



Public Submission

CC 968 (R2024-05)

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Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

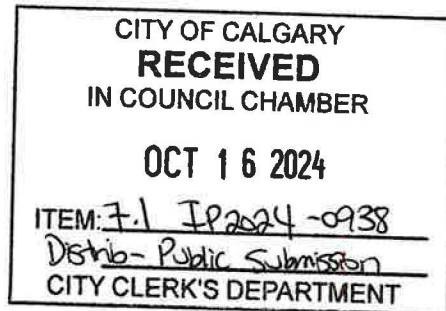
ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required] Cynthia  
Last name [required] Klaassen

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?



What meeting do you wish to comment on? [required] (if you Standing Policy Committee on Infrastructure and Planning

Date of meeting [required] (if you are providing input on service plans and budget adjustments, please select "November 18") Oct 16, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).) (if you are providing input on service plans and budget adjustments, please write "budget" below.)

[required] - max 75 characters Riley Communities Local Area Plan, IP2024-0938



**Public Submission**

CC 968 (R2024-05)

Are you in favour or opposition of the issue? [required]

In favour

ATTACHMENT\_01\_FILENAME

Letter of Support - Riley Communities - LAP and HGA.pdf

ATTACHMENT\_02\_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)





October 15, 2024

**Fraser McLeod**  
**Senior Planner | Community Planning**

The City of Calgary  
Floor 5, Municipal Building, 800 Macleod Tr. S.E.  
P.O. Box 2100, Station M  
Calgary, AB T2P 2M5 | Mail Code: 8075

Dear Fraser:

**Re: Riley Communities – Local Area Plan and Heritage Guidelines**

I am writing on behalf of Heritage Calgary in support of the Riley Communities Local Area Plan (LAP) and Heritage Guidelines. Heritage Calgary is a charitable Civic Partner of The City of Calgary focused on the research, education, and preservation of our shared heritage. We believe heritage is a dynamic process by which identity is experienced, interpreted, and represented and take pride in working with Calgarians to honour the fabric that we are all a part of.

This LAP recognizes the contribution of its heritage resources and embeds the protection and maintenance of these resources into its policies. The Heritage Guideline Areas defined in section 2.6.2 outline policies that recognize and celebrate the unique history of the built form in these communities, ensuring that new development will be contextually sensitive to the neighbouring heritage assets.

The result is a set of Heritage Guidelines that will ensure future community development will be sympathetic and complimentary to the existing community fabric. It includes the introduction of new incentives for these communities to help protect heritage resources - including density transfers and modified building heights along main streets – and to ensure future development is in harmony with existing commercial heritage buildings.

We are pleased to support this LAP and the Heritage Guidelines outlined therein and look forward to assisting with their implementation for the Riley Communities.

Sincerely,

A handwritten signature in blue ink that reads 'Josh Traptow'.

**Josh Traptow**  
**Chief Executive Officer**  
**Heritage Calgary**

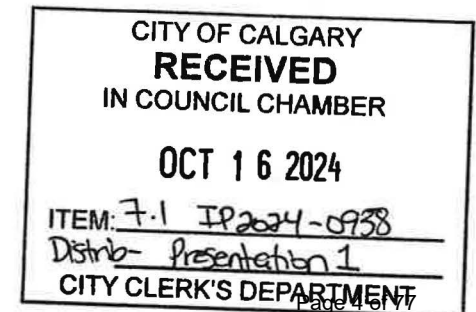
# Riley Communities Local Area Plan

Comments to Standing Policy Committee on Infrastructure  
and Planning

Dr. Angeles Mendoza Sammet

Member of the Working Group for the Local  
Area Planning, Riley Communities

Oct. 16, 2024.



# Something about me

- **Professional Biologist** (Alberta Society of Professional Biologists).
- **Affiliate Researcher**, IHE Delft Institute for Water Education, the Netherlands.
- **Policy Analyst** – Fortalece.ca.
- **Mediator** –Community Mediation Calgary Society.
- **Consultant and trainer** on Environmental and Social Impact Assessment and Strategic Environmental Assessment.

## **Past:**

- **Lecturer and Researcher in Environmental Planning and Management** –IHE Delft (Environmental Assessment, Policy Analysis).
- **Biodiversity Specialist** (Golder Associates), **Environmental Planner/ Cumulative Effects Specialist** (CH2MHill) .

## **Education**

- **PhD. Environmental Design**, Speciality Environmental Management, U. of Calgary.
- Certificates in **Public Participation (IAP2)**, **Consensus Decision Making** and **Conflict Management** (ADIRA/AAMS).
- **Resident of Briar Hill Community** .

# The Engagement Process

The process for the Riley Communities (RC) Local Area Plan needed more transparency and participation.

- Maps were not available for reviewing before or after the meetings,
  - Relevant information was not available for other residents,
  - Other resident did not have opportunities to participate (even this meeting was not among the “upcoming meetings”).
- Planning requires integration of different types of information to analyze alternatives and select the best option.
    - Key information was missing:
      - Focus on types of buildings and locations is insufficient for a 30- year plan,
      - RC Local Area Plan-draft Mobility Plan was not shared,
      - Plan for Parks, green areas and wildlife corridors were not available,
      - Safety concerns were not fully addressed.

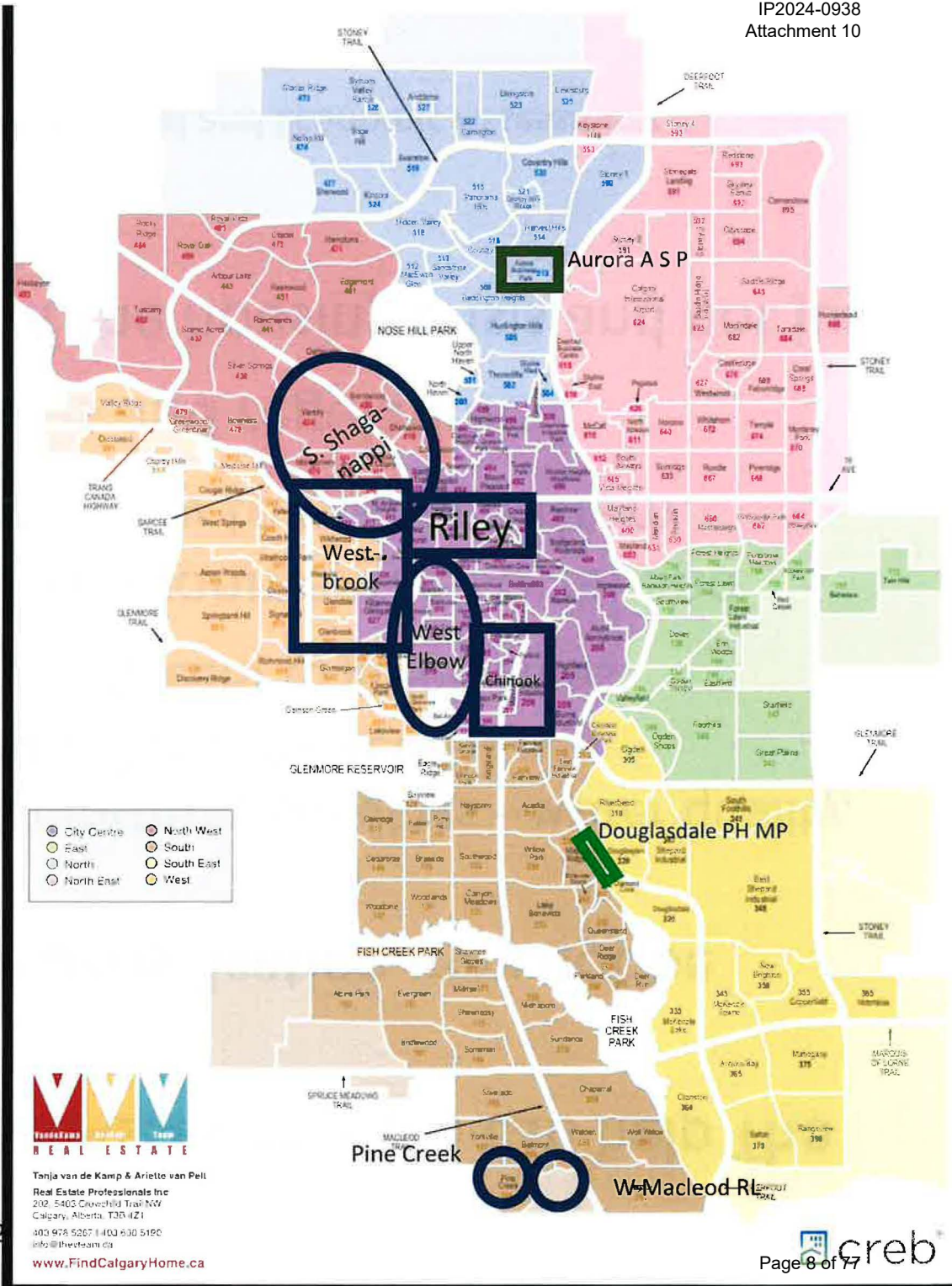
The screenshot shows a web interface for viewing upcoming meetings. At the top, there are four filter tabs: 'All Meetings', 'Council Meetings', 'Standing Policy Committee Meetings' (which is highlighted in red), and 'Other Meetings'. Below the filters is a search bar. The main heading is 'Upcoming Meetings'. Below this, there are two meeting entries for Tuesday, October 22, 2024 at 9:30 AM in the Council Chamber. The first entry is for the 'Infrastructure and Planning Committee' and the second is for the 'Community Development Committee'. Each entry includes a PDF icon and a link to 'Meeting Notice.pdf'. On the right side of the interface, there are icons for search, filter, and a 'List' button.

# Strategic Environmental Assessment is a recognized process to improve planning<sup>1</sup>

**The City** will benefit by using **Strategic Environmental Assessment(SEA)** to engage residents in the planning process

- **Analyze interactions** (positive and negative) among different local area plans that are being done in isolation.
- **Integrate adaptation of a changing climate** based on constrains (water, space, infrastructure ...).
- **Analyze alternatives** for integrated/multicriteria planning at Local Area and Calgary Region scales.
- **Combine different types of information** to have a better understanding of challenges and opportunities at different scales.
- **Have meaningful** discussions to set a new vision for the future and allow all interested residents- and potentially affect ones- voice their concerns.

1 Cabinet Directive on Strategic Environmental and Economic Assessment, 2024



Cumulative environmental and socio-economic impacts are ignored by taking a piece-meal approach to planning and not integrating different types of information.



Tanja van de Kamp & Ariette van Peil  
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info@theteam.ca  
www.FindCalgaryHome.ca

<https://findcalgaryhome.ca/wp-content/uploads/2022>



Strategic Environmental Assessment(s) can help **The City**, among other...

- **Identify areas** where densification may not be appropriate
  - Glenmore Landing Multistorey buildings – water quality, recreation, visual and cultural impacts
  - Multi-storey buildings adjacent to green areas.
- **Determine potential** environmental, social and economic **impacts** and how to manage them.
- **Analyze gaps** in policies and regulations .
- **Address the causes** of the housing crisis and not just the symptoms.

1 Cabinet Directive on Strategic Environmental and Economic Assessment

## Example:

Parking Policy (4.1.1 Residential Areas) is insufficient to help residents deal with problems caused by increased density and limited on-street parking:

- Conflict arising in neighbourhoods.

# Poor engagement

## Land use districts / zones

Find your land use district

Enter your address to find your land use district and property information

2102 12 AV NW

2102 12 AV NW

# R-CG

**R-CG Residential - Grade-Oriented Infill**

R-CG is a residential designation that is primarily for rowhouses but also allows for single detached, side-by-side and duplex homes that may include a secondary suite.

DEVELOPED AREA

Rowhouses and townhouses are in Multi-residential (M1)!

<https://www.calgary.ca/planning/land-use/districts.html>

# Thank you for listening

Dr. Angeles Mendoza Sammet, P. Biol.

[angeles@angelesmendoza.com](mailto:angeles@angelesmendoza.com)

403-585-5525

## Some references

Campeol, G. 2020. Strategic Environmental Assessment and Urban Planning. Methodological reflections and case studies. Springer. <https://link.springer.com/book/10.1007/978-3-030-46180-5>.

Polido, A. 2023. The Role of Strategic Environmental Assessment for Sustainability in Urban Systems Transformation. In: Teles, F., Rodrigues, C., Ramos, F., Botelho, A. (eds) Territorial Innovation in Less Developed Regions. Palgrave Studies in Sub-National Governance. Palgrave Macmillan, Cham. [https://doi.org/10.1007/978-3-031-20577-4\\_9](https://doi.org/10.1007/978-3-031-20577-4_9).

Rise , N and Brooks, N. 2010. Strategic environmental assessment and adaptation to climate change. Organization for Economic Cooperation and Development. [http://content-ext.undp.org/aplaws\\_publications/1769217/SEA%20and%20Adaptation%20to%20CC%20full%20version.pdf](http://content-ext.undp.org/aplaws_publications/1769217/SEA%20and%20Adaptation%20to%20CC%20full%20version.pdf).

United Nations Economic Commission for Europe (UNECE). 2023. Guidelines on the Strategic Environmental Assessment of Urban Planning Documentation. [https://unece.org/sites/default/files/2024-06/PUBLICATION%20ENG\\_0.pdf](https://unece.org/sites/default/files/2024-06/PUBLICATION%20ENG_0.pdf).

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**CONSULTING**

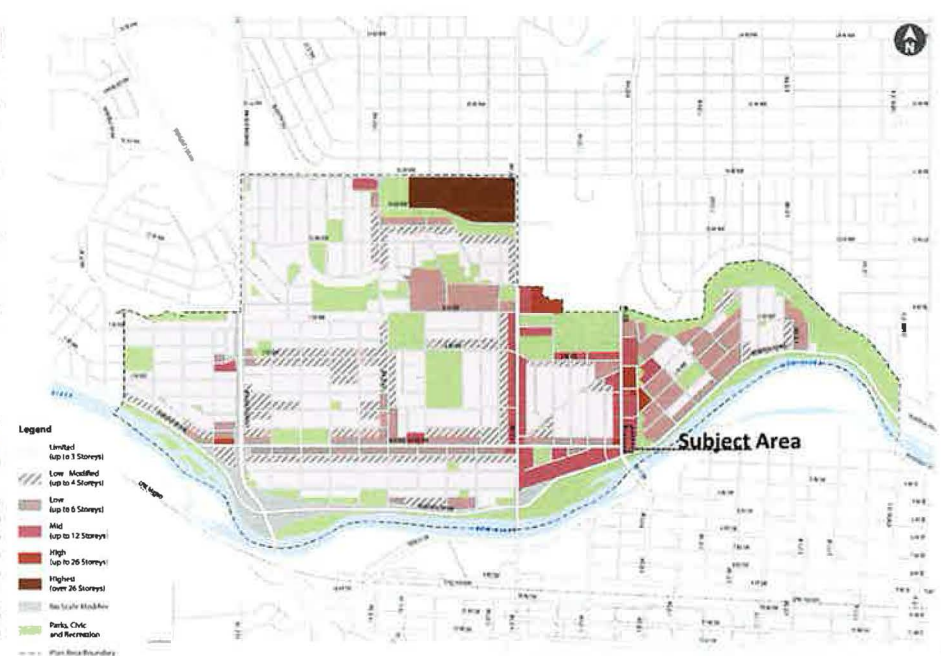
Riley Local Area Plan  
Infrastructure and Planning Committee  
Oct. 16, 2024

# Policy Area – Land Use and Building Scale

- Identifies 10<sup>th</sup> Street NW as **Mid-up to 12 stories / Active Frontage**.
- Adjacent development on 9A St NW is up to **12 stories**.



Map 3: Urban Form



Map 4: Building Scale



# Riley LAP Modified Building Scale Area

- A stretch of 10<sup>th</sup> St NW north of Memorial Drive NW is limited to **8 storeys or less**.
- The height reduced to 8 storeys as opposed 12 storeys elsewhere on 10th St and 9A St.
- Height increase allowed through heritage density bonusing or affordable housing provision.

- k.** Development on the east side of 10 Street NW and north of Memorial Drive NW, as identified in Figure 13, should be 8 storeys or less.



**Figure 13: Memorial Drive NW and 10 Street NW Modified Building Scale Area**

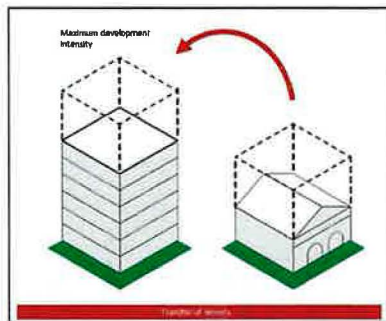
Policy 2.5.2(k)



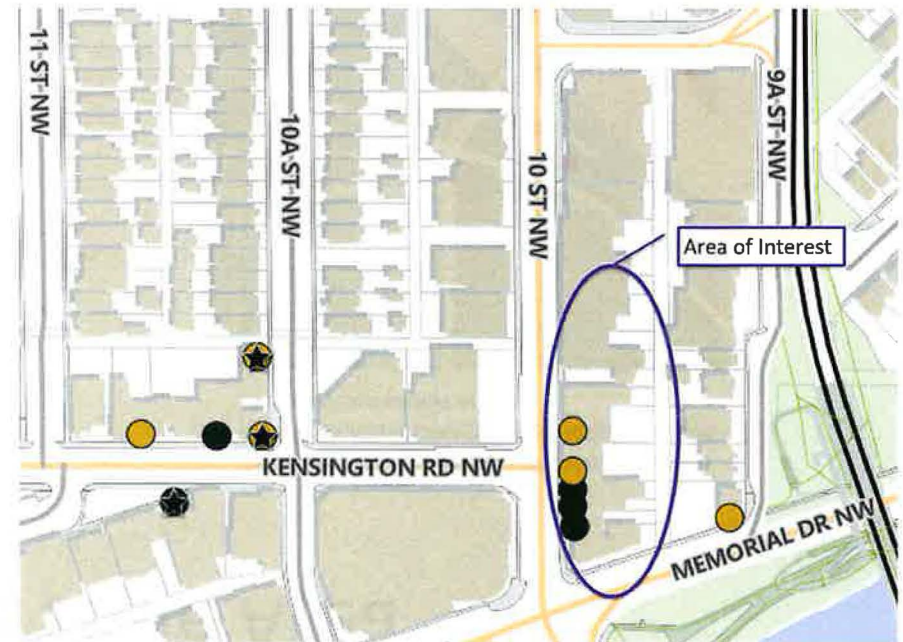
# Points of Concern

## Bonus Density

- Bonusing has not worked in the past as per City Administration report (IP2023-0459 Attachment 2).
- Bonus density programs perform less effectively in areas outside the Greater Downtown (7 within Hillhurst/Sunnyside between 2006 and 2019).



Heritage Bonus Density Transfer



Inventory of Evaluated Historic Resources (Heritage Calgary)





# Points of Concern

## Contextual Scale

- Taller buildings have been constructed east of the modified building scale area.
- The difference between 8 and 12 stories cannot be felt at the street.
- 12 storeys is unlikely to "overwhelm" the form and massing of heritage assets.
- Limiting opportunity and development scale near to the Greater Downtown and a transit station area does not make planning sense.



View of 10<sup>th</sup> St looking Northeast (Lido and Pixel buildings)



View of 10<sup>th</sup> St and adjacent developments looking East (Lido and the new Jemm development on 9A Street)



# Points of Concern

## Policy Alignment and Future Growth

- Will restrict the creation of housing and add additional hurdles and costs.
  - Concrete construction required by Building Code above six storeys.
  - Concrete construction only becomes economically feasible at 12 storeys.
- Height restrictions should not impact buildings that are not designated or identified as heritage resources.
- Densities along Neighbourhood Main Streets should concentrate where they merge with other Main Streets.



View of 10<sup>th</sup> St and Downtown looking East



# Heritage Asset Policies

- In response to our feedback, City Administration has included heritage asset policies to maintain and complement existing municipally identified heritage assets.



Carscallen Block (courtesy of Heritage Calgary)

- j. Development within areas with concentrations of commercial **heritage assets**, as identified in Figure 10, should:
  - i. draw design reference from adjacent and nearby **heritage assets**, and should not overwhelm the form and massing of those assets;
  - ii. be compatible with and complement the building material and forms of the existing **heritage asset**;
  - iii. prioritize the retention and incorporation of the existing **heritage asset** into the new development; and,
  - iv. include design solutions such as setbacks, building articulation, and material variation to provide a sensitive interface between new development and **heritage assets**.

Policy 2.5.1(j)



# Moving Forward

## Removal of Policy 2.5.2(k)

- k. Development on the east side of 10 Street NW and north of Memorial Drive NW, as identified in Figure 13, should be 8 storeys or less.

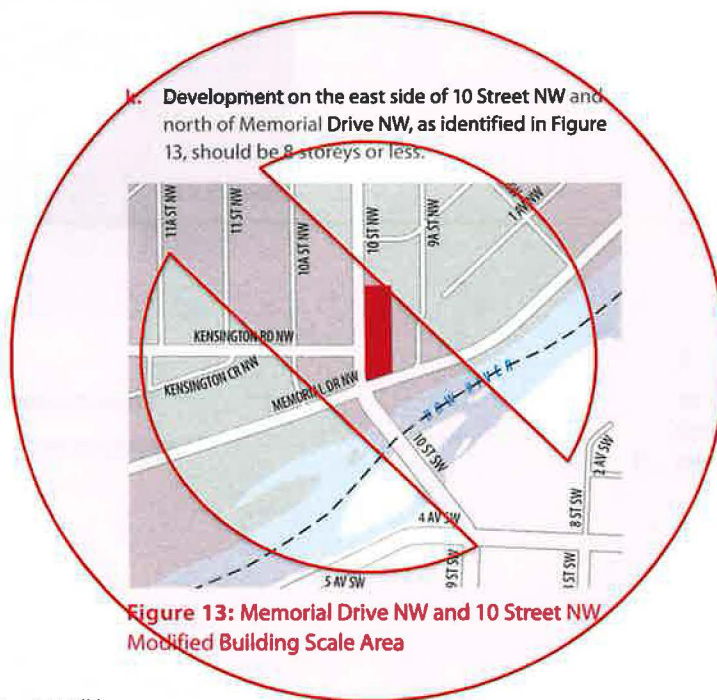


Figure 13: Memorial Drive NW and 10 Street NW Modified Building Scale Area

Policy 2.5.2(k)



Questions?

Thank You.

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587.350.5172

1026 16th Ave NW, Suite 203  
Calgary, AB | T2M 0K8





October 9, 2024

**To the Infrastructure and Planning Committee:**

The community of Hounsfield Heights – Briar Hill has been engaging in the Riley Local Area Plan process in good faith, and have been explaining to the Riley planning team what we love about our community. Our community already has a variety of housing choices - there are high rise condos, low rise more affordable condos, townhomes, three large care homes, and narrower modern homes, in addition to the main single-family part of the community, which includes secondary suites. Our community has a park-like atmosphere, beautiful mature tree canopy, and wild-life, and a friendly neighbourly atmosphere. We are looking for planning which respects and maintains our community whilst welcoming new residents. The Community Association understands that some density increase is needed and inevitable. We have been seeking reasonable compromise, that preserves the character, beauty, and environment of our home neighbourhood whilst adding density.

We continue to feel that the potential for very high density on the mall site should be balanced with grade-oriented options within the core of the community. Grade-oriented options (up to H-GO row houses, rather than apartments/condos) maintain the scale and neighbourly feel of the community, and allow room for trees and other natural features. Apartments right beside single-family homes provide too much contrast in height, setbacks, and lot coverage. Existing residents lose sunlight, privacy, mature trees, green spaces, and vistas. Apartments will add too much traffic to quiet streets and will shade the adjacent park.

We also oppose six storey apartments permitted below the Hounsfield Heights escarpment, which will block off the community with excessive height – we are the only escarpment community with higher than the escarpment planned immediately in front. Four storeys in this area would fit with the existing multi-family residences and respect the community and adjacent parks above.

Where new types of dwellings are added, we are looking for good design and proportions that makes denser building forms blend in with the existing context. We have been asking for phrasing in the LAP to discourage narrow infills. Where two dwellings are proposed on a typical lot, the CA strongly prefers well-designed semi-detached homes, that blend in by maintaining the proportions of the homes around them, whilst adding density. Very narrow dwellings stand out from their neighbours and extend deeper into the lot, shading neighbours and taking away from their enjoyment of their gardens. Many detailed policies are outlined in the LAP for other matters – surely a simple policy to prefer semi-detached built form, to help mitigate the impact on our community character, should be possible.

The community is concerned about some details amended in Phase 4. The 4-storey building scale has been added at the north ends of 15<sup>th</sup>, 16<sup>th</sup> and 16A Streets against Lions Park. These are dead-end streets ending on a gravel lane – egress from apartments in those locations

will create too much traffic and safety issues for the park playground. 4-storeys will also shade the park. Neighbourhood Connector (with the implied permitted H-GO) has been added against the sound wall on the north edge of Briar Hill. Again, the vehicular egress from this area is very poor – all of these streets, from 20A to 24<sup>th</sup> Street, end on a one lane one way street. This is a poor place to add extra density. The rationale was the proximity to the BRT on 16<sup>th</sup> Ave, but this is incorrect. The closest BRT stops are at 19<sup>th</sup> Street and the only other pedestrian access to transit is over the pedestrian bridge at 21A Street. These locations along the sound wall do NOT have better access to transit than much of the community, and should not be zoned based on the road on the other side of a large wall.

The section on the North Hill Mall Comprehensive Plan continues to concern us. The mall plan emphasizes a grid of streets and individual buildings, in our winter city. There are already two towers of residences at the mall, with indoor access to the shopping. This feature has attracted many seniors and disabled people for this very practical lifestyle. Whilst the Riley plan now acknowledges the need for 'convenient pedestrian movement... during all seasons' – we need some concept of indoor access maintained in future mall plans. The plan mentions that 'redevelopment may occur on the City-owned lands to provide a new library and other civic facilities', but fails to mention a previous proposal to include non-market housing specifically on this site. Further, the density potential of the Louise Riley site is not properly illustrated on the building scale map – the civic land is lumped with and looks like a park.

Some other details in the plan that concern the community include: There are far too many ways to justify less parking, far below a realistic demand – these policies will place demand onto street parking, adversely affecting the community. Additional height for Heritage Preservation is inappropriate, as the heights proposed within the community are already excessive. Details about 13<sup>th</sup> Ave NW seem to only to address the north side of the avenue, and still allow excessive height that loses neighbourly interaction and vigilance on the park. And, there is a disconnect between the long-term plan for Crowchild Trail and the Riley LAP, regarding pedestrian bridges over Crowchild. There are many other details that residents have pointed out (see other submissions and previous letters), in addition to these key concerns.

**Hounsfield Heights – Briar Hill requests these specific amendments:**

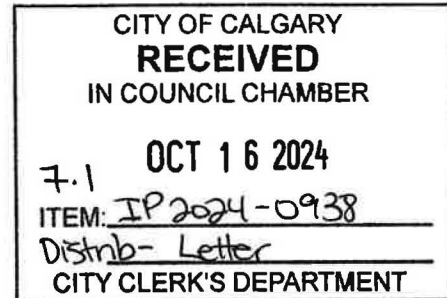
- **Add phrasing to favour semi-detached options over narrow infills** in the core of HH-BH, suggested wording: "The core areas of Hounsfield Heights and Briar Hill historically had single family (RC-1) zoning with consistent wide lot and dwelling widths. To respect this community character, even as greater density is added to the community, subdivision of lots that were historically RC-1 to lots narrower than 12 m should use semi-detached, duplex, or other contextually appropriate built forms, to use good design to fit into context with the width proportions of surrounding dwellings. Built forms with widths less than 9.5 m, such as narrow single-family dwellings, are strongly discouraged, especially for standard lots with lanes. Redevelopments of all scales should have façade articulation, and a variety of quality finishing materials."
- **Replace 6 storeys with 4 storeys below Hounsfield Heights escarpment**

- **Replace 6 storeys with limited scale (or at least 4 storeys) north of 13<sup>th</sup> Ave NW against Lions Park**
- **Replace 4 storeys with limited scale on the south side of 13<sup>th</sup> Ave NW, including east of 16A Street NW along Lions Park**
- **Replace Neighbourhood Connector with Neighbourhood Local along the Briar Hill sound wall**
- Refine wording of **North Hill Mall Comprehensive Plan** to **acknowledge the importance of indoor access** for pedestrians from residential towers to shopping, in addition to 'winter design elements'.

The Riley Plan has not incorporated feedback about our community from our residents, the people actually affected by the plan – many many emails from our residents and many meetings with our residents have been ignored. The Riley Plan has not incorporated our ideas for mitigations, even the simple 'semi-detached to blend in' idea. We can definitely accept some density, but there are other places, even in our community, to put high density (e.g. North Hill Mall) and affordable options (e.g. Louise Riley, existing Cedar Brae) that do not fundamental change our established community. The existing residents should matter too!

We look forward to council amending, or further studying, this plan to find reasonable compromise and reflect the feedback and needs of community members along with other stakeholders.

HHBH Community Association  
Beth Atkinson, Director – Land-Use  
[land.use@hh-bh.ca](mailto:land.use@hh-bh.ca)





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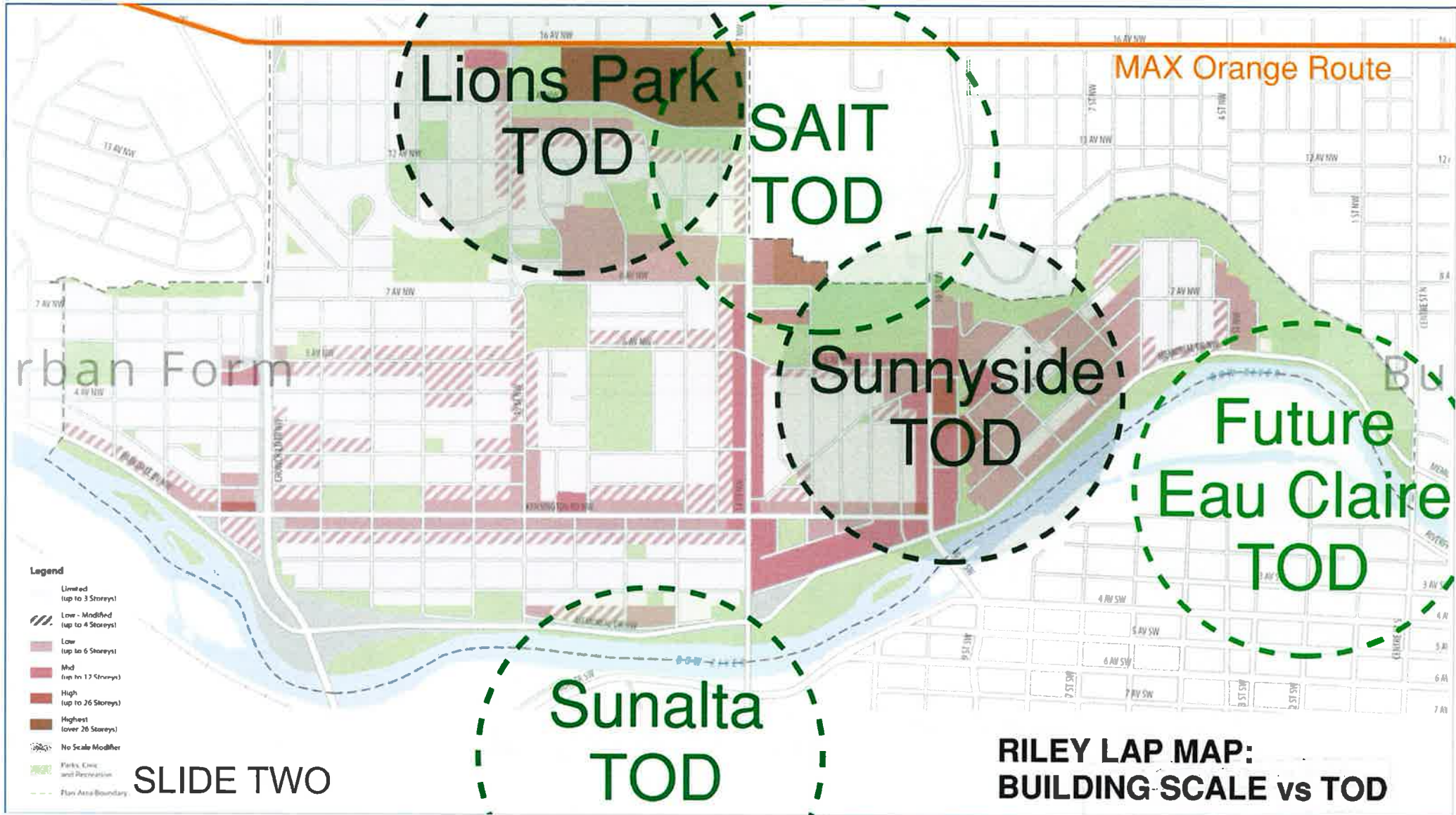
ITEM: 7.1 IP2024-0938  
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# Riley Plan Feedback



by Christie Page

SLIDE ONE

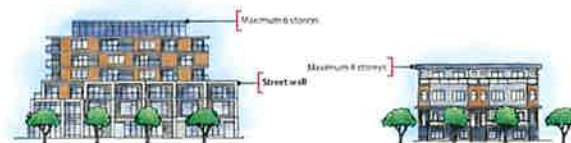




What if we put our density around green spaces too? Would it reinvigorate empty schools and parks? It would offer loads of amenity space and.... street parking.

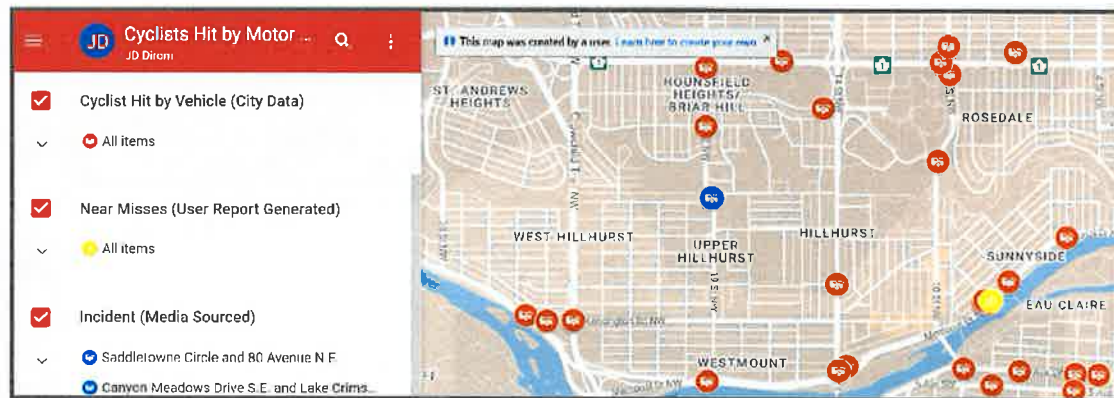
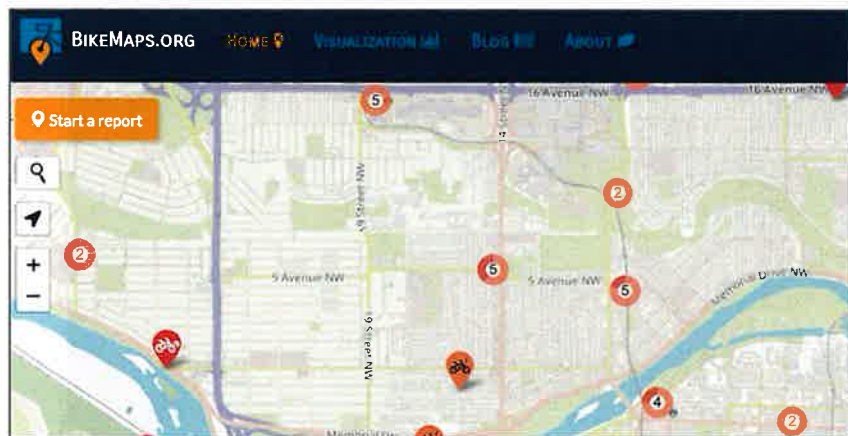


<ul style="list-style-type: none"> <li>• Buildings of three stories or less</li> <li>• Examples consist of small-scale homes</li> </ul>	<ul style="list-style-type: none"> <li>• Buildings of four stories or less</li> <li>• Examples include small-scale homes, apartments, stacked townhouses or mixed-use buildings</li> <li>• Areas include portions of Community Corridors</li> </ul>
<ul style="list-style-type: none"> <li>• Buildings of six stories or less</li> <li>• Examples include small-scale homes, apartments, stacked townhouses or mixed-use buildings</li> </ul>	<ul style="list-style-type: none"> <li>• Buildings of up to 12 stories or less</li> <li>• Examples include apartments, offices and mixed-use buildings</li> </ul>
<ul style="list-style-type: none"> <li>• Buildings of up to 20 stories</li> <li>• Limited to parcels that already allowed for the height</li> </ul>	





# Youth En Route



SLIDE FOUR





The Hillhurst Sunnyside and the West Hillhurst Community Associations have prioritized where 5A-Network\* investment should happen in our area.

# 5A Network Priorities

## Top & Equal Priority

A. 2 Av / 7 Av NW full length (1.2km)

B. 5 Av / 6 Av NW full length (2.8km)

C. Kensington Rd NW full length (2.4km)

D. 18 St NW from Kensington Rd to 6 Av (0.5km)

E. Crosswalk 8 Av & 10 St NW

F. 12 St NW from 5 Av to 8 Av (0.3km)

G. 8 Av NW from 10 St to 14 St (0.6km)



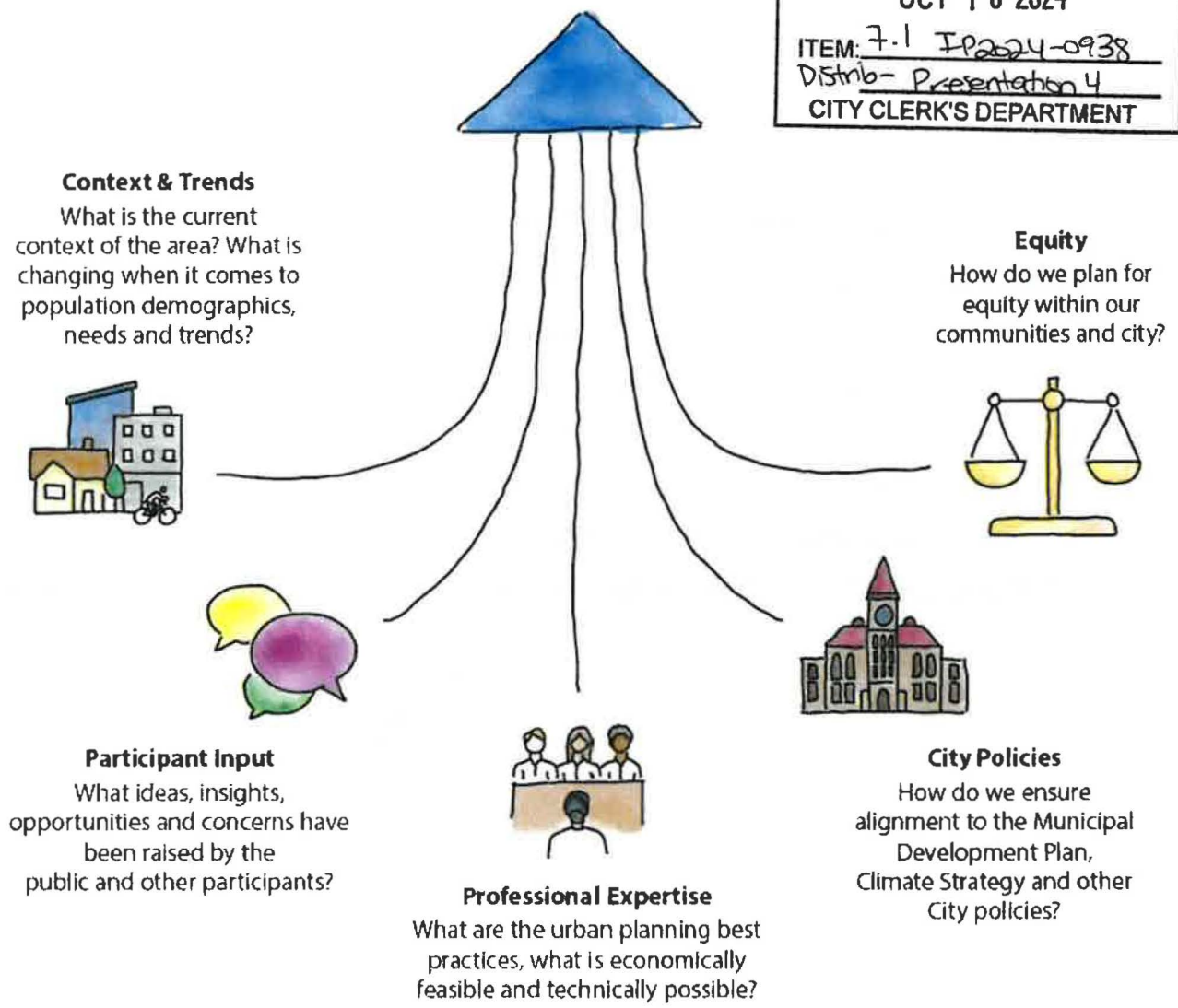
SLIDE FIVE

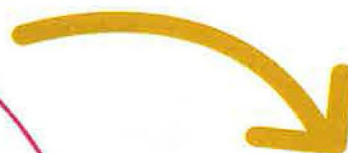
\*The 5A Network is active mobility infrastructure that is Always Available for All Ages & Abilities.

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# Key considerations when creating a local area plan





**Provides direction on future development and investment** that residents, landowners, builders/developers, City Planners and Council **can commonly refer to when new development and investment ideas are proposed.**



## A local area plan **CAN**...

- ✓ Convey a long-term vision for the area
- ✓ Help **guide** future development
- ✓ Include information about future improvements needed and/or desired to support future development.
- ✓ **Be updated:** it is a statutory document but also a living, dynamic document that is meant to be updated/amended as local conditions and circumstances change.

## A local area plan **CANNOT**...

- ✗ Make development happen
- ✗ Stop development from proceeding while the plan is being created.
- ✗ Allocate budget
- ✗ Include / duplicate policies that exist in other City bylaws, policies, etc.
- ✗ Be considered a preservation plan or a set-in-stone contract.



# Calgary Local Area Plan Chapters

A local area plan is a policy document and includes **four chapters**:

---

## **CHAPTER 1: VISUALIZING GROWTH**

- Identifies the vision and core values for the evolution of the area

## **CHAPTER 2: ENABLING GROWTH**

- Provides direction for growth that makes sense based on local/custom direction to realize development in the area
- Urban Form and Building Scale Maps

## **CHAPTER 3: SUPPORTING GROWTH**

- Outlines current and future community improvements and investment priorities

## **CHAPTER 4: IMPLEMENTATION AND INTERPRETATION**

- Amendments, Map and Figure Interpretation, Glossary



## 1.2 Vision and Core Values

### Vision

The Riley Communities are a network of connected and celebrated neighborhoods situated north of the Bow River. With easy access to the Greater Downtown and the Bow River, these communities provide a range of housing options, diverse mobility options, distinct commercial and retail areas flowing from the Kensington Business Area, and a network of inspiring parks and destinations that connect Calgarians.



# Riley Communities Local Area Plan Core Values

## Core Values



### Housing Choice

Expand the range of housing options in the Riley Communities to meet the evolving needs, life stages, and household compositions of Calgarians. Ensure that as new housing is developed, it suits the evolving context of each of Riley's individual communities and provides opportunities for the recognition, celebration, and retention of heritage assets.

### Climate Resilience

Improve energy use, reduce greenhouse gas emissions and better adapt to climate-related hazards in buildings through a range of initiatives such as building design, increasing the urban tree canopy, and creating more complete communities.



### Moving to and Through the Riley Communities

Focus growth and investment around the Sunnyside Station, Lions Park Station, 19 Street NW, 14 Street NW, 10 Street NW, Kensington Road NW, and the Always Available for All Ages and Abilities (5A) Network, further enhancing peoples walking, wheeling, and transit experience as they move to and through the Riley Communities.

### Safe and Accessible Communities

Ensure that safety and accessibility are key considerations in public space improvements, new building design, and in considering improved transportation options, especially around transit station areas.



### Parks, Recreation, and Public Space

Improve the quality of and access to parks, natural areas, and public spaces throughout the Riley Communities to meet the needs of the current and future residents with a focus on creating recreational and communal spaces.



# Engagement Tactics

In-Person & Virtual  
Public Sessions



Working Group  
Sessions

Development  
Industry Sessions



Community Association  
Sessions & Conversation  
Series





# Engagement Summary

**2+ years**  
to create the Riley Communities  
Local Area Plan

**4** phases  
of public  
participation



**10** community  
association  
sessions

**9** working  
group  
sessions



**5** Riley Heritage  
working group  
sessions



**32** public  
engagement  
events

**4** landowner/  
development  
industry sessions

**110** days  
of online engagement

**42K+**  
engagement packages  
& booklets mailed

**2.6M+**  
advertisements displayed

**45K+**  
instances of  
involvement

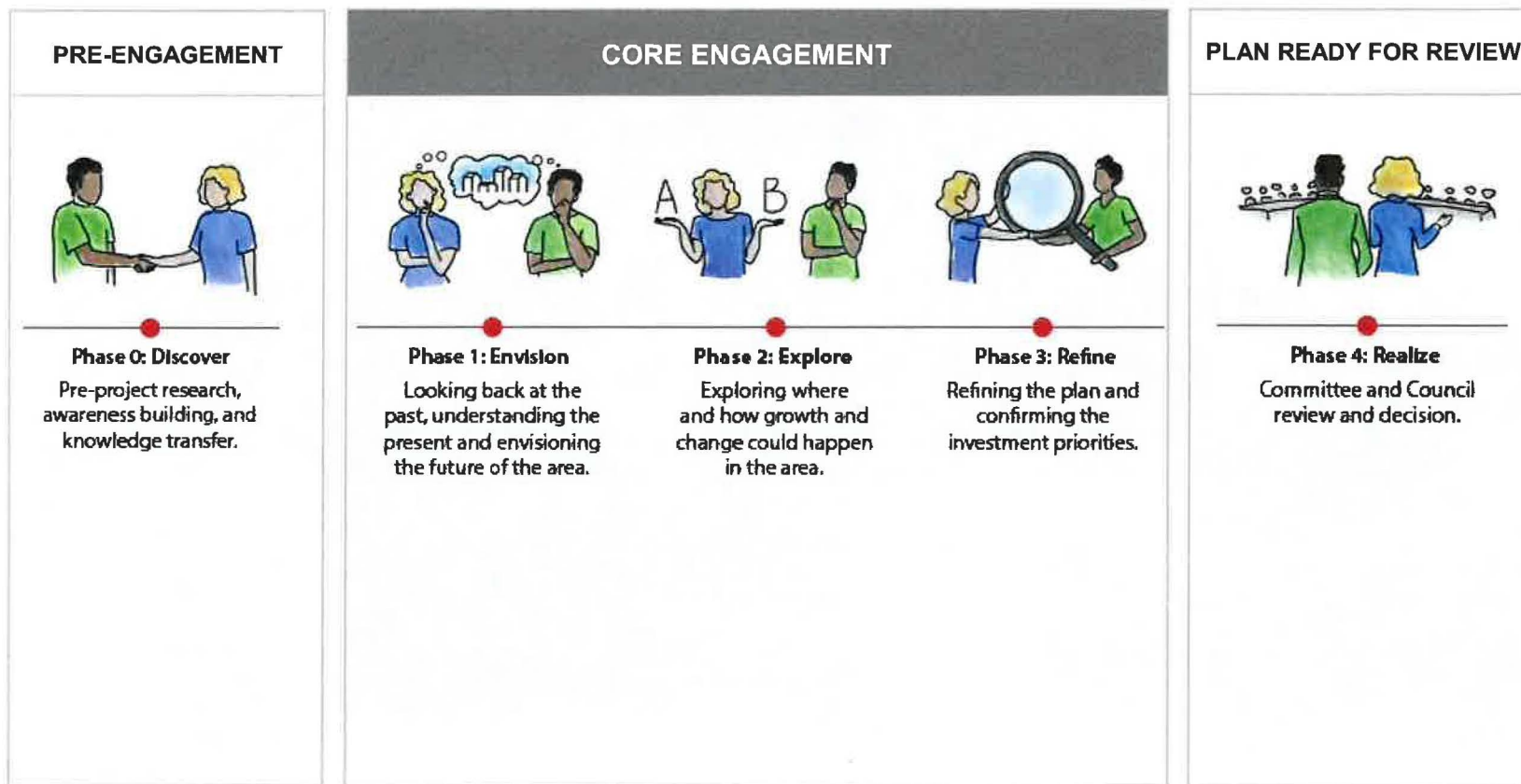
**1.8K+**  
instances of  
direct engagement  
participation

**3K+**  
contributions  
submitted



# Engagement Approach

**WE ARE HERE**



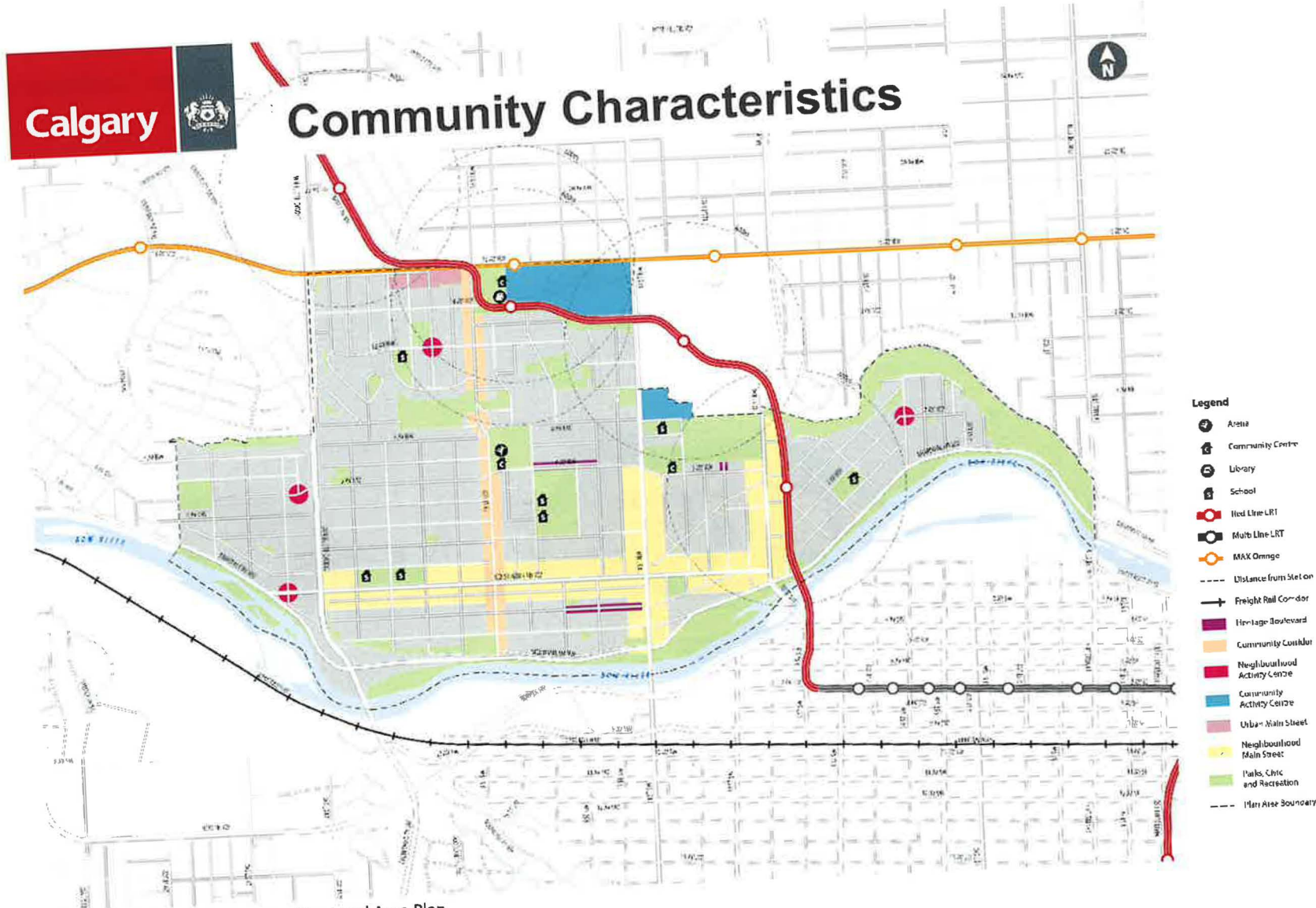
Calgary



# Aerial Photo of Plan Area



ISC: UNRESTRICTED Riley Communities Local Area Plan



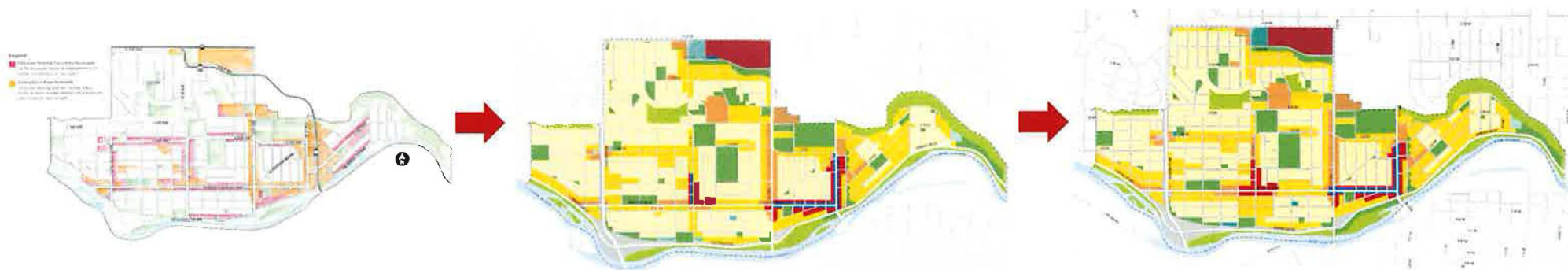
**Map 2:**  
Community  
Characteristics

ISC: UNRESTRICTED Riley Communities Local Area Plan





# Urban Form Map Changes



Phase 2  
Potential Focus Area  
for Growth Map

Phase 3  
Draft Urban Form Map

Phase 4  
Proposed Urban Form Map



# Building Scale Map Changes



Phase 2  
Potential Focus Area  
for Growth Map

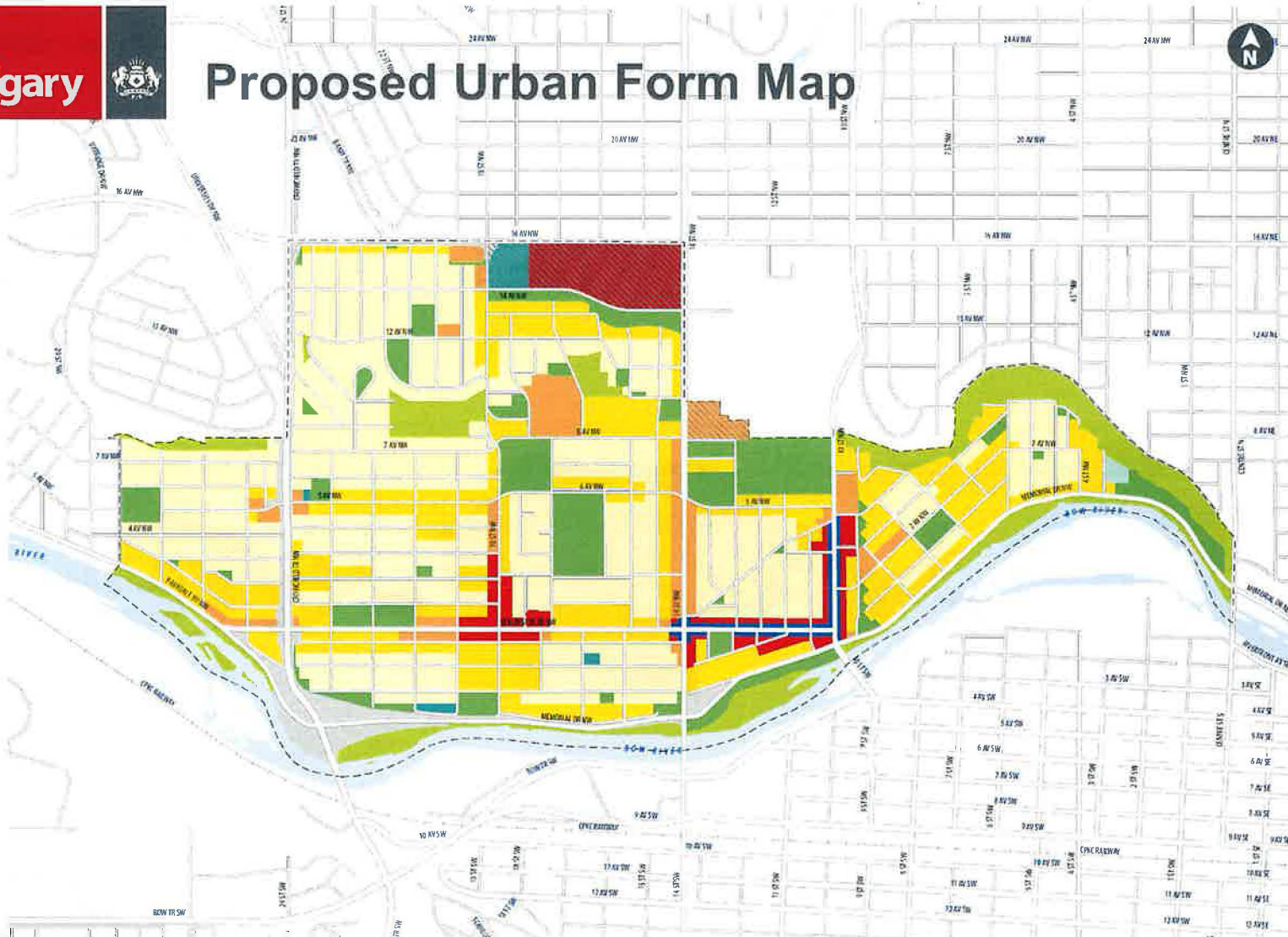
Phase 3  
Draft Building Scale Map

Phase 4  
Proposed Building Scale Map



# Proposed Urban Form Map

Map 3:  
Urban Form

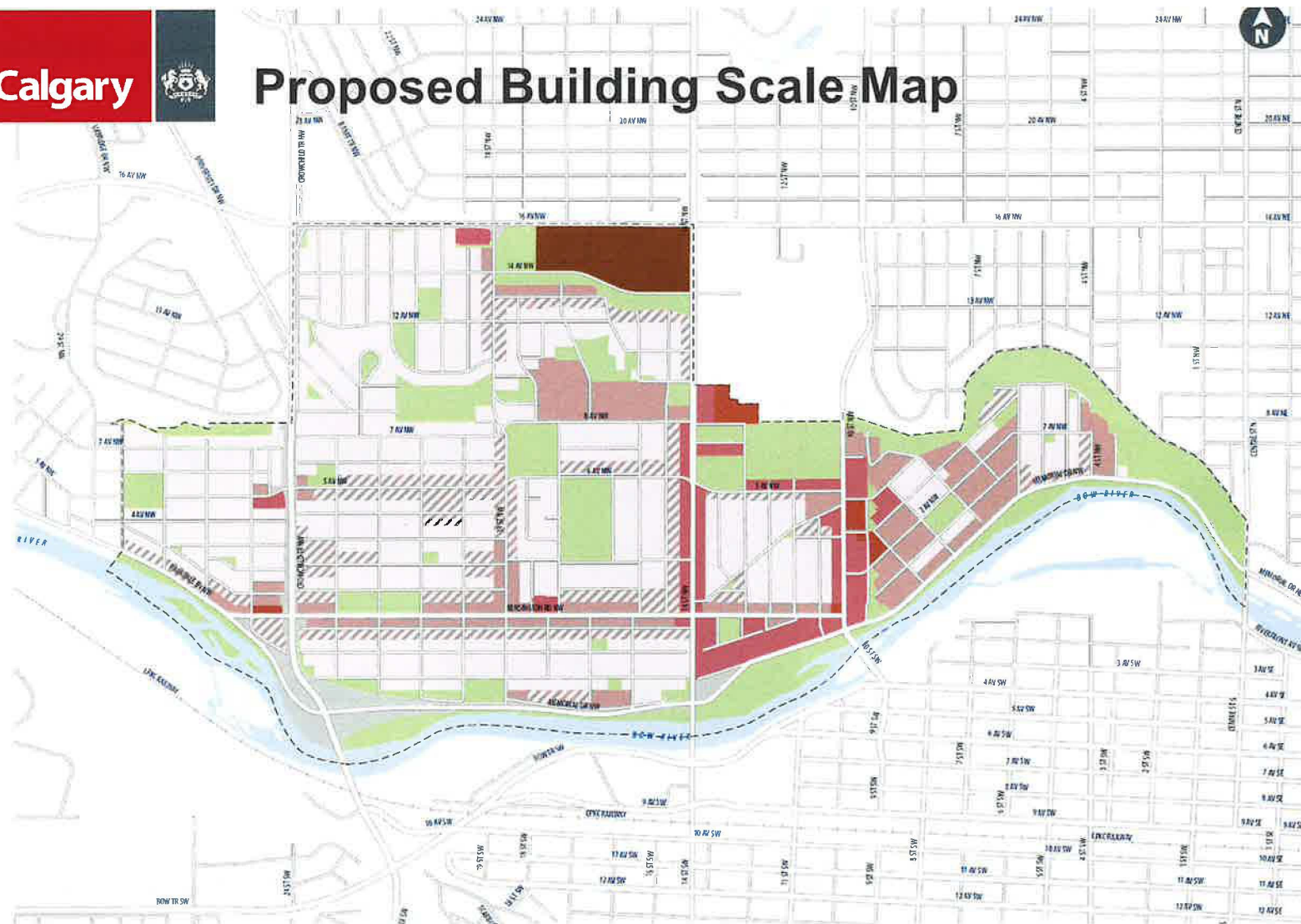


- Legend**
- Urban Form**
    - Neighbourhood Commercial
    - Neighbourhood Flex
    - Neighbourhood Connector
    - Neighbourhood Local
    - Commercial Centre
    - Natural Areas
    - Parks and Open Space
    - City Civic and Recreation
    - Private Institutional and Recreation
    - No Urban Form Category
  - Additional Policy Guidance**
    - Comprehensive Planning Site
    - Active Frontage
    - Plan Area Boundary

ISC: UNRESTRICTED Riley Communities Local Area Plan



# Proposed Building Scale Map



IP  
Att  
**Map 4:**  
Building Scale

Note: Building scales may be further refined through area specific policy. For additional guidance on modified building scale to Section 2.2.4 Comprehensive Plan and Section 2.5 - Area Specific Policy

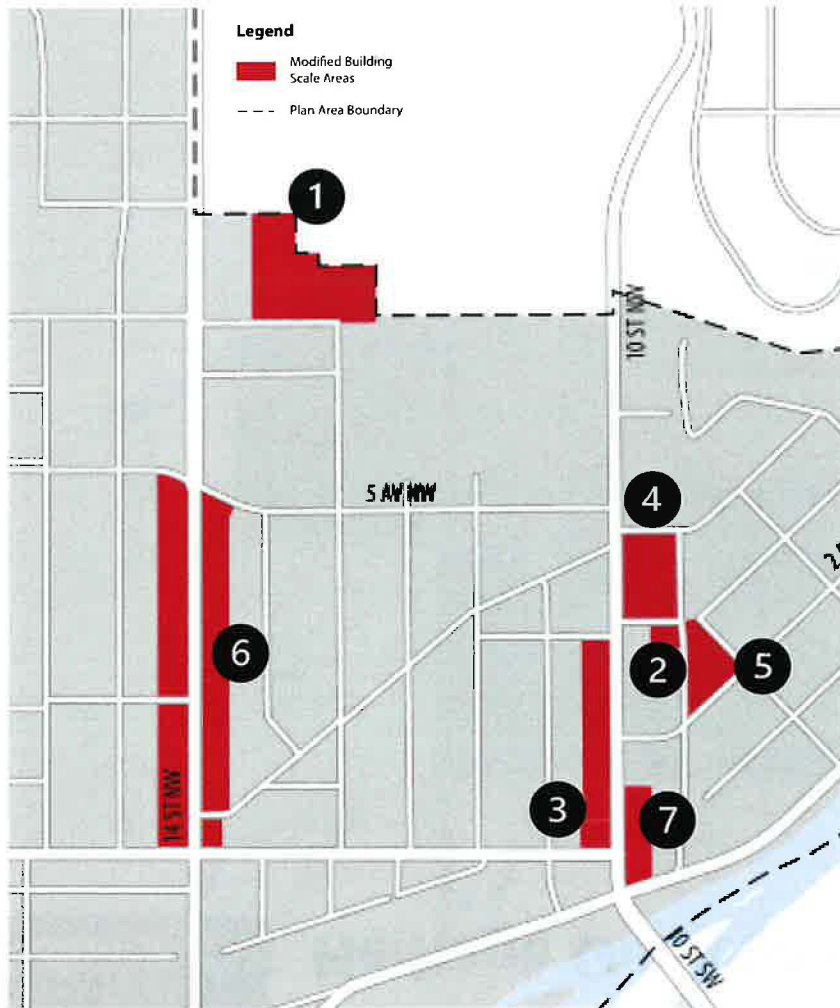
**Legend**

- Limited (up to 3 Storeys)
- Low - Modified (up to 4 Storeys)
- Low (up to 6 Storeys)
- Mid (up to 12 Storeys)
- High (up to 26 Storeys)
- Highest (over 26 Storeys)
- No Scale Modifier
- Parks, Civic and Recreation
- Plan Area Boundary

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# So Why Do We Need Modified Building Scales?



## Accounting for Recent Land Use Decisions By Council

- 1 Former Grace Hospital Site (Recent ARP Amendment) *Modified to 15 storeys or less*
- 2 JEMM Site / Kit at Kensington *Modified to 16 storeys*
- 3 East side of 10 Street NW (multiple applications) *Modified to 10 storeys or less + 16 storeys or less at corner*

## Accounting for Four Phases of Engagement

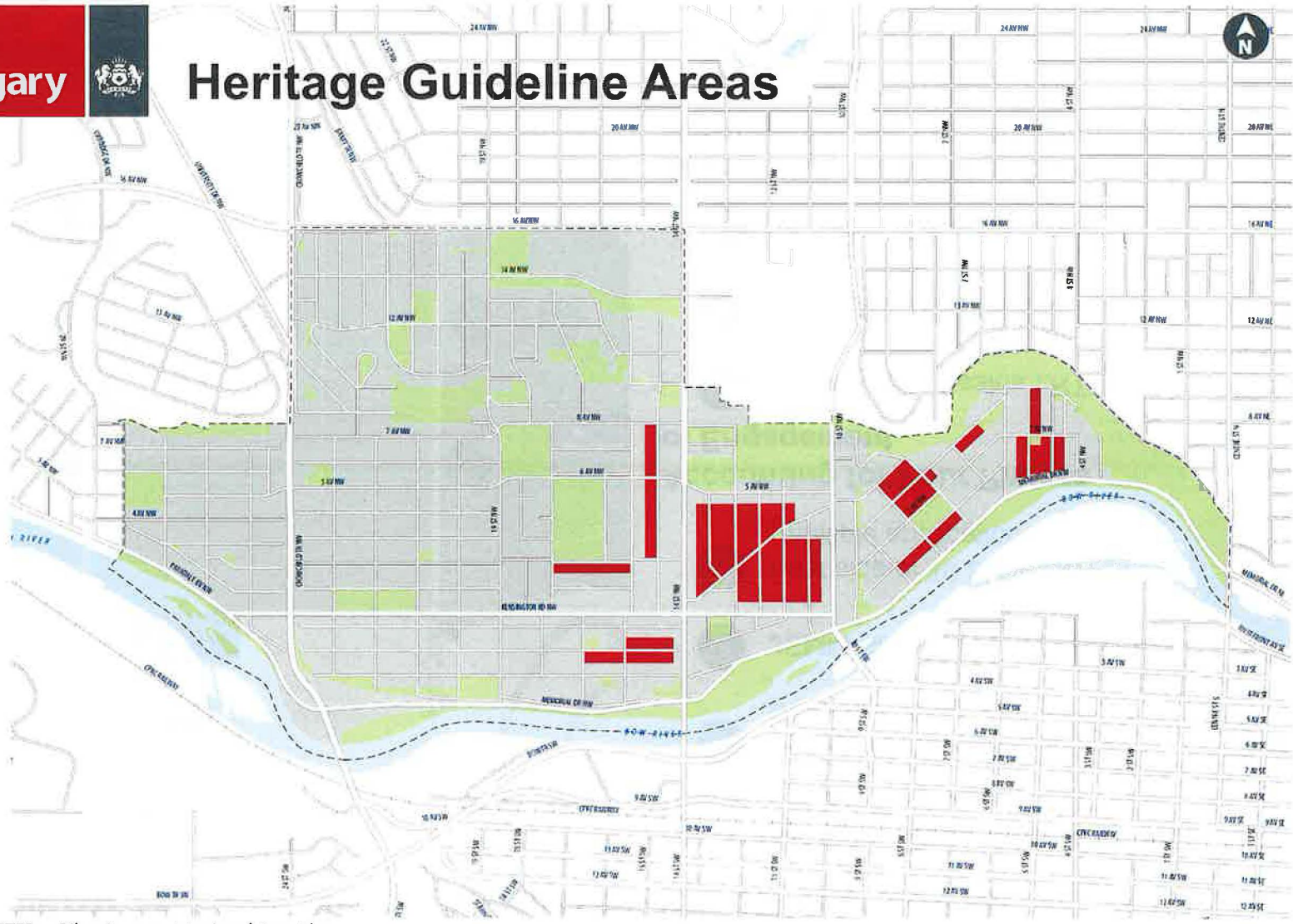
- 4 Safeway Site Beside LRT *Modified to 15 storeys or less*
- 5 Sunnyside Triangle Site *Modified to 15 storeys or less*
- 6 14 Street NW Main Street *Modified to 10 storeys or less*

## Accounting for At Risk Commercial Heritage Assets / Enabling Flexibility

- 7 Kensington 10 Street NW Heritage Concentration *Modified to 8 storeys or less*



# Heritage Guideline Areas



ISC: UNRESTRICTED Riley Communities Local Area Plan

- Legend**
- Heritage Guideline Areas
  - Parks, Civic and Recreation
  - Plan Area Boundary



# Heritage Guideline Areas



Figure 21: Example of Roof and Building Massing



Figure 20: Example of Front Setback and Tree Plantings



Figure 22: Example of Front Façades



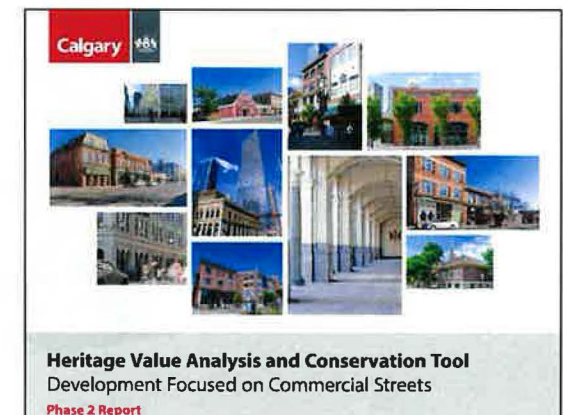
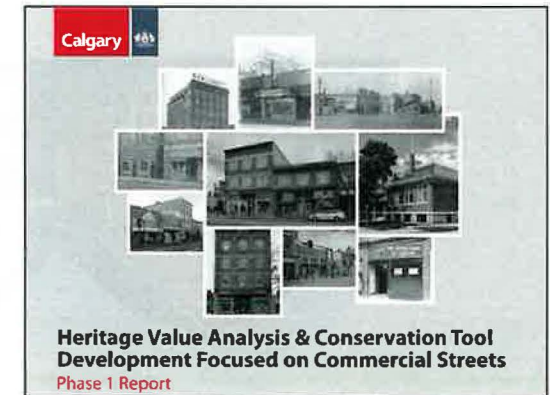
Figure 23: Example of Windows, Materials and Details





## Heritage Commercial Areas in Riley Communities

- A range of **heritage resources** and **assets** are located throughout the Riley Communities.
- Two external reports from 2021 identified four key commercial areas with a concentration of commercial heritage assets in Beltline/Victoria Park; Kensington; Stephen Avenue; and Inglewood/Ramsay.
- Clusters of commercial heritage properties located along 10 Street NW and Kensington Road NW are some of the most intact heritage resources within Calgary.
- The concentration of commercial heritage assets in Kensington cover 2.9 acres and are comprised of 13 buildings (of which seven or 54 percent are heritage assets).





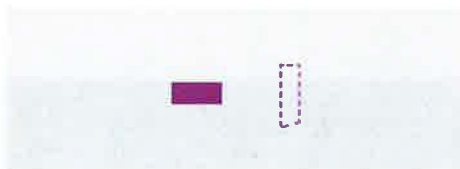
# Heritage Commercial Areas in Riley Communities

## Appendix C – Catalogue of Heritage Districts

Ke

### Kensington

Kensington Road NW - North side  
10A Street NW to 11 Street NW  
1100-block Kensington Road NW



Source: [Heritage Value Analysis and Conservation Tool Development Focused on Commercial Streets](https://www.calgary.ca/content/dam/www/pda/pd/documents/heritage-value-analysis-conservation-tool-phase-1-report.pdf)  
<https://www.calgary.ca/content/dam/www/pda/pd/documents/heritage-value-analysis-conservation-tool-phase-1-report.pdf>

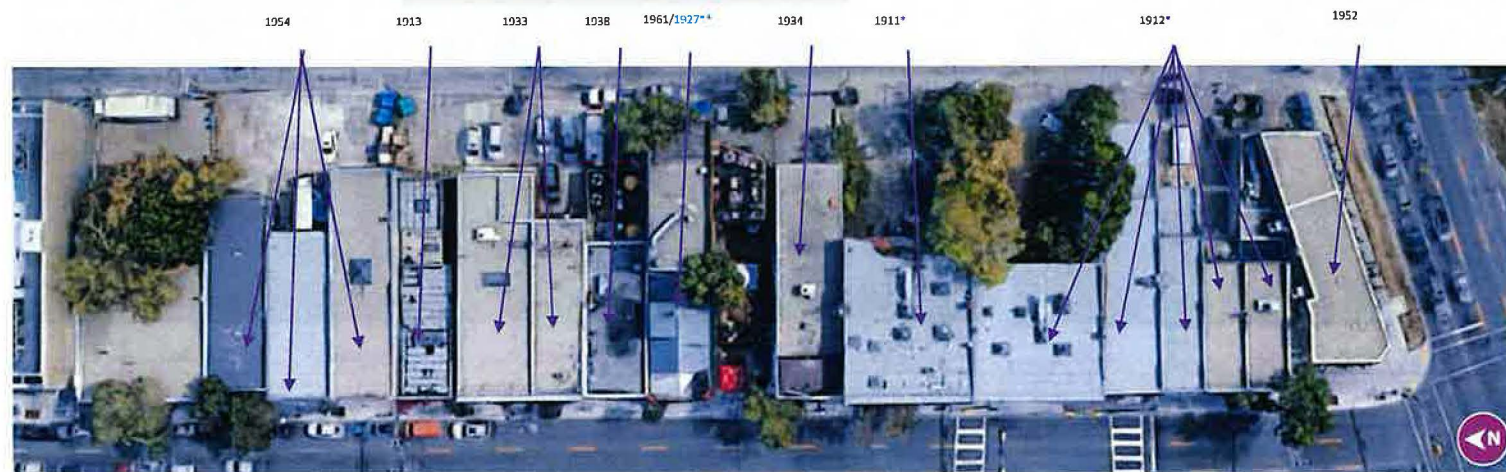
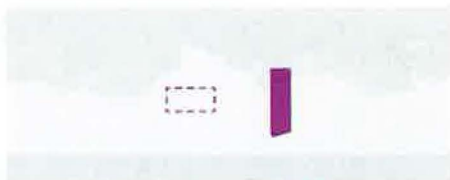


# Heritage Commercial Areas in Riley Communities

Ke

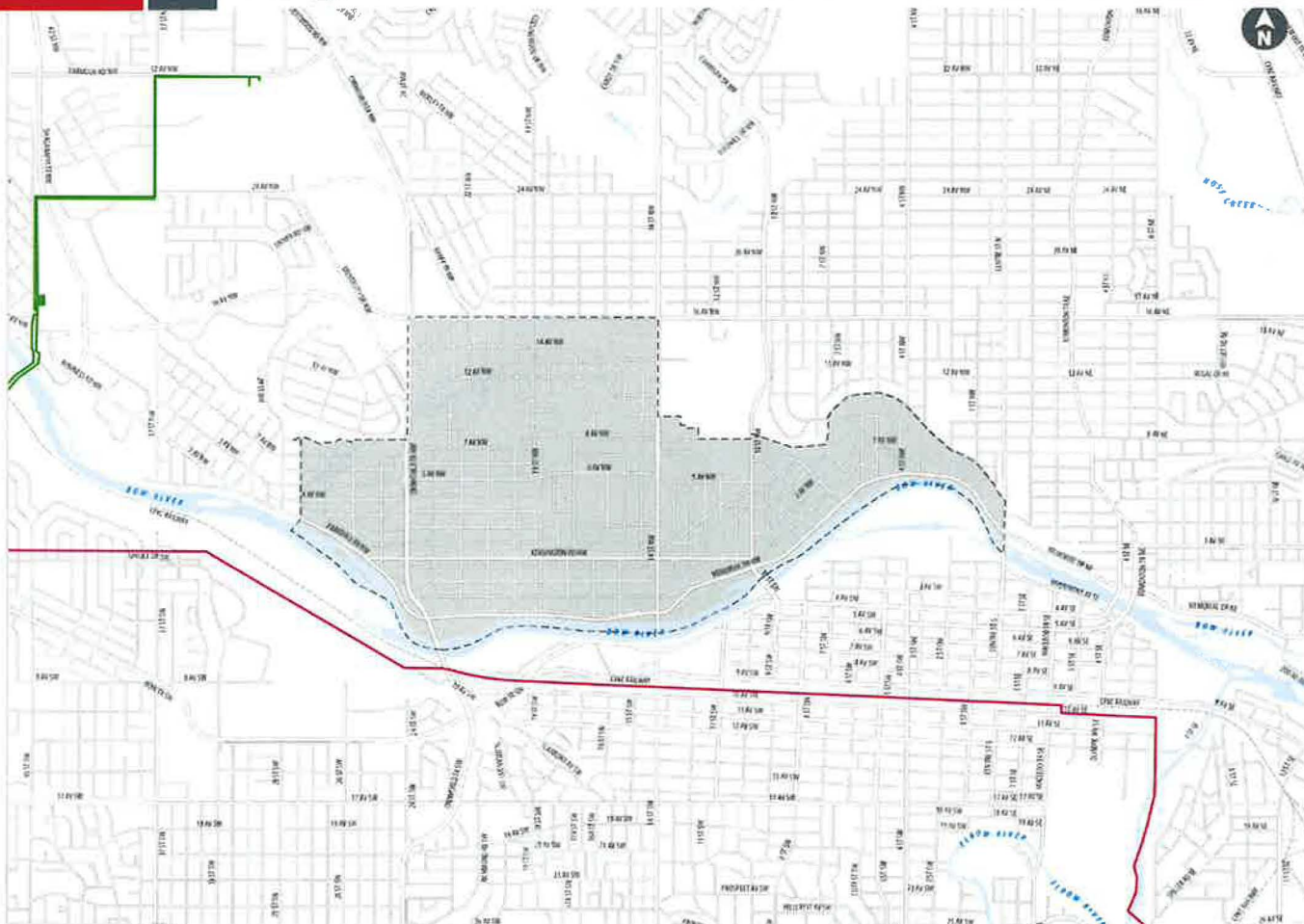
## Kensington

10 Street NW - East side  
Memorial Drive to 134 10 Street NW  
100-block 10 Street NW





# Regional Transmission Corridors and Context



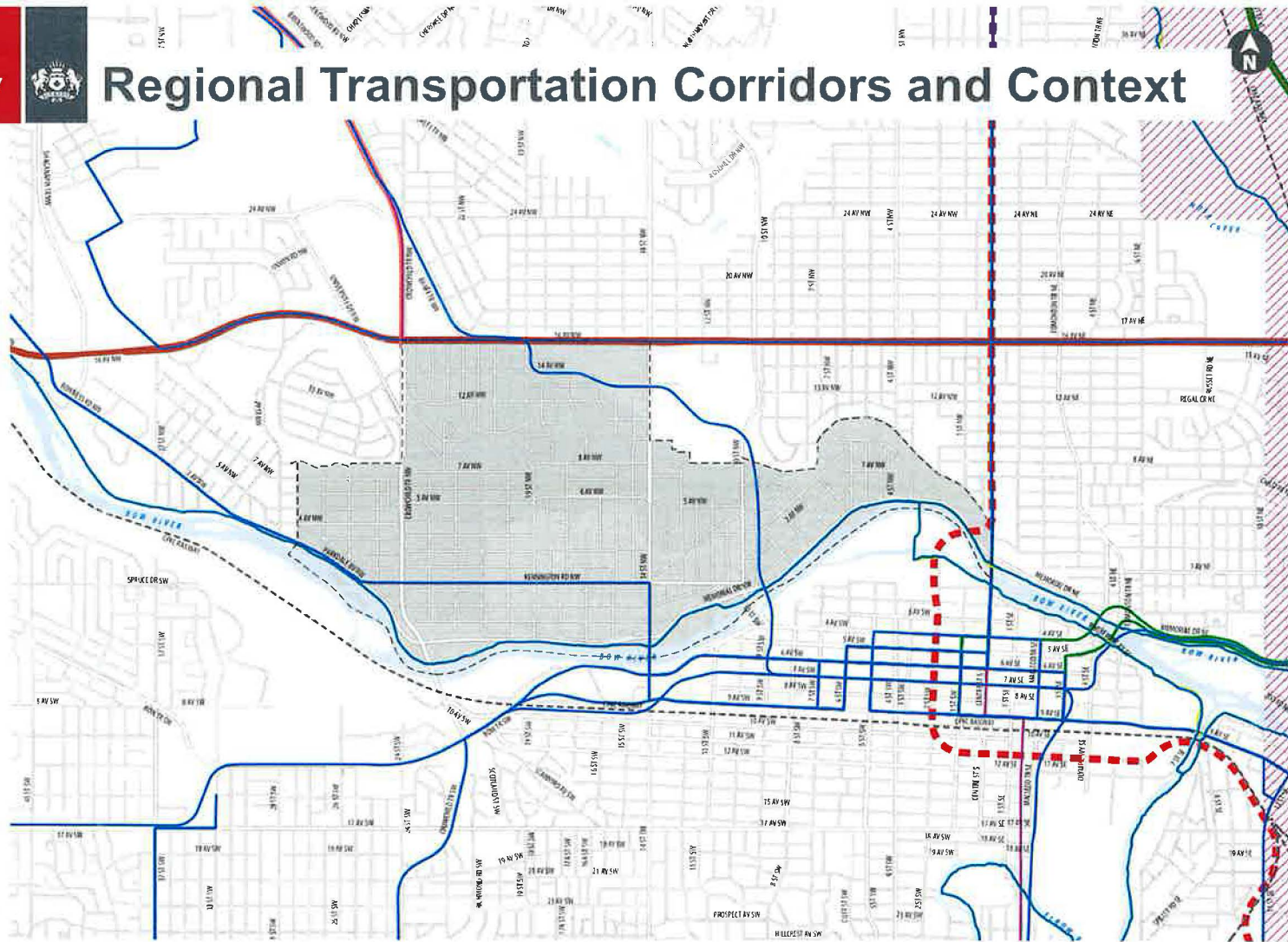
IP2024-0938  
Attachment 2  
**Map B1:**  
Regional  
Transmission  
Corridors and  
Context

- Legend**
- Pipeline
  - Power Transmission
  - Plan Area Boundary

Calgary



# Regional Transportation Corridors and Context



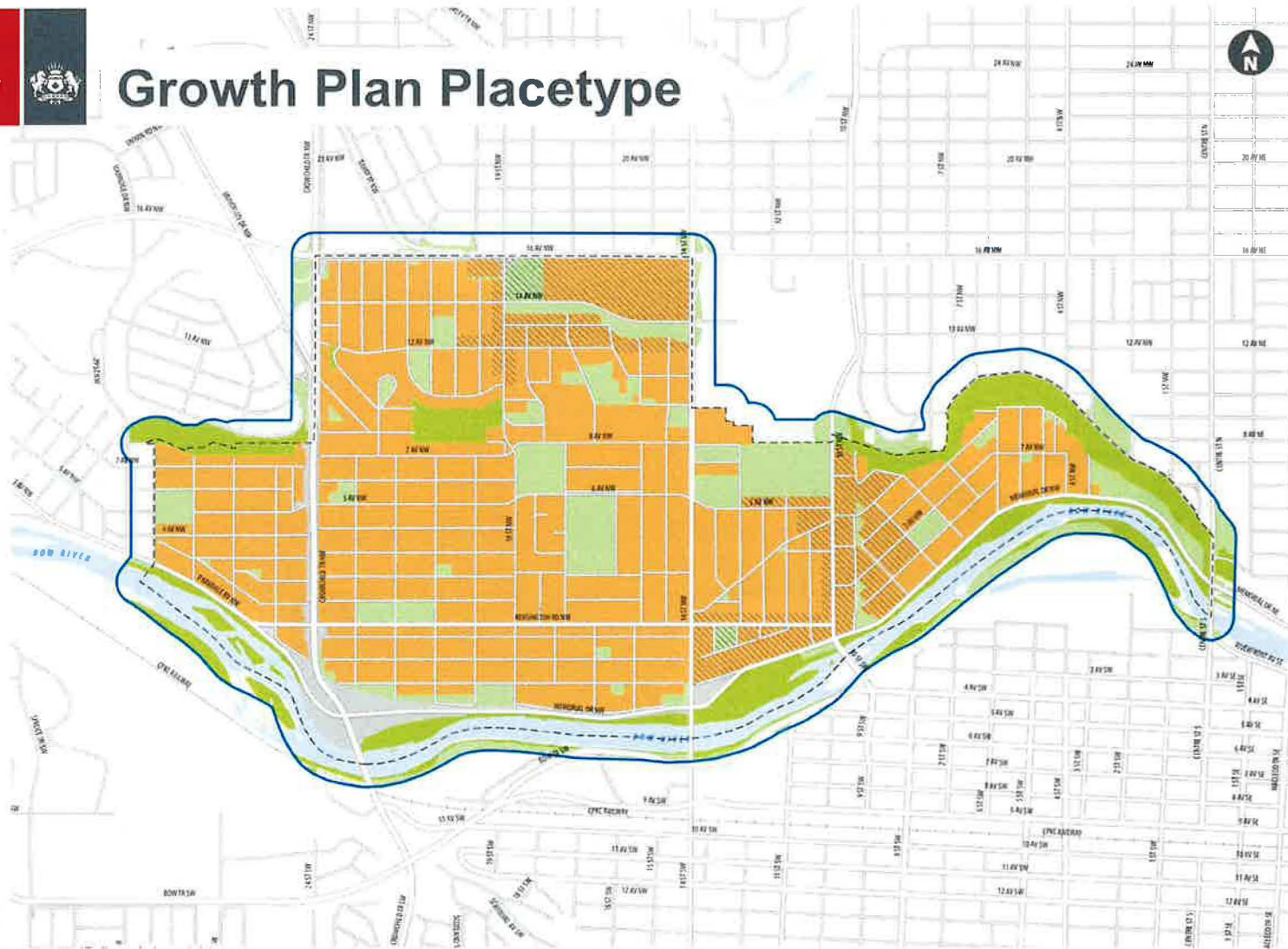
IP2024-0938  
Attachment 2  
**Map B2:**  
Regional  
Transportation  
Corridors and  
Context

- Legend**
- Airport Vicinity Protection Area
  - The Great Trail
  - Regional Pathway
  - Existing Higher Order Transit
  - Public Intermunicipal Transit Route
  - Private Intermunicipal Transit Route
  - Rail Transportation
  - Level 1 Highway
  - Level 2 Highway
  - Planned Future Higher Order Transit
  - Plan Area Boundary

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# Growth Plan Placetype

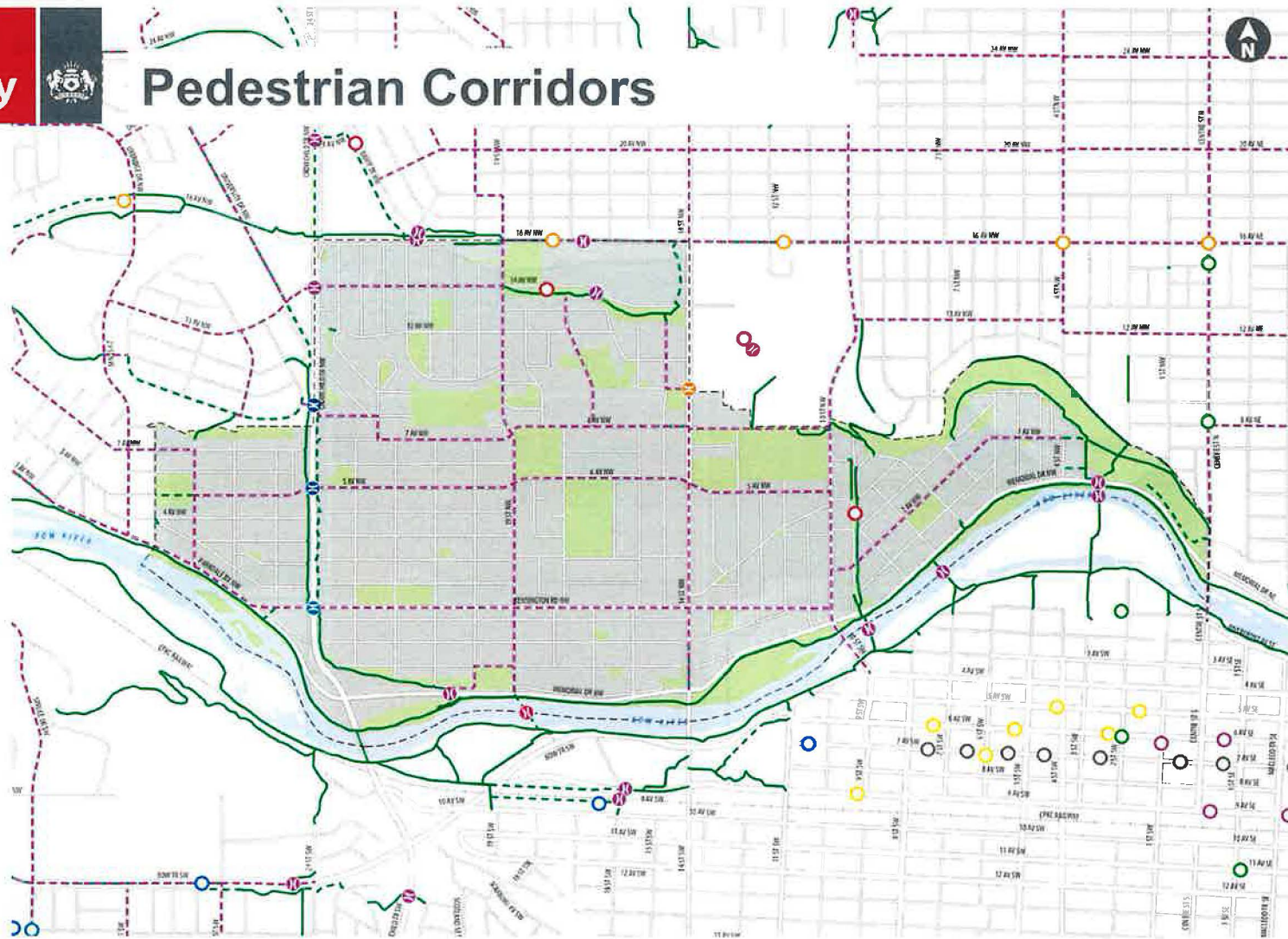


IP2024-0938  
Attachment 2  
**Map B3:** Growth Plan Placetype Alignment

- Legend**
- Infill and Redevelopment
  - Natural Areas
  - Parks and Open Space
  - Mixed Use Centre/TOD Placetype Overlay \*
  - Plan Area 100 m Buffer
  - Plan Area Boundary



# Pedestrian Corridors



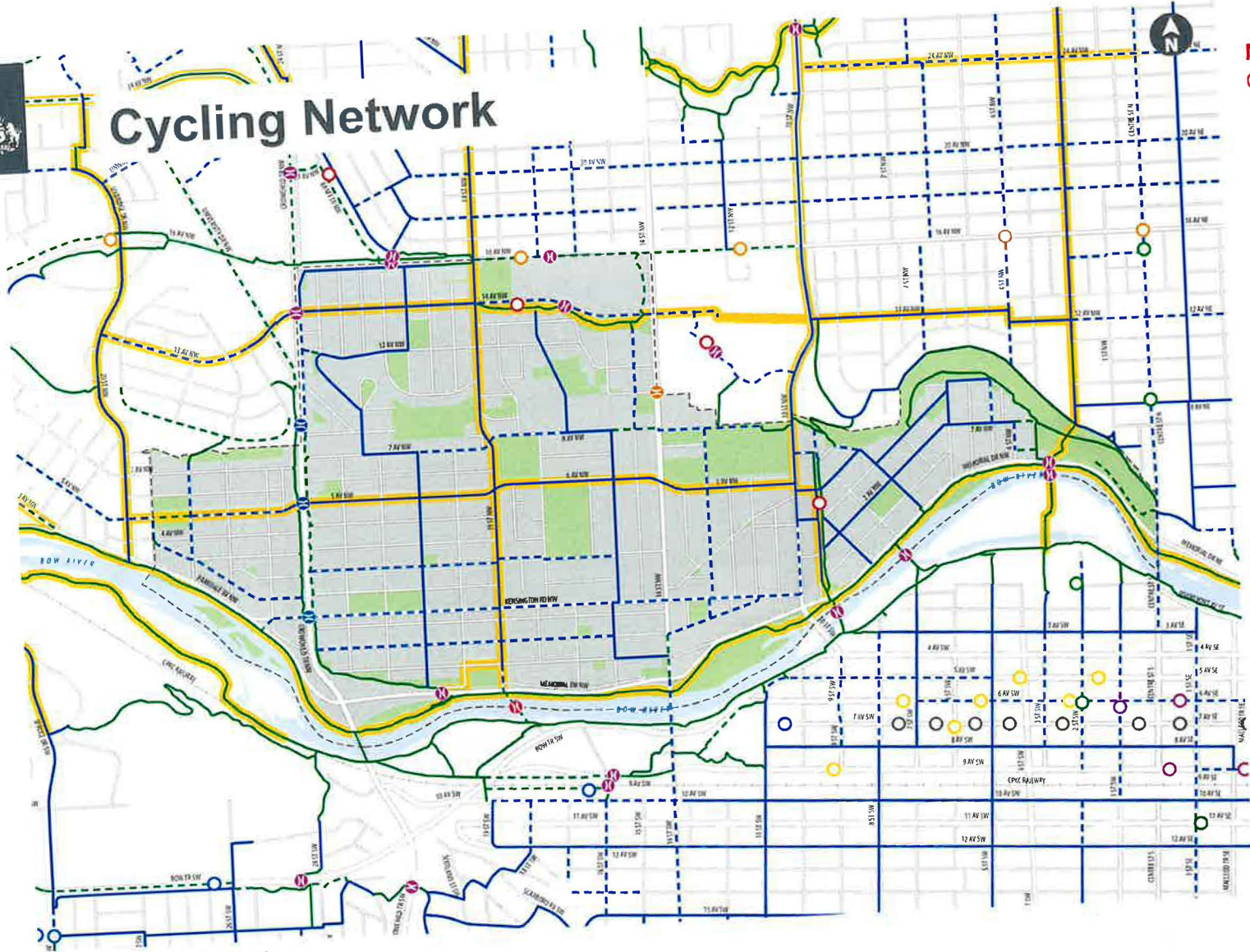
**Map C1:**  
Pedestrian  
Corridors

IP2024-0938  
Attachment 2

- Legend**
- Existing Pathway
  - - - Proposed Pathway
  - - - Recommended Enhanced Pedestrian Corridor
  - Ⓜ Existing Pedestrian/Cycle Crossing
  - Ⓜ Future Pedestrian/Cycle Crossing Upgrade
  - Ⓜ Future Pedestrian/Cycle Crossing
  - Ⓜ Future Pedestrian/Cycle Crossing Location to be Determined
  - Ⓜ Future Pedestrian/Cycle Crossing Location to be Determined
  - Parks, Civic and Recreation
  - Ⓜ LRT Blue Stop
  - Ⓜ LRT Green Stop
  - Ⓜ LRT Red Stop
  - Ⓜ LRT Multi Stop
  - Ⓜ MAX Orange Stop
  - Ⓜ MAX Purple Stop
  - Ⓜ MAX Teal Stop
  - Ⓜ MAX Yellow Stop
  - - - Plan Area Boundary



# Cycling Network



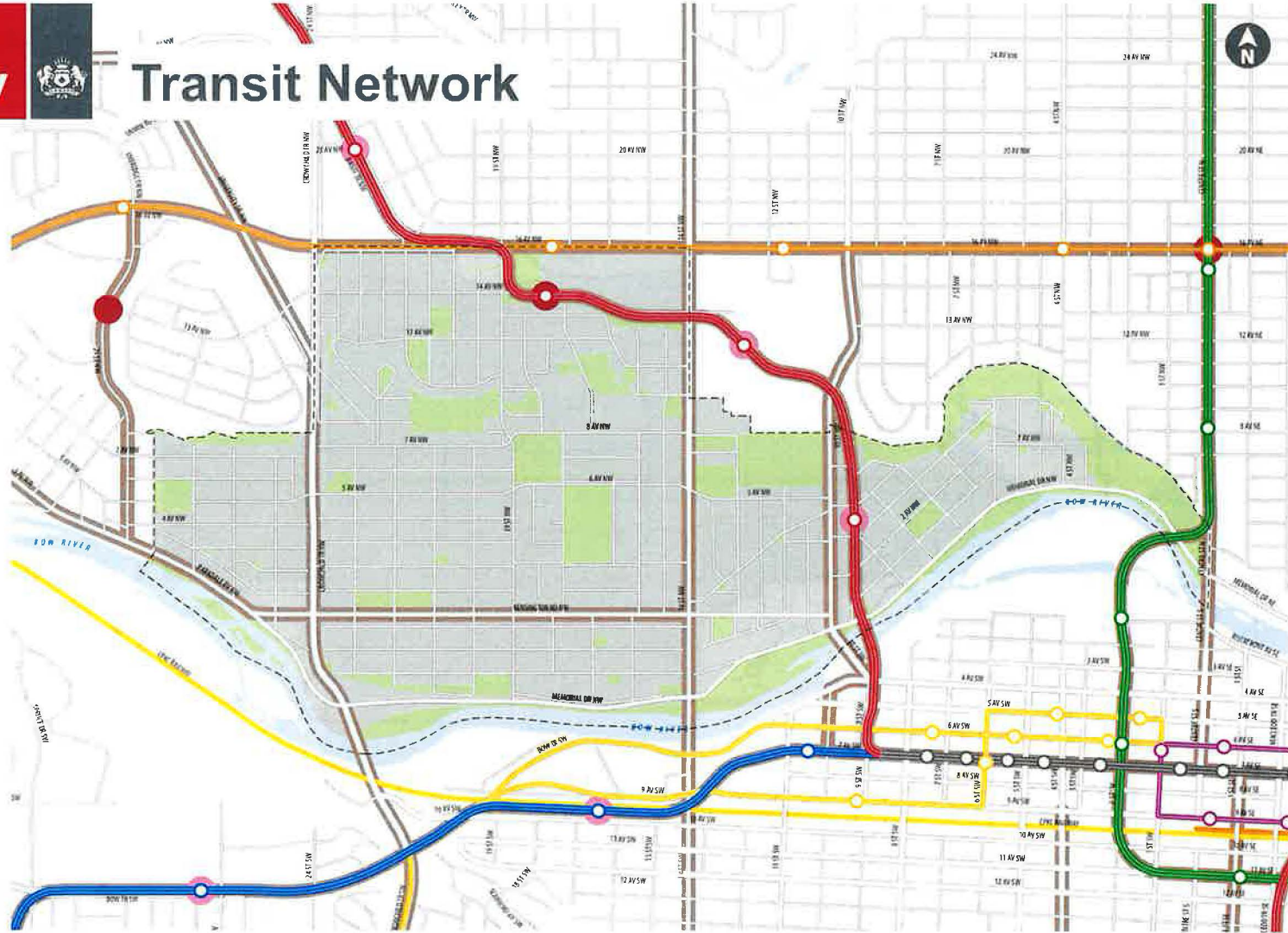
- Legend**
- Existing Pathway
  - Proposed Pathway
  - Existing On-Street Bikeway - 5A\*
  - Proposed On-Street Bikeway
  - Existing Pedestrian/Cycle Crossing
  - Future Pedestrian/Cycle Crossing Upgrade
  - Future Pedestrian/Cycle Crossing
  - Future Pedestrian/Cycle Crossing Location to be Determined
  - Future Pedestrian/Cycle Crossing Location to be Determined
  - Primary Cycling Network
  - LRT Blue Stop
  - LRT Green Stop
  - LRT Red Stop
  - LRT Multi Stop
  - MAX Orange Stop
  - MAX Purple Stop
  - MAX Teal Stop
  - MAX Yellow Stop
  - Parks, Civic and Recreation
  - Plan Area Boundary

ISC: UNRESTRICTED Riley Communities Local Area Plan





# Transit Network



IP2024-0938  
Attachment 2  
**Map C3:**  
Transit Network

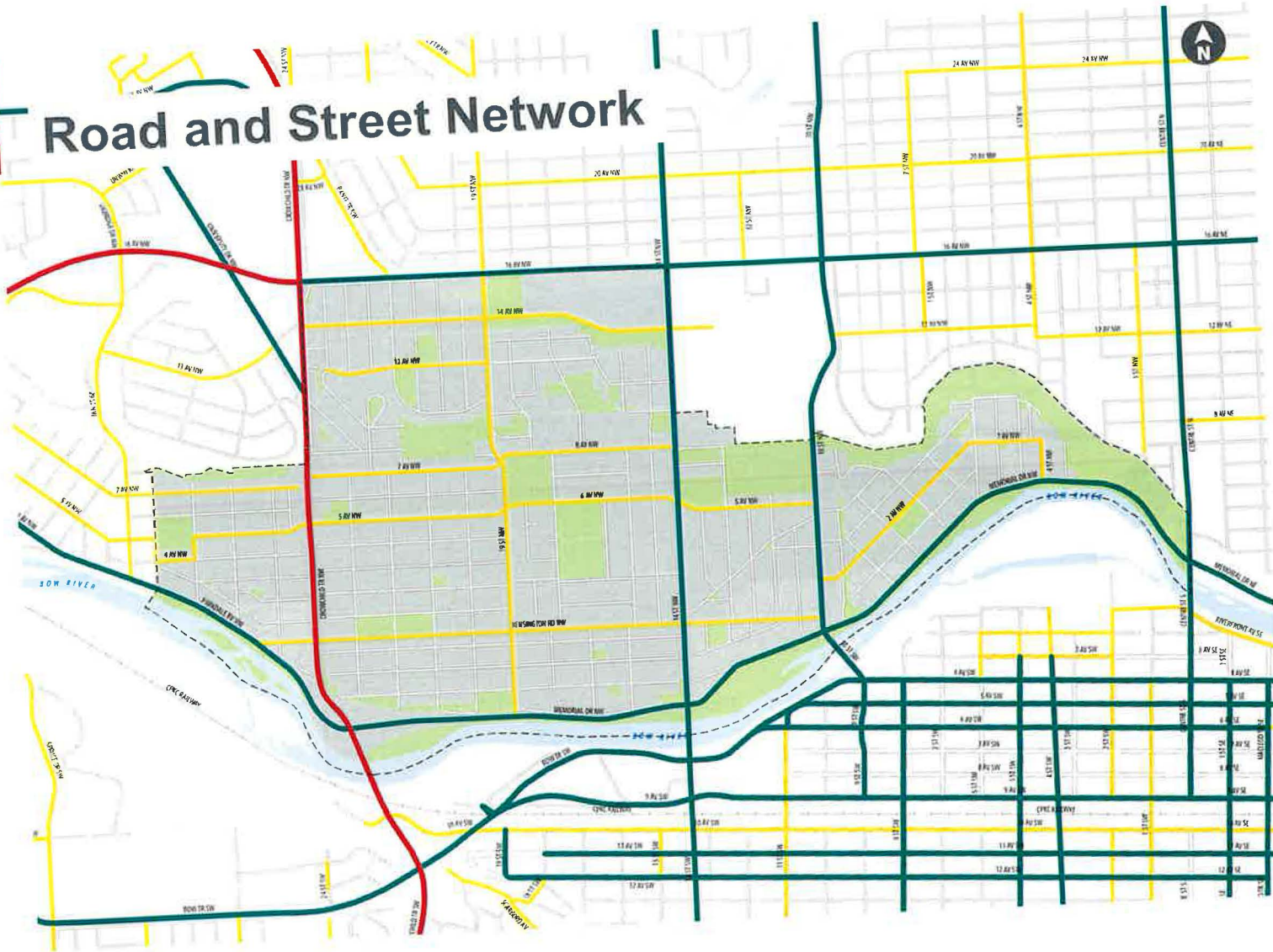
- Legend**
- Primary Transit Network
  - Regional Commuter Rail Future
  - High Speed Rail Corridor Calgary-Edmonton
  - Primary Transit Hub\*
  - Transit Centre
  - Blue Line LRT
  - Red Line LRT
  - Multi Line LRT
  - Future Green Line LRT
  - MAX Orange
  - MAX Purple
  - MAX Teal
  - MAX Yellow
  - Parks, Civic and Recreation
  - Plan Area Boundary



**Map C5:**  
Road and Street Network



# Road and Street Network

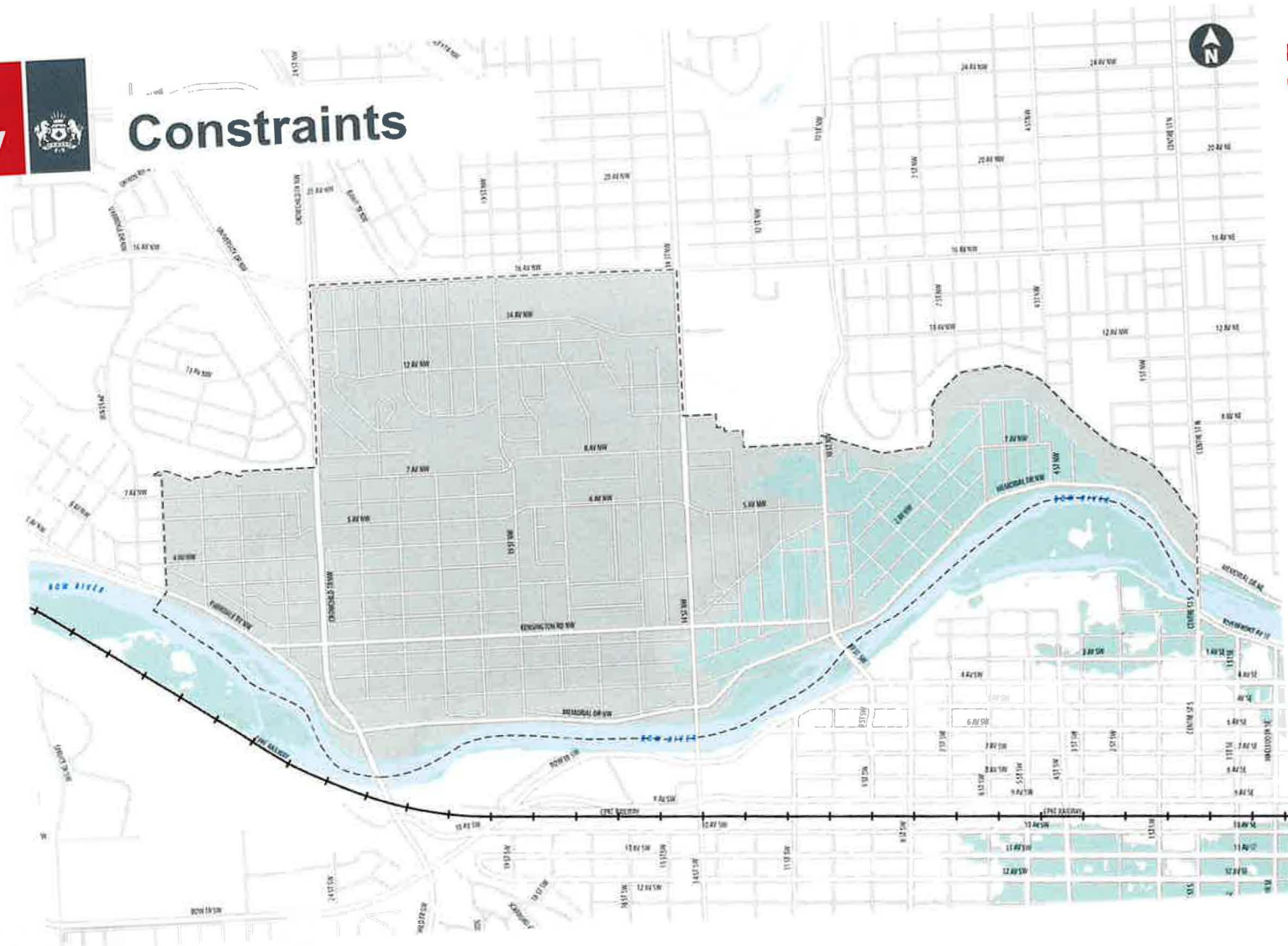


- Legend**
- Expressway
  - Arterial
  - Collector
  - Local
  - Parks, Civic and Recreation
  - Plan Area Boundary

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# Constraints

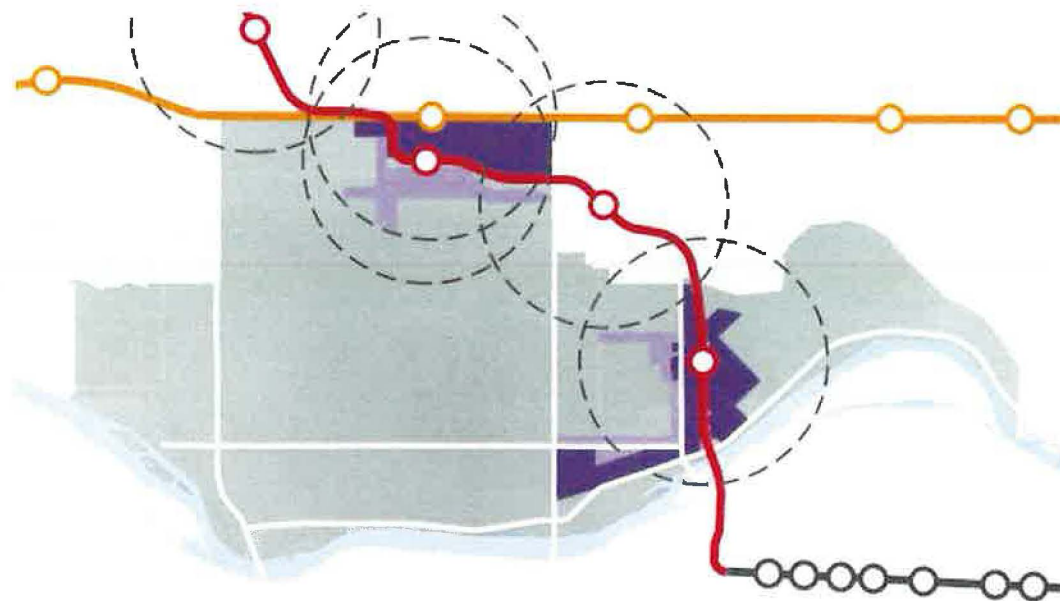


IP2024-0938  
Attachment 2  
**Map D:**  
Constraints

ISC: UNRESTRICTED Riley Communities Local Area Plan

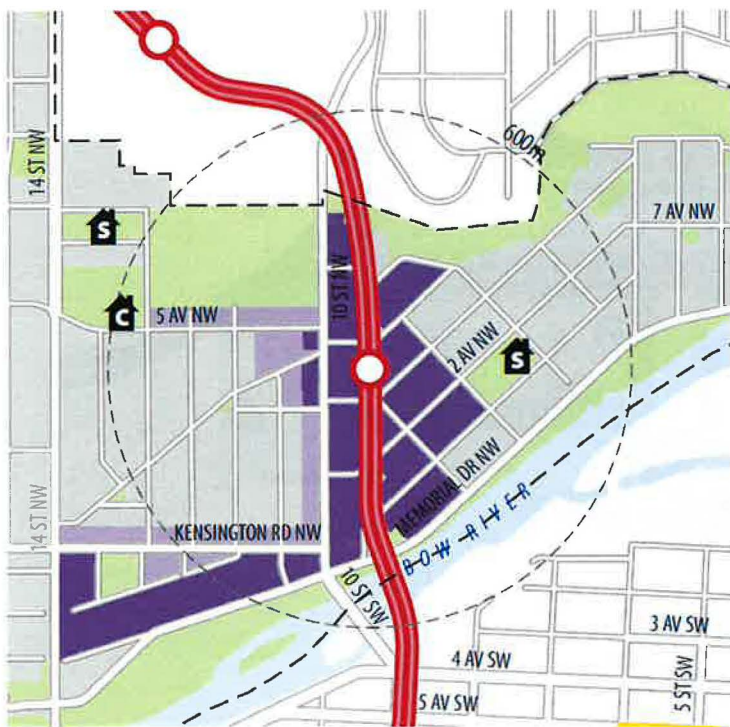


## Proposed Transit Station Areas



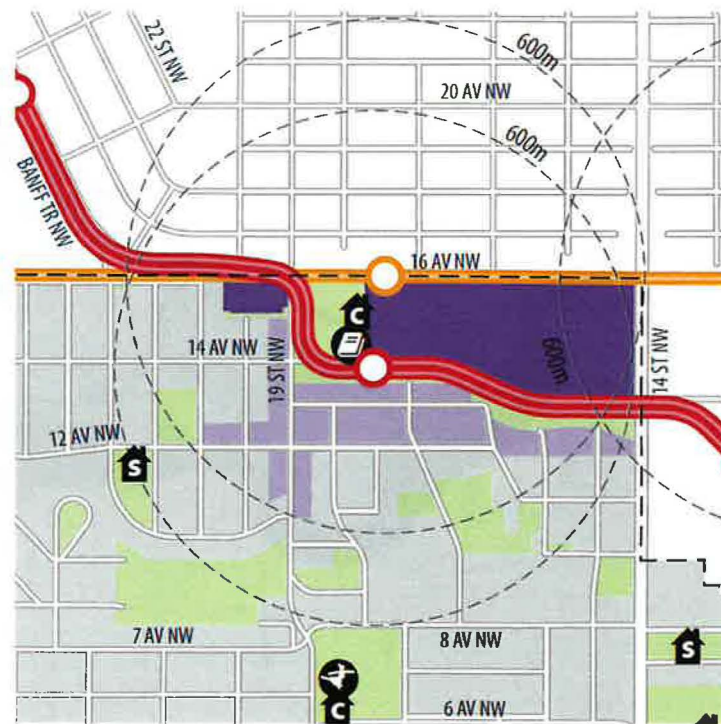


# Proposed Transit Station Areas



## Legend

- Sunnyside Core Zone
- Sunnyside Transition Zone

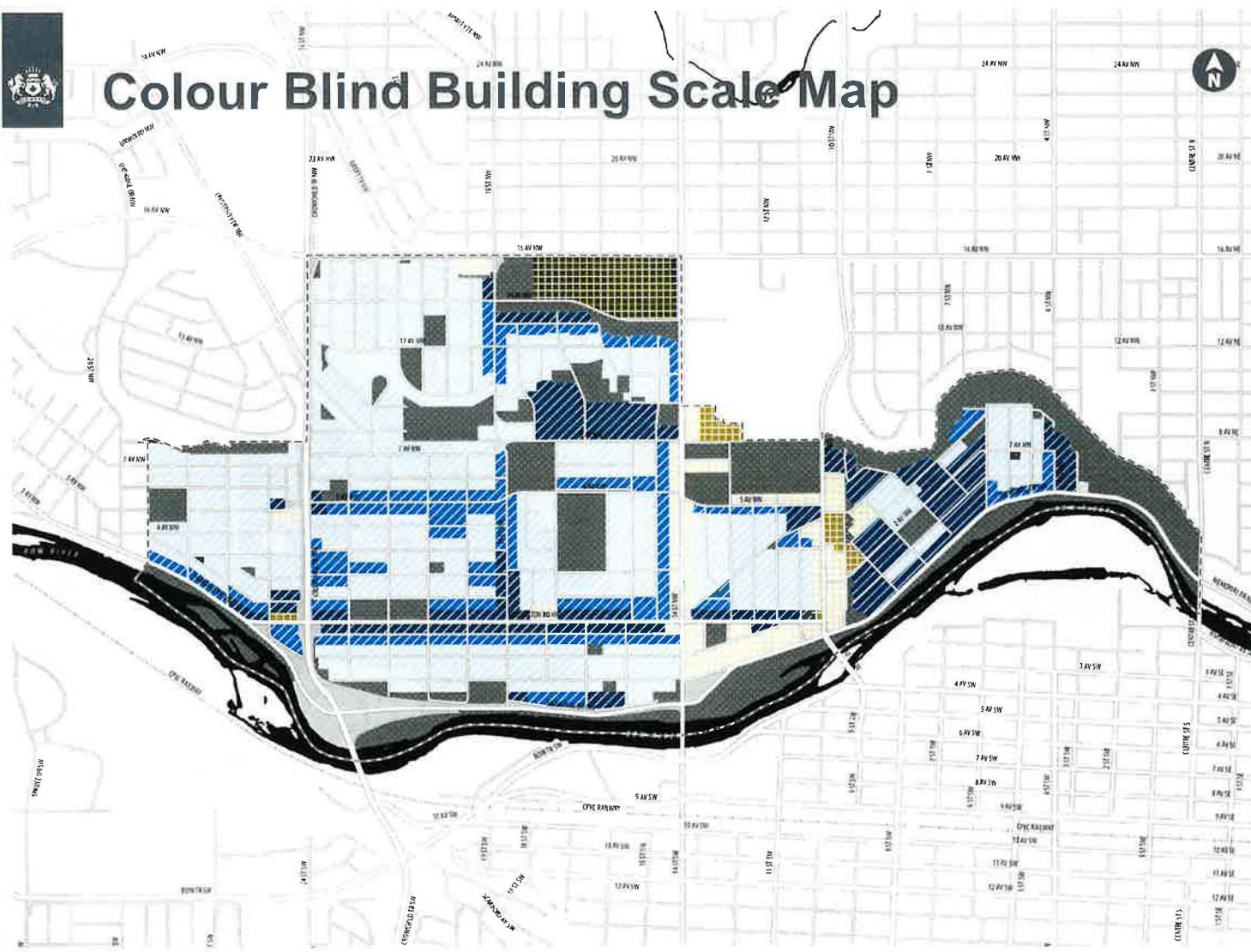


## Legend

- Lions Park Core Zone
- Lions Park Transition Zone



# Colour Blind Building Scale Map



- Legend**
- No Scale Modifier
  - Limited (up to 3 Storeys)
  - Low - Modified (up to 4 Storeys)
  - Low (up to 6 Storeys)
  - Mid (up to 12 Storeys)
  - High (up to 26 Storeys)
  - Highest (over 26 Storeys)
  - Parks, Civic and Recreation
  - Plan Area Boundary

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# Mobility Study – Mobility Projects



- Legend**
- ☆ Points of Interest
  - LRT Station
  - School
  - Park
  - Commercial
  - Commercial (Direct Control)
  - Study Area
  - Transit Connections
  - Parking Management Review

- Improvements for All Modes**
- Intersection Improvements
  - Corridor Improvements
- Improvements for People Walking and Wheeling**
- Crossing Improvements
  - Crossing Improvements
  - Network Enhancements - New Connections
  - Network Enhancements - Existing Network
- Traffic Calming**
- Speed Reduction
  - Volume and Speed Reduction

ISC: UNRESTRICTED Riley Communities Local Area Plan





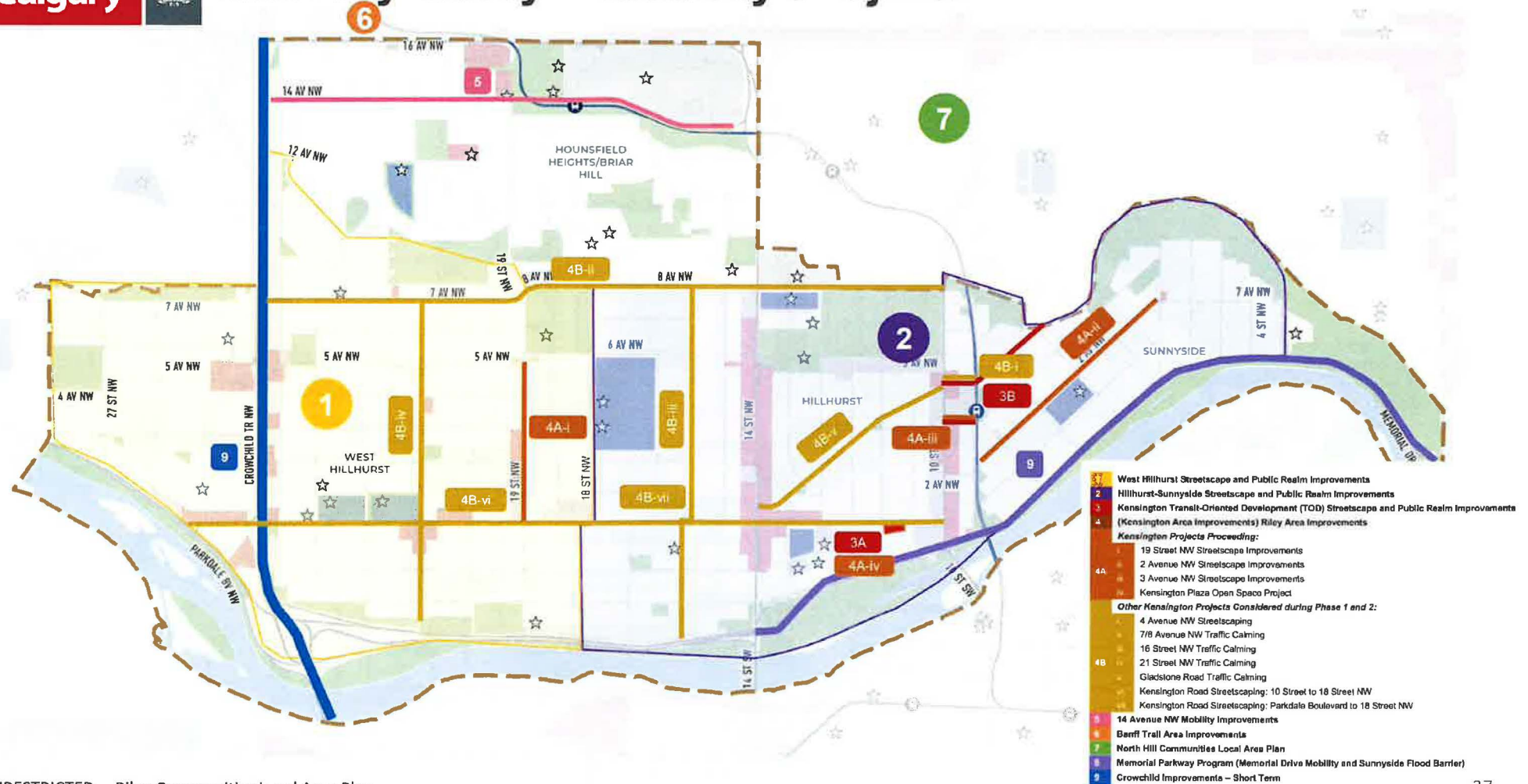
# Mobility Study – Mobility Projects



ISC: UNRESTRICTED Riley Communities Local Area Plan



# Mobility Study – Mobility Projects

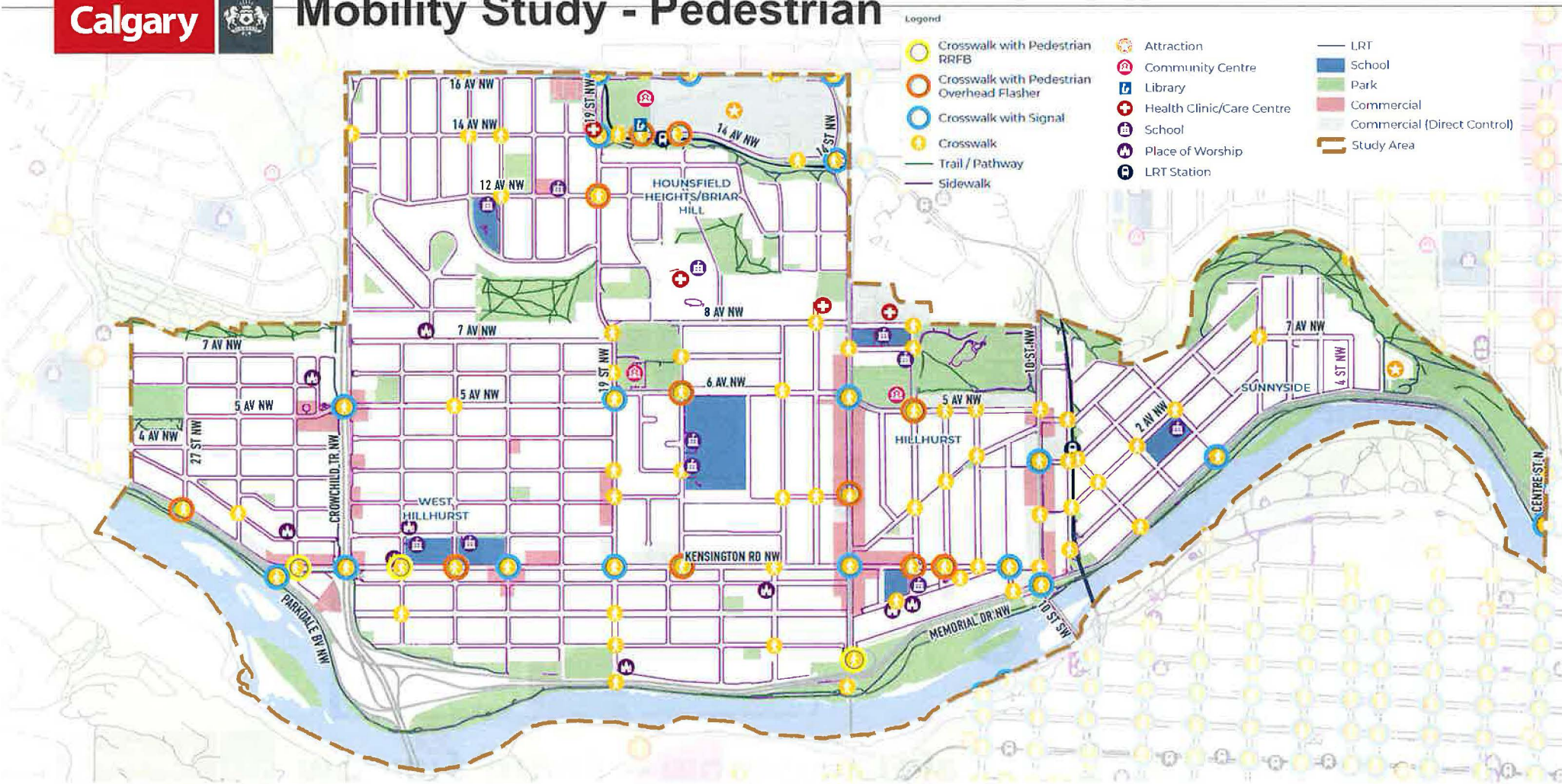


ISC: UNRESTRICTED Riley Communities Local Area Plan



# Mobility Study - Pedestrian

- Legend
- Crosswalk with Pedestrian RRFB
  - Crosswalk with Pedestrian Overhead Flasher
  - Crosswalk with Signal
  - Crosswalk
  - Trail / Pathway
  - Sidewalk
  - Attraction
  - Community Centre
  - Library
  - Health Clinic/Care Centre
  - School
  - Place of Worship
  - LRT Station
  - LRT
  - Park
  - Commercial
  - Commercial (Direct Control)
  - Study Area

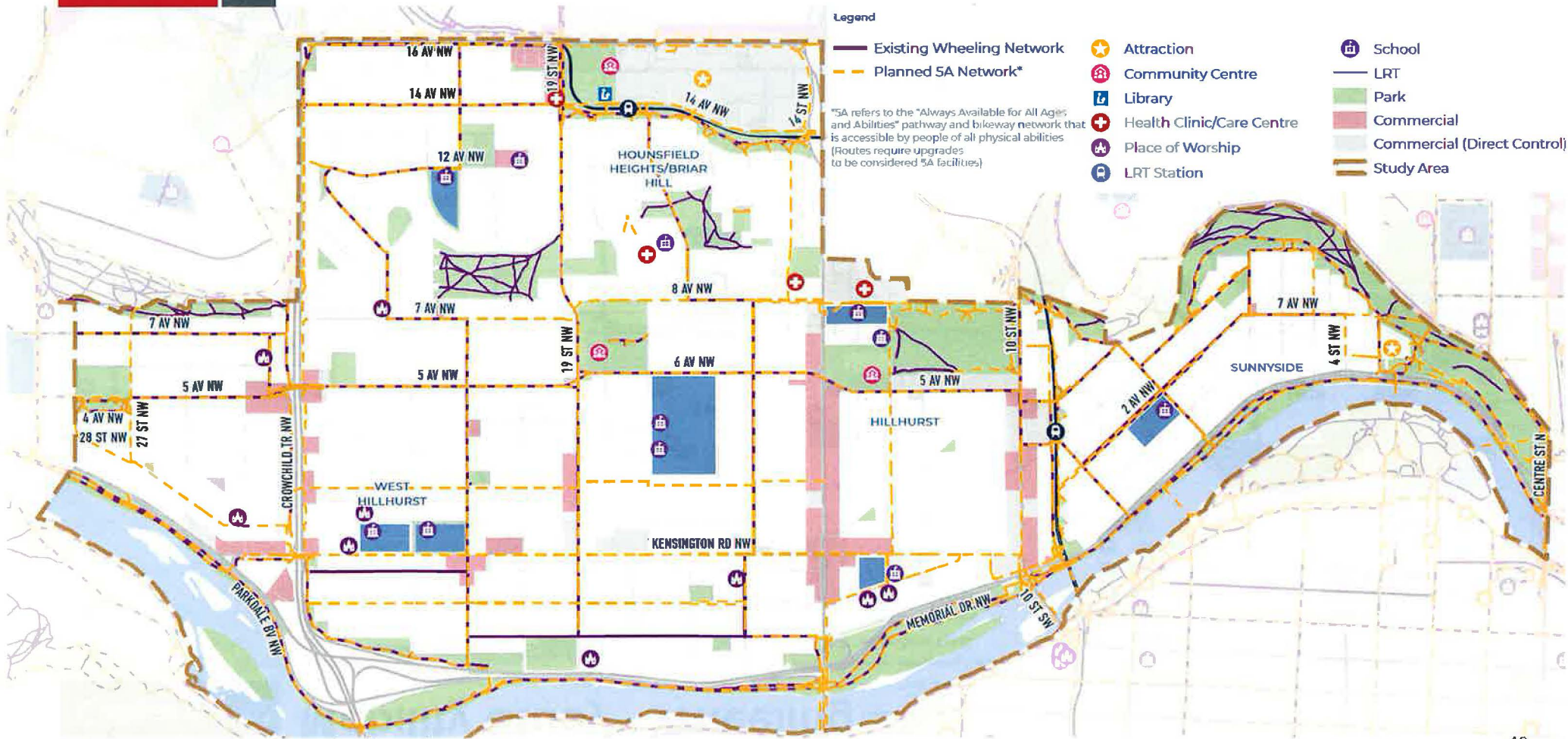


ISC: UNRESTRICTED Riley Communities Local Area Plan





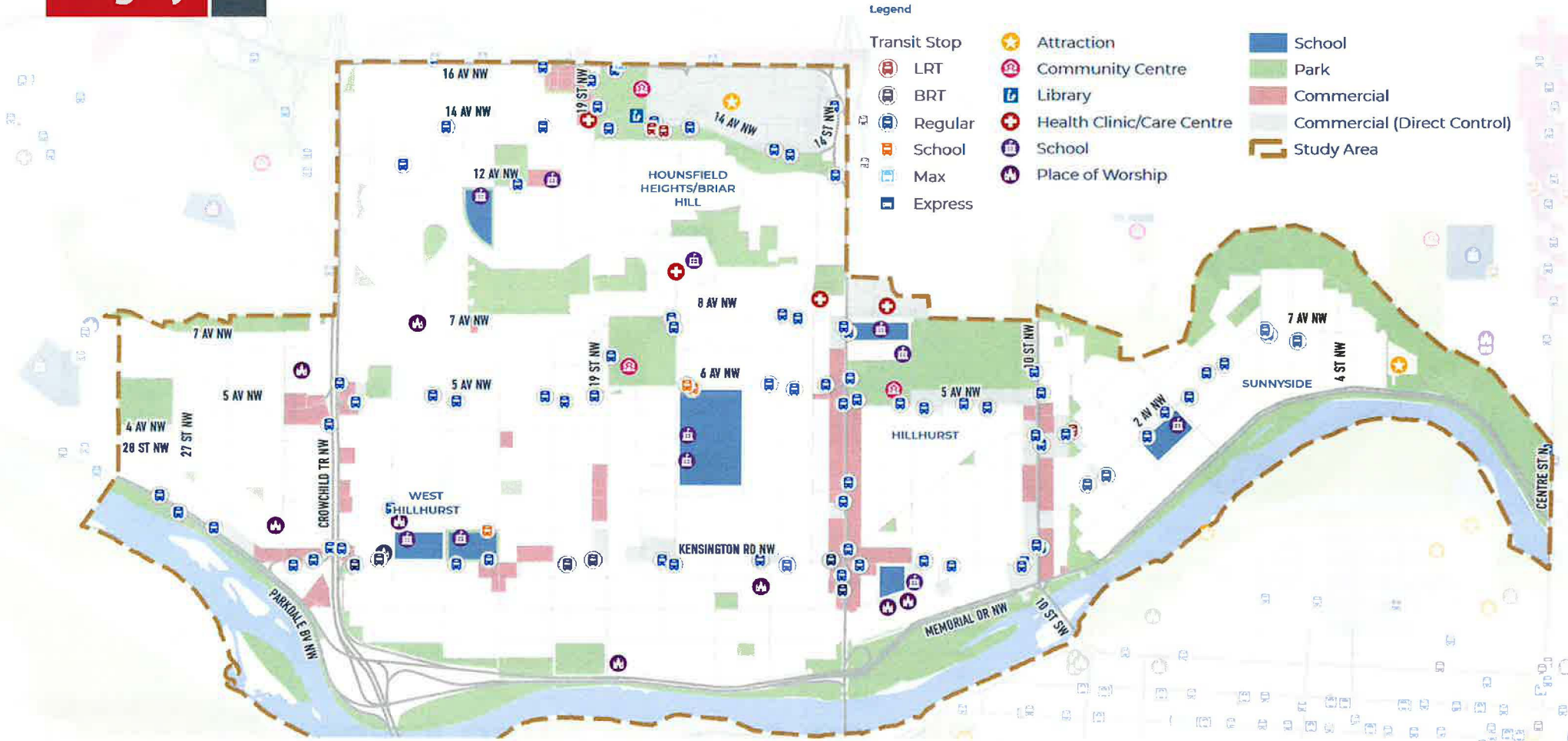
# Mobility Study – Wheeling with 5A Network



ISC: UNRESTRICTED Riley Communities Local Area Plan

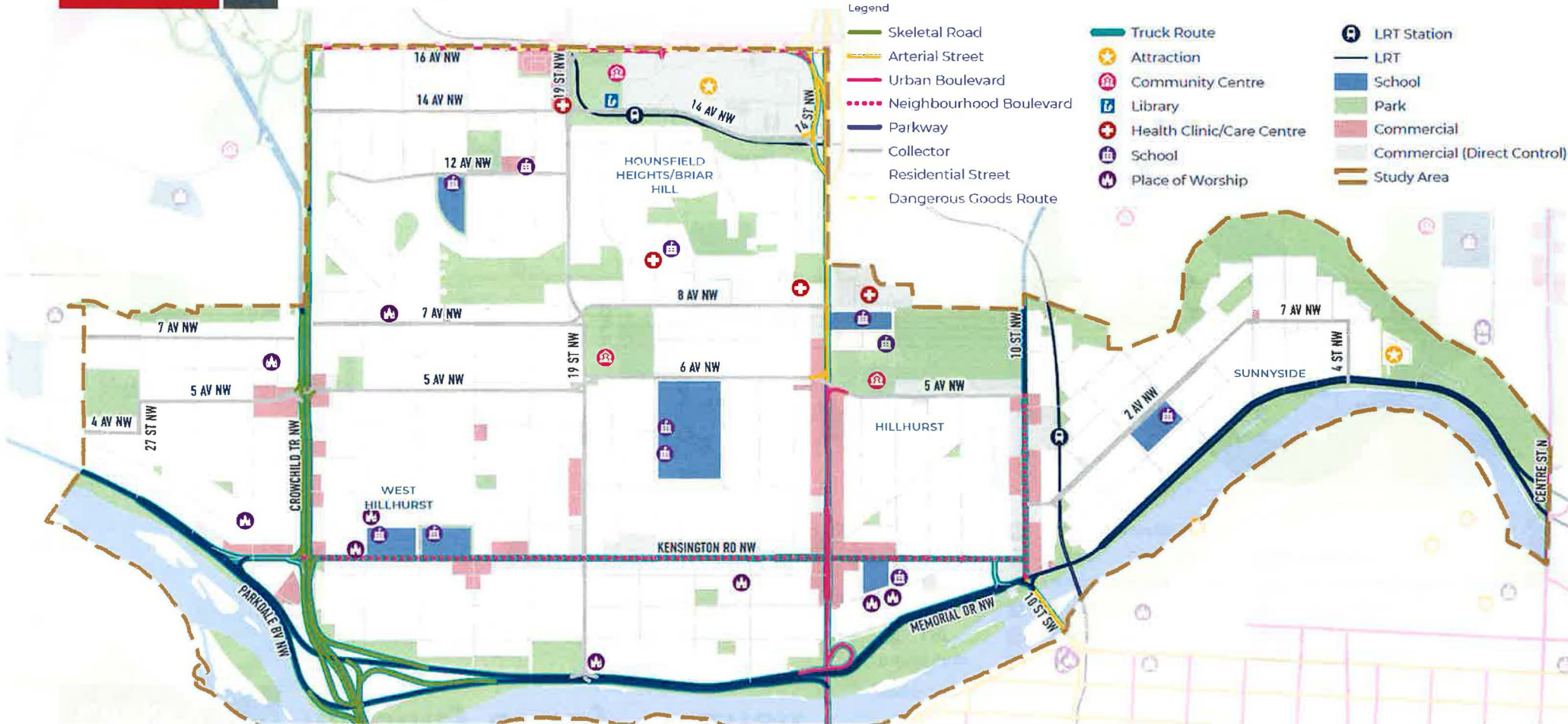


# Mobility Study - Transit





# Mobility Study – Goods Movement



ISC: UNRESTRICTED Riley Communities Local Area Plan



# Crowchild Study – 16 Avenue Area



MEDIUM TERM PLAN



PRELIMINARY  
FOR DISCUSSION ONLY  
SUBJECT TO REVISION

- Legend**
- PROPOSED ROAD
  - EXISTING ROAD
  - PROPOSED BRIDGE
  - ROAD CLOSURES
  - LANE COUNT / DIRECTION
  - TRAFFIC SIGNAL
  - RETAINING WALL
  - NOISE WALL
  - EXISTING PATHWAY / SIDEWALK
  - EXISTING PEDESTRIAN BRIDGE
  - EXISTING ON STREET BIKE ROUTE
  - PROPOSED PATHWAY / SIDEWALK
  - PROPOSED PEDESTRIAN BRIDGE
  - PROPOSED BIKE ROUTE
  - POTENTIAL PROPERTY IMPACTS - BUILDING
  - POTENTIAL PROPERTY IMPACTS - DRIVING
  - CITY OWNED PROPERTY
  - PROPOSED OR ENHANCED GREEN SPACE
  - RECOMMENDED FOR PREVIOUS STAGE
  - COMMUNITY PLACES OF INTEREST
  - EXISTING LOT
  - TRANSIT

CROWCHILD TRAIL STUDY

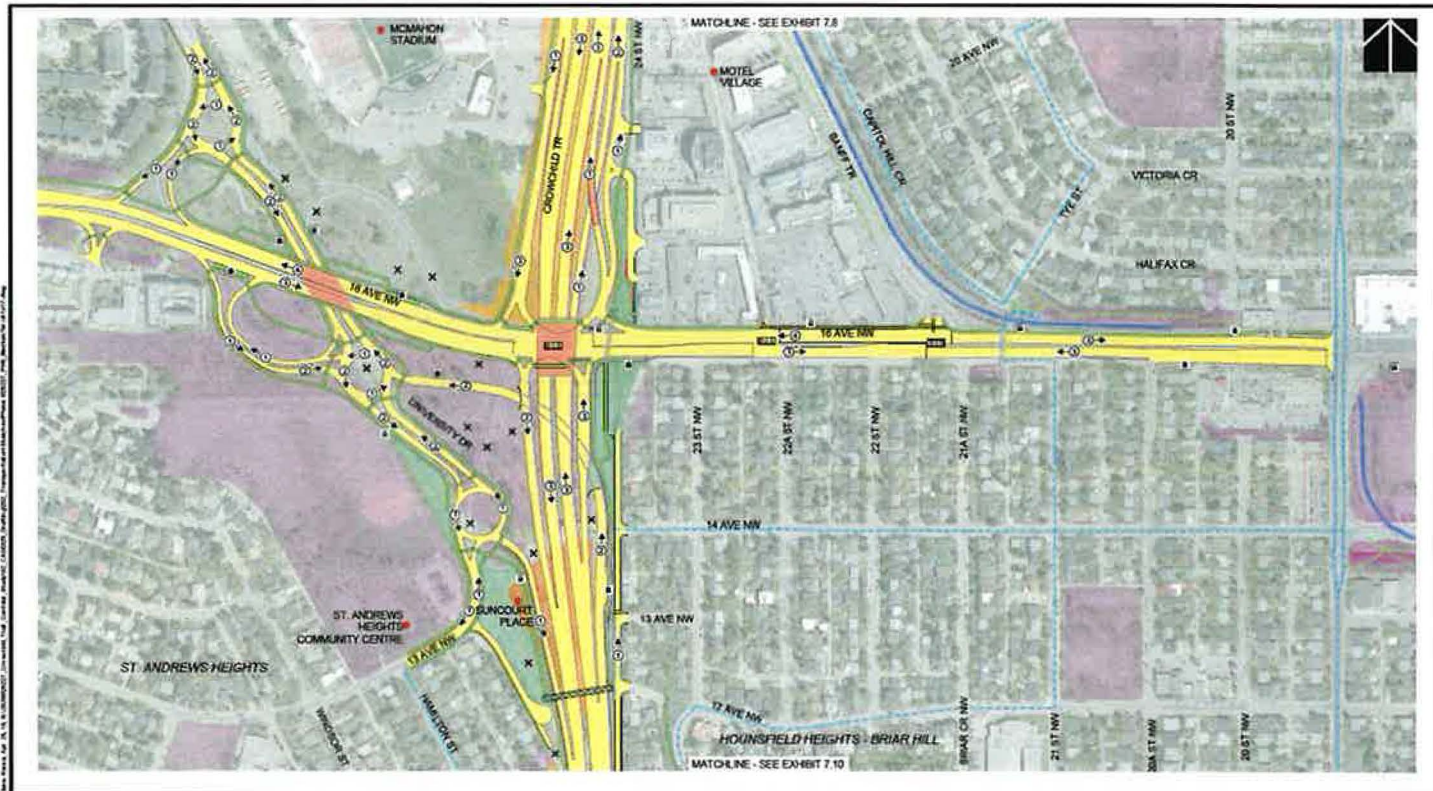
MEDIUM-TERM RECOMMENDED PLAN  
PUBLIC PLANS  
16 AVE NW  
EXHIBIT 7.9  
UPDATED APRIL 2019

ISC: UNRESTRICTED Riley Communities Local Area Plan





# Crowchild Study – West Hillhurst Area



MEDIUM TERM PLAN



**Legend:**

- PROPOSED ROAD
- EXISTING ROAD
- PROPOSED BRIDGE
- ROAD CLOSURES
- LANE COUNT / DIRECTION
- TRAFFIC SIGNAL
- RETAINING WALL
- NOISE WALL
- EXISTING PATHWAY / SIDEWALK
- EXISTING PEDESTRIAN BRIDGE
- EXISTING ON STREET BIKE ROUTE
- PROPOSED PATHWAY / SIDEWALK
- PROPOSED PEDESTRIAN BRIDGE
- PROPOSED BIKE ROUTE
- POTENTIAL PROPERTY IMPACTS - BUILDING
- POTENTIAL PROPERTY IMPACTS - GRADING
- CITY OWNED PROPERTY
- PROPOSED OR ENHANCED GREEN SPACE
- RECOMMENDED FOR PREVIOUS STAGE
- COMMUNITY PLACES OF INTEREST
- EXISTING LIST
- TRANSIT

**CROWCHILD TRAIL STUDY**

**MEDIUM-TERM RECOMMENDED PLAN  
PUBLIC PLANS  
16 AVE NW  
EXHIBIT 7.9  
UPDATED APRIL 2019**

ISC: UNRESTRICTED Riley Communities Local Area Plan



# Crowchild Study – Kensington Road NW



HORZ 0 40 80 120 160m  
1:4000

PRELIMINARY  
FOR DISCUSSION ONLY  
SUBJECT TO REVIEW

- Legend:**
- PROPOSED ROAD
  - EXISTING ROAD
  - PROPOSED BRIDGE
  - ROAD CLOSURES
  - LANE COUNT / DIRECTION
  - TRAFFIC SIGNAL
  - RETAINING WALL
  - NOISE WALL
  - EXISTING PATHWAY / SIDEWALK
  - EXISTING PEDESTRIAN BRIDGE
  - EXISTING ON STREET BIKE ROUTE
  - PROPOSED PATHWAY / SIDEWALK
  - PROPOSED PEDESTRIAN BRIDGE
  - PROPOSED BIKE ROUTE
  - POTENTIAL PROPERTY IMPACTS - BUILDING
  - POTENTIAL PROPERTY IMPACTS - GRADING
  - CITY OWNED PROPERTY
  - PROPOSED OR ENHANCED OPEN SPACE
  - RECOMMENDED FOR PREVIOUS STAGE
  - COMMUNITY PLACES OF INTEREST
  - EXISTING LOT
  - TRANSIT

**CROWCHILD TRAIL STUDY**  
**MEDIUM-TERM RECOMMENDED PLAN**  
**5 AVE NW / KENSINGTON RD**  
**EXHIBIT 7.11**  
UPDATED APRIL 2019

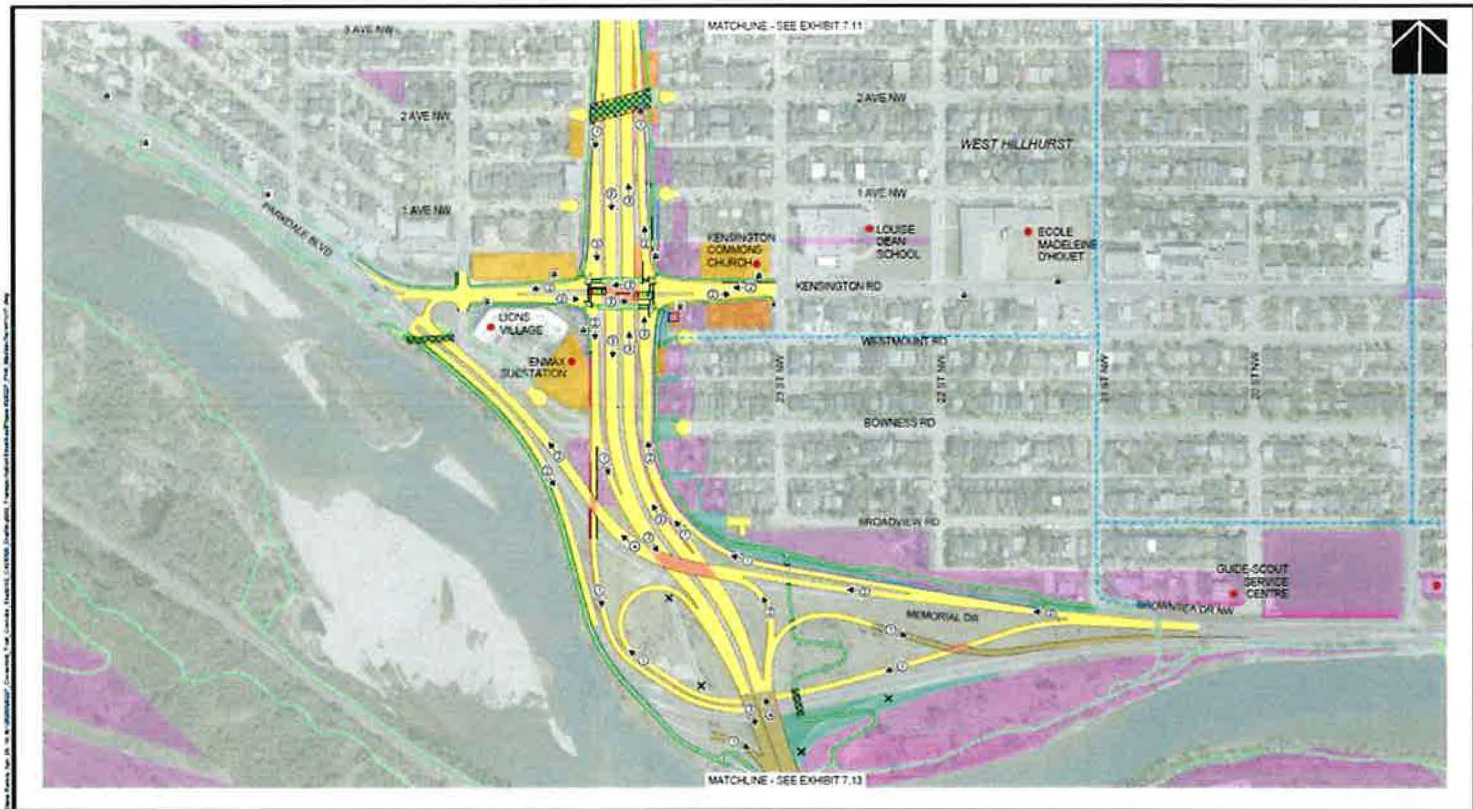
MEDIUM TERM PLAN



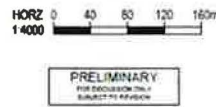
ISC: UNRESTRICTED Riley Communities Local Area Plan



# Crowchild Study – Memorial Drive NW



MEDIUM TERM PLAN



**Legend**

- PROPOSED ROAD
- EXISTING ROAD
- PROPOSED BRIDGE
- ROAD CLOSURES
- TRAFFIC SIGNAL
- RETAINING WALL
- ROSE WALL
- EXISTING PATHWAY / SIDEWALK
- EXISTING PEDESTRIAN BRIDGE
- EXISTING ON-STREET BIKE ROUTE
- PROPOSED PATHWAY / SIDEWALK
- PROPOSED PEDESTRIAN BRIDGE
- PROPOSED BIKE ROUTE
- POTENTIAL PROPERTY IMPACTS - BUILDING
- POTENTIAL PROPERTY IMPACTS - GRADING
- CITY OWNED PROPERTY
- PROPOSED OR ENHANCED GREEN SPACE
- RECOMMENDED FOR PREVIOUS STAGE
- COMMUNITY PLACES OF INTEREST
- EXISTING LIGHT TRAVEL

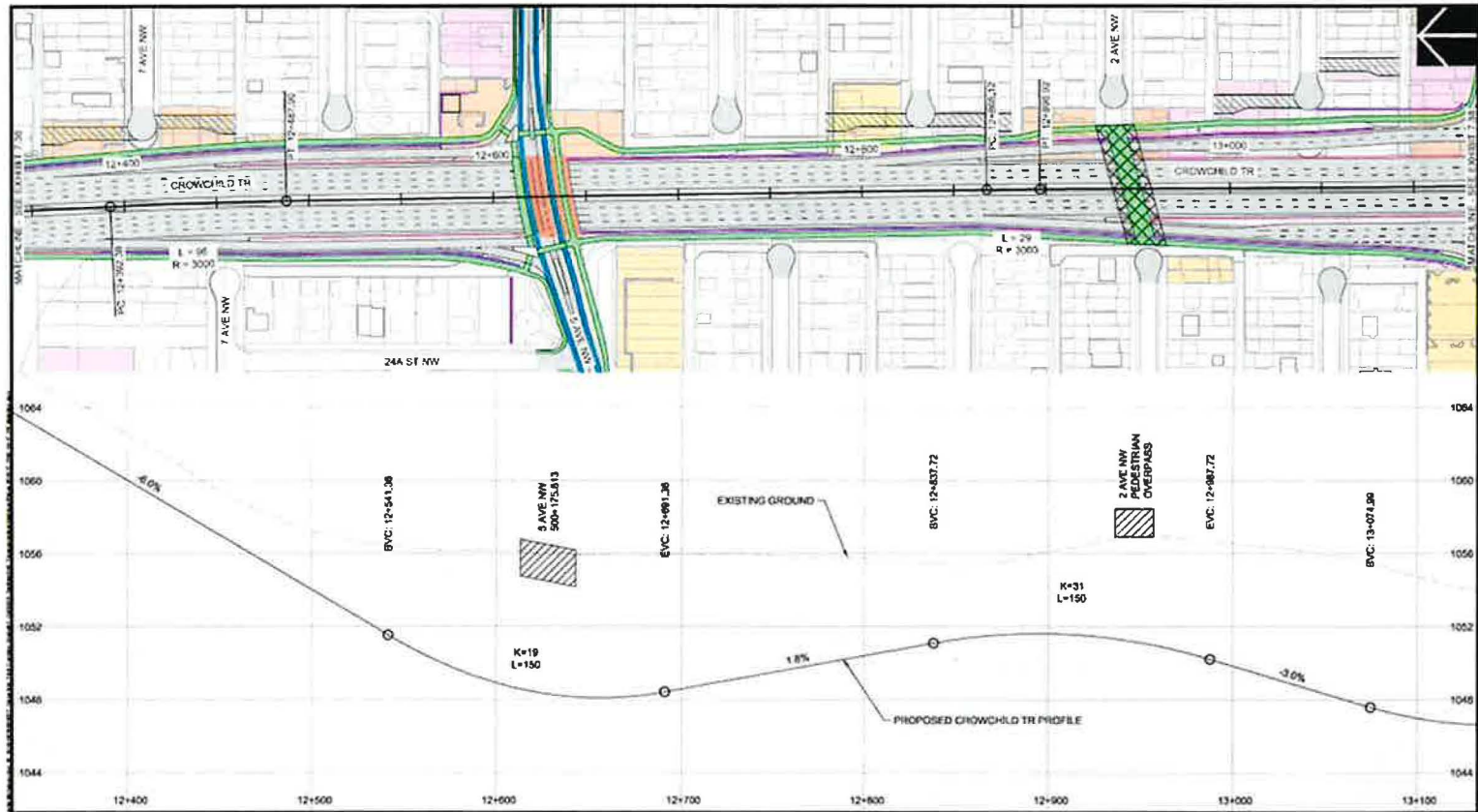
**CROWCHILD TRAIL STUDY**

MEDIUM-TERM RECOMMENDED PLAN  
PUBLIC PLANS  
KENSINGTON RD / MEMORIAL DR  
EXHIBIT 7.12  
UPDATED APRIL 2019

ISC: UNRESTRICTED Riley Communities Local Area Plan



# Crowchild Study – 5 Avenue NW bridge



- Legend:**
- PROPOSED ROAD
  - PROPOSED BRIDGE
  - RETAINING WALL
  - NOISE WALL
  - EXISTING PEDESTRIAN BRIDGE
  - PROPOSED PATHWAY / SIDEWALK
  - PROPOSED PEDESTRIAN BRIDGE
  - PROPOSED BIKE ROUTE
  - POTENTIAL PROPERTY IMPACTS - BUILDING
  - POTENTIAL PROPERTY IMPACTS - GRADING
  - CITY OWNED PROPERTY
  - RECOMMENDED FOR PREVIOUS STAGE
  - POTENTIAL ALLEY CONNECTION

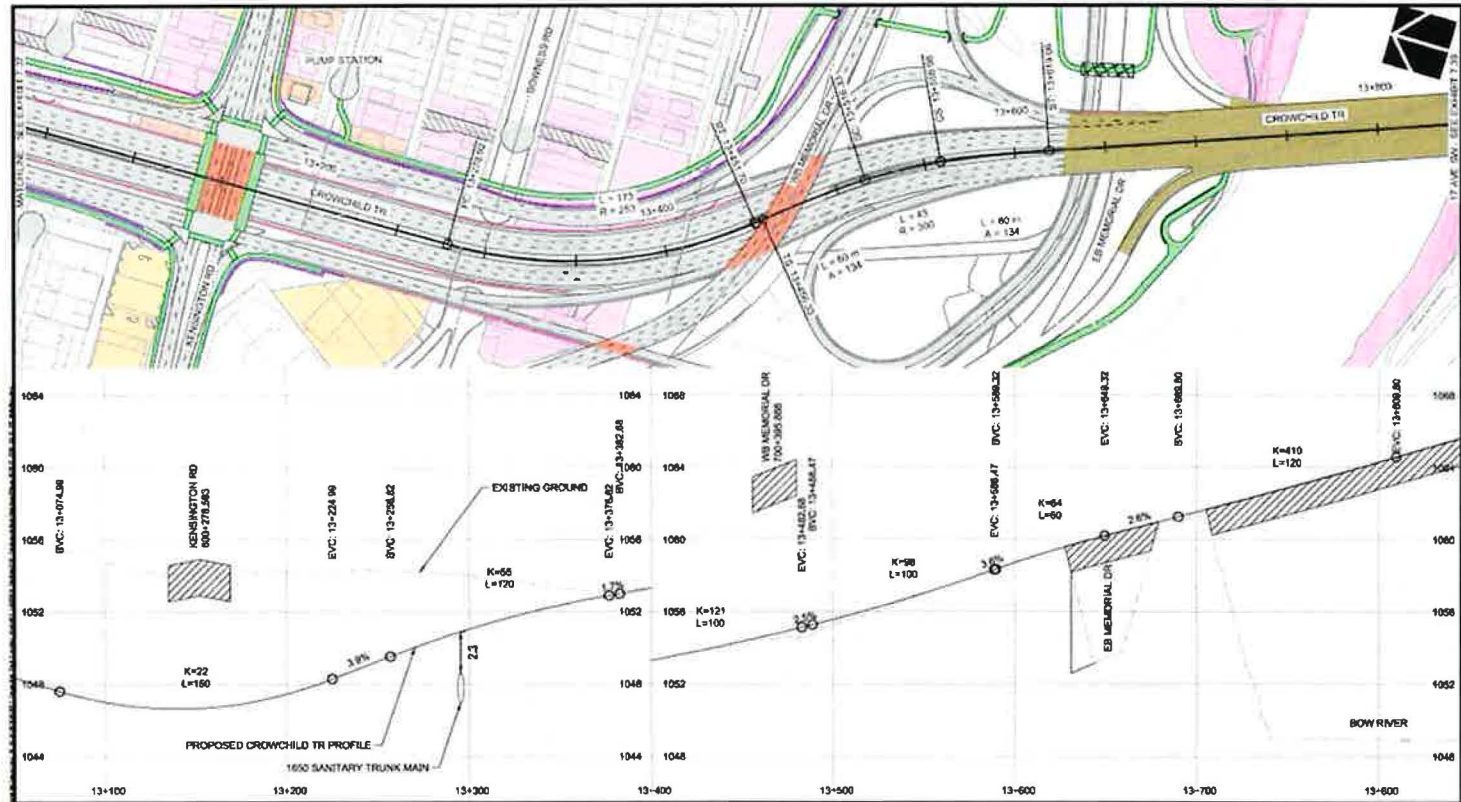
**CROWCHILD TRAIL STUDY**  
MEDIUM-TERM RECOMMENDED PLAN  
CROWCHILD TR PLAN/PROFILE  
5 AVE NW  
EXHIBIT 7.37  
UPDATED APRIL 2019

ISC: UNRESTRICTED Riley Communities Local Area Plan





# Crowchild Study – Kensington Road NW Bridge



- Legend:**
- PROPOSED ROAD
  - PROPOSED BRIDGE
  - RETAINING WALL
  - NOISE WALL
  - EXISTING PEDESTRIAN BRIDGE
  - PROPOSED PATHWAY / SIDEWALK
  - PROPOSED PEDESTRIAN BRIDGE
  - PROPOSED BIKE ROUTE
  - POTENTIAL PROPERTY IMPACTS - BUILDING
  - POTENTIAL PROPERTY IMPACTS - GRADING
  - CITY OWNED PROPERTY
  - RECOMMENDED FOR PREVIOUS STAGE
  - POTENTIAL ALLEY CONNECTION

**CROWCHILD TRAIL STUDY**  
**MEDIUM-TERM RECOMMENDED PLAN**  
**CROWCHILD TR PLAN/PROFILE**  
**KENSINGTON RD/MEMORIAL DR**  
**EXHIBIT 7.38**  
**UPDATED APRIL 2019**

ISC: UNRESTRICTED Riley Communities Local Area Plan