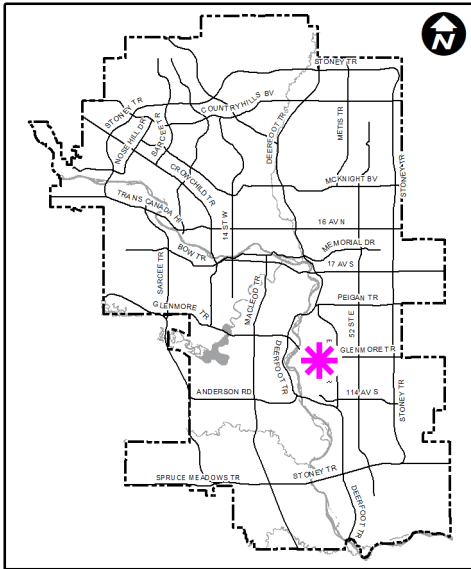


Updated Background and Planning Evaluation

Location Maps

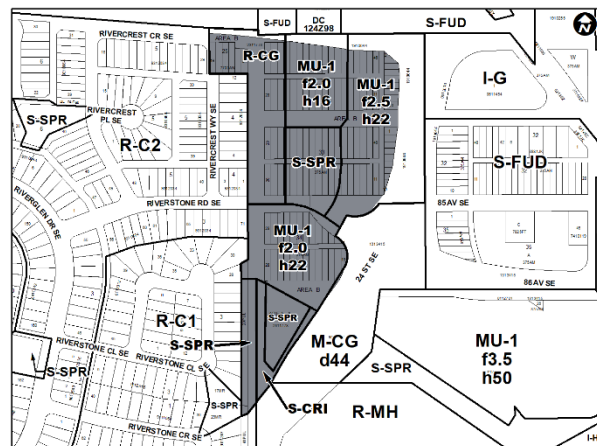
The proposed land use amendment map has been updated to include the parcel located at the corner of 24 Street SE and 85 Avenue SE (2534 – 85 Avenue SE) into the development lands. The proposed land use for this parcel is Mixed Use – General (MU-1f2.5h22) District.



Road Closure Map



Land Use Amendment Map





Planning Evaluation

Responses to the Calgary Planning Commission Referral

Improve pedestrian/active modes connectivity and experience east-west between the future South Hill Green Line Station and the community of Riverbend

The outline plan and the conditions of approval have been amended to include the requirement for the construction of a 2.0 metre wide monolithic sidewalk connection on the north side in front of 2460, 2464 and 2468 Riverstone Road SE to connect with the existing public sidewalk network. This will improve safety conditions for pedestrians and will complete a missing link in the pedestrian network along the north side of Riverstone Road SE.

The outline plan has been amended to indicate a pedestrian plaza in the surplus road right-of-way at the northwest corner of Riverstone Road and 24 Street SE. The proposed land use district adjacent to this pedestrian plaza would be MU-1 District, which would allow the opportunity for at-grade commercial uses. This has the potential to create a welcoming area for pedestrians to congregate as they walk between 24 Street SE and the existing Riverbend community to the west.

The outline plan has been further amended to indicate a potential future mid-block pedestrian connection across 24 Street SE and through the northern part of the plan area. This will increase the number of routes available for pedestrians and improve active modes permeability in the plan area. A condition of approval will require a 5.0 metre wide public access easement agreement be registered on title for pedestrians to access this connection.

The outline plan proposes changes to Riverstone Road SE and 24 Street SE roundabout to enhance the pedestrian crossing experience at 24 Street SE. This includes the installation of a Rectangular Rapid Flashing Beacon (RRFB) on the north leg of the roundabout and the closure of the westbound to northbound bypass lane.

Policy amendments to the *Millican-Ogden Area Redevelopment Plan* (ARP) are proposed which set out the future vision and development expectations along Riverstone Road SE, including street-oriented uses at grade and the minimization of surface parking stalls and vehicular accesses in order to reduce visual impacts and pedestrian safety concerns (Attachment 5)

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

As described above, the outline plan has been amended to indicate a potential future pedestrian crossing on 24 Street SE. This will align with the proposed pedestrian connection within the MU-1 parcel in the north-east corner of the plan area.

There is new policy wording proposed in the ARP that specifically addresses future development on 24 Street SE, requiring street-oriented uses, landscaping and/or screening of surface parking stalls and back of house functions in order to minimize visual impacts.

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

Proposed policy wording in the ARP recommends the 24 Street SE corridor be reviewed to align modal priorities and enhance the public realm experience. Future design of 24 Street SE should balance the role as a goods movement route with the future TOD, with a focus on prioritizing active modes and transit.

The South Hill Station Area has been identified as a critical and key transfer location for Calgary Transit. The function of transit along 24 Street SE and integration with the future Green Line station for seamless and optimized transit transfers will be a critical design consideration with future development.

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

The outline plan has been amended to indicate that the one-way road (Riverstone Green SE) proposed around the central park space has been reduced in width by 0.7 metres to 13.0 metres. This will allow future development to better address the park-housing interface by allowing development to frame the park setting.

The outline plan has been further amended to reduce the number of proposed access points on the one-way road (Riverstone Green SE) into the MU-1 District parcels from three to one. A condition of approval will require the registration of a restrictive covenant on title ensuring access is provided only from the rear lane. In order to provide access to the proposed MU-1f2.0h16 parcel to the north of the central park space, an additional access point has been proposed on Rivercrest Crescent SE.

A new policy in the ARP is proposed to address the central park space, requiring future development to be oriented towards the park to create a sense of enclosure, with at-grade entrances, underground parking, lighting and landscaping to provide a safe, active and pedestrian oriented environment.

The applicants proposed concept plan (Attachment 12) indicates how buildings could be positioned within the proposed MU-1f2.0h22 District to the south of Riverstone Road SE to allow a portion of future development to face directly onto the southern S-SPR space. A further ARP policy amendment is proposed to reflect this.

Land Use

The proposed area for the land use redesignation has increased from 5.28 hectares \pm (13.05 acres \pm) to 5.66 hectares \pm (14.01 acres \pm) with the inclusion of the parcel at 2534 – 85 Avenue SE. This additional 0.38 hectares \pm (0.94 acres \pm) is proposed as the MU-1f2.5h22 District.

Legislation and Policy

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy - Pathways to 2050](#) programs and actions. One of the Climate Mitigation Plan themes and Program Pathways is 'Zero Carbon Neighbourhoods'. By 2050, the goal is to have 95 percent of Calgarians live within 2000 metres of a dedicated transit facility (e.g. LRT, MAX bus service). In this case, the future location of the South Hill Green Line LRT station lies within 600 metres to the east of the plan area, thus meeting this goal.