to explore options for opening Riverstone Road SE while minimizing the impact. At RE&DS' request, Britt organized

- Two on-site information sessions for affected residents
- One public open house for residents of Riverbend

On-site Information Sessions - August 2023

On Tuesday, August 29 and Wednesday, August 30, 2023, RE&DS held the two evening on-site information sessions. The purpose of on-site information sessions was to share information about the RE&DS proposal and to collect any concerns from adjacent residents.

Before these evenings, RE&DS dropped letters to residents on the affected parts of Riverstone Road SE. The letters

- Explained the proposed application and its potential impact on Riverstone Road SE
- Invited residents to two three-hour walk-up sessions at the road's eastern end
- Explained the purpose of the walk-up sessions

Britt Radius collaborated with RE&DS on a set of presentation boards about the proposed development and changes to Riverstone Road SE. RE&DS also arranged for an extended team to meet with residents, answer questions and collect feedback. On hand were

- The project's external consulting team, coordinated by Situated
- Members of the City of Calgary's DART team
- RE&DS communications staff
- Representatives from the Ward 11 Councillor's office

Participation - On-site Information Sessions

Despite having delivered invitations door-to-door, some residents complained that they did not receive notice of the on-site information sessions. Regardless, we collected contact information from 24 residents. We also collected 19 pieces of written feedback.

A few residents expressed opposition to the project aggressively and were reminded to share their feedback respectfully.

Round 2 - On-site for Residents - What We Heard

Traffic, vehicle access and vehicular activity

As in round 1, traffic, vehicle access, and vehicular connections between Riverbend and the proposed development were, by far, the most controversial topics.

Of the 19 feedback forms received, all opposed opening Riverstone Road to all modes of traffic. The main concerns were parking, increased traffic, noise, and safety.

- *I don't believe that Riverstone Rd is an acceptable transit corridor. (Why is it?)*
- *Parking on the street since it will be removed must have some kind of parking lot for local residents as a replacement.*
- *Noise/Traffic – I appreciate the expansion idea but I'm sad that my quiet street may become a bus route.*
- *Please do not open the road to general public. Kids and animals are already in danger with a blind corner.*

- *As we will no longer have access to our parking spaces (on the northern side of Riverstone RD) we would like for other designated parking spaces such as a nearby public lot.*

Some suggested that traffic should use Glenmore or other routes

- *There is also a corridor just south of here between 18th Street and 24th Street by the baseball diamond. Was this overlooked? It's much wider and more centrally located for all Riverbend residents to access and would also be a much cheaper option as well as safer.*

For and against a Transit-only connection

Five feedback forms suggested that Riverstone Road could be gated for Transit only.

- *I would like for the road opened to transit only, not to the public.*
- *I'm ok with the transit route through but the traffic on the street will be too much*

Disruption of services

Several participants were concerned that changes would disrupt neighbourhood services.

- *I am almost sure that we can't have garbage collection and parking for cars only on the south side of street, especially during winter.*
- *On garbage days we are required to push the bins past parked vehicles for ease of pick up, narrowing the street further.*

Property Values

Several participants felt that opening the road would devalue their properties due to traffic and noise. Some asked whether they would be compensated for changes.

- *My main issue with this plan is devalue of my property because of noise and traffic and losing peacefulness of my living place.*
- *What is the City's plan/Developer's plan to compensate homeowners for the inevitable decrease in property value?*
- *Property value compensation or buy out.*

Form and size of development

Two written remarks shared concerns about the form and density of the development.

- *Our primary issue is in regard to the massive complexes that will be going up next to houses that were built in 1993, thus eliminating our community's "small town" feel. We've been informed that new residents of the complex will receive only one underground stall per unit.*
- *Adding over 500 units to such a small area drastically changes the dynamics of the community. This is a quiet single-family neighbourhood that you are disrupting with this plan.*

Round 2 Open House - September 2022

On Thursday, September 21, 2022, RE&DS held a final community meeting at the Riverbend Community Centre.

RE&DS extended public invitations to the open house via social media. The Riverbend Community Association also helped promote the event through social media channels. Bold signs were also posted around Riverbend, and RE&DS delivered print door hangers to households immediately adjacent to the parcel and along Riverstone Road. We extended open house invitations to the office of Councillor Kourtney Penner (Ward 11).

Britt Radius revised the round 1 open house presentation and brought presentation boards from on-site meetings in August.

There was some community controversy in social media about opening the road, and the team was concerned about open conflicts between residents. The event was conducted as an open house rather than a town hall. Some participants were anticipating an opportunity to express their opposition to the opening publicly, and they expressed their disappointment with the evening's format.

The Riverbend Community Association also declined to comment on the proposal, citing a desire to respect differing opinions among its board and membership. We await further correspondence from the community association but note their continued advocacy for quality of life in Riverbend, with particular attention to safety and beautification.

The open house hosts also asked residents to complete another brief survey about their preferences for opening Riverstone Road to vehicular traffic.

Round 2 Open House - What We Heard

Survey results: We collected feedback from this event on comment cards that included a survey concerning Riverstone Road. Of those who completed the survey

- 22 supported a Transit-only opening
- 15 supported opening the road to all modes
- 11 did not support opening the street in any way
- Three did not offer an opinion

Not opening the road wasn't a survey option, so participants wrote in their preferences. A few asked why it was not offered as an option.

Traffic, vehicle access and vehicular activity

Traffic, vehicle access, and vehicular connections between Riverbend and the proposed development were the most controversial topics.

Transit-only opening: Most at the open house were willing to consider opening Riverstone Road to Transit. Some felt it was important for accessibility to the new Green Line station.

- *I like the accessibility to the green line (3 access points).*
- *This parking problem will only get worse if we don't remove barriers to transit.*
- *Opening Riverbend to the Green Line and welcoming increased density housing into the community is great.*

However, some still had concerns.

- *Opening only to transit is the much-preferred option, but even that will greatly impact the houses on that street.*
- *If the street is opened to transit only, I would highly suggest it is opened as a one-way only.*
- *That road was not intended to handle the increase in traffic, and it would be very unfair to the residents there. A transit-only option would certainly be the lesser of two evils.*

Opening to all modes: Fewer supported opening the road to all modes. They said

- *We value the addition of higher-density development in the neighbourhood. We would want residents to be connected and a part of the community.*
- *I think opening the road will benefit the community.*
- *Main benefit – reduce congestion and choke points along 24/18 Street. Provide alternative access in/out of the community.*

Keeping Riverstone Road closed: The most vocal participants at the open house wanted Riverstone Road to remain closed, but this was the least popular option in written feedback. This may have been because it was not offered as a survey option.

Written feedback was extensive and followed several themes. There were concerns about

- No longer having access to street parking in front of their homes
- Having insufficient space to park their vehicles on their property
- Having to park cars on side streets further away from their homes
- The volume of traffic, more noise and safety issues as a result of opening
- The capability of the road to handle more traffic, given the limited width

Examples of specific comments about parking, traffic and access included

- *Removing parking on Riverstone Road is not a viable option for residents, especially without alley access.*
- *The City of Calgary did a study years ago and concluded they would not open Riverstone Road as it would be used as a shortcut. The road was not suitable for the increase in traffic. I suggest you find that study and read the details. Simply eliminating parking on one side will not be sufficient.*
- *How can you take away street parking in a residential area? This will affect their property. How are they to be compensated for the decrease in property value?*
- *Bus to go down Rivercrest Drive to station and Ring and 18 Street back – This will not affect any homes.*

There were several follow-on concerns, including

- Impact on property values if street parking was removed
- A need for permit parking
- An increase in crime if Transit were to open a route along Riverstone Road
- Impact on the natural setting and wildlife

Feedback about house values were as follows.

- *Houses are less attractive for resale on busy streets or transit routes as opposed to cul de sac communities.*
- *As the neighborhood realtor, opening to all traffic will be a huge detriment to the community.*

A couple of comments suggested that the City should compensate residents for removing street parking and the perceived impact on house values.

- *I would propose that if the City insists on opening the road that they should purchase all of the houses on one side to the street and open it up for the correct width required and remove those houses all together. This would solve part of the parking issue and give enough space for the City to design the road with applicable parking and capacity*
- *Why are there no proposed alternatives other than the disruption of members of the community without any proposed compensation?*

Some comments were in favour and opposed to permit parking.

- *Parking in residential areas may lead to permit parking, costs \$\$*
- *Also plans for permit parking in the immediate area should be considered.*

Others raised concerns about crime.

- *More crime with greater access to our neighborhood*
- *There have already been numerous thefts and property damage incidents*
- *The neighborhood will already be victims to an increase of crime once the Green Line Station opens.*

A couple introduced concerns about the natural environment and wildlife.

- *Animals living in green space will be endangered*
- *Birds of prey protected by Wildlife Act.*
- *You would also be destroying nature by taking out the trees. I have seen deer, rabbits and coyotes run through there.*

Additional Comments

Participants shared other feedback on comment cards, including the following topics.

- *We need a pedestrian corridor on the north side (east/west). We need to connect Rivercrest Crescent to 24 Street.*

- *This route needs to be open during construction as quite a few people walk this route including myself in order to get to work.*

There was specific feedback about changes to Transit and parking at South Hill Station.

- *We support the development: But do not think the road needs to be opened prior to the station being built and then, only buses*
- *Why not put the bus road through the green space off 21 Street by the baseball diamond?*
- *Needs Park and Ride*
- *No parking at C-train Station? – How realistic is this. People are still going to drive then park in the residential area and take away more parking from residents. There needs to be a parking lot at the station.*
- *The idea that there will not be a park n ride at the LRT station needs to be shared with the public and residents.*

Three comments were about the density, design and construction of the new development.

- *Please consider implementing measures that protect the walkable pathways along 24 Street; Add a full sound barrier, similar to what is in place further down 24 Street. Ensure adequate lighting is in place along 24 Street. Timed signals would be helpful. Main benefit – reduce congestion and choke points along 24/18 Street. Provide alternative access in/out of the community.*
- *I would rather have all the MU-1 parcels be zones MU-2*
- *Multi-unit (re-zoning) so that our residential areas too multi-unit and encroaching on our nice single-family houses.*

CLOSING THE LOOP COMMUNICATION

From: City of Calgary - Real Estate & Development Services <realestate@newsletters.calgary.ca>
Sent: Friday, October 27, 2023 10:35 AM
To: Carnegie, Michael <Michael.Carnegie@calgary.ca>
Subject: Application update: Proposed Riverbend redevelopment



Hello, and we hope this message finds you well.

Thanks to the valuable input shared through open houses, pop-up events and correspondence, **we have revised our Riverbend Transit-Oriented Development application to propose a transit-only route** for Riverstone Rd SE, with cycling, walking and wheeling to be permitted as well.

With respect to this, please be aware that:

- There is no immediate timeline for the use of Riverstone RD SE by buses. Meanwhile, the road will remain unchanged.
- When the time comes to remove parking and open Riverstone RD SE for transit we will re-engage with residents. There is currently no timeline for this.
- We anticipate the future access for buses and emergency vehicles to be via an electronic gate.
- Some of you had questions about how parking zone policy might help mitigate future impacts. To learn more about the Residential Parking Permit (RPP) program, how to apply and the associated costs, please visit calgaryparking.com.

This brings to a conclusion the applicant-led engagement as summarized in the [What We Heard](#) report included with the application.

Remaining steps in the process are as follows:

1. Application review: If you have any concerns with the information provided in the [What We Heard](#) report, you are invited to also submit comments directly with the application review team, [here](#). Comments are being accepted until November 27, 2023.
2. Calgary Planning Commission (December 2023 at earliest): A CPC meeting will be scheduled once the review team is ready to present its recommendation (approve/refuse) to Planning Commission. Once this meeting is scheduled, we will inform you of the meeting date, time, location, agenda, reports, attachments and video links.
3. Public Hearing (early 2024): A Public Hearing will be scheduled once CPC is ready to make its recommendation (approve/refuse) to Council. Again, we will share details of Public Hearing once it has been scheduled.

Thanks again for your continued interest and engagement in this project.

Mike Carnegie, project manager
[E riverbendtod@calgary.ca](mailto:riverbendtod@calgary.ca)

[W calgary.ca/riverbendTOD](http://calgary.ca/riverbendTOD)

About us

The City works to develop, sell and lease City-owned land and property to create vibrant communities, attract diverse and quality employers, support the development of affordable housing and fund the purchase of land needed for future infrastructure. To view all sales and leasing listings, visit calgary.ca/realestate.