

Background and Planning Evaluation

Background and Community Context

The Riley Communities Local Area Plan (the Plan) is comprised of four inner-city communities: Hillhurst, Hounsfeld Heights-Briar Hill, Sunnyside and West Hillhurst. While each community has its own individual boundaries, the Riley Communities share common assets, amenities, public and transit infrastructure, natural features and parks and easy access to the Greater Downtown and the Bow River. The Riley Communities represent some of the oldest developed areas in Calgary and are a network of connected and celebrated communities.

Given their location, ample amenities and connected nature as walkable communities with three transit station areas, the Riley Communities experienced continuous growth and development for several decades. The population of the Riley Communities peaked in 2018, at a population of 20,304. Based on the 2019 civic census, the population of the area was 20,033 people, representing a decrease of 271 people or 0.9 percent from the previous year. The peak population year of individual communities varies across the Plan Area. West Hillhurst's population peaked in 1968. Most recently, Hillhurst's population peaked in 2016, and Sunnyside's population peaked in 2019. Of all the Riley Communities, Hounsfeld Heights-Briar Hill has experienced the greatest decrease in population with a decline of 15.1 percent since its peak year in 1971.

Community Peak Population Table

As identified below, the Riley Communities reached the peak population in 2018 and the population slightly decreased in 2019.

Riley Communities	
Peak Population Year	2018
Peak Population	20,304
2019 Current Population	20,033
Difference in Population (Number)	-271
Difference in Population (Percent)	-0.9%

Source: *The City of Calgary 2019 Civic Census*

Table 1 provides additional information and context around the population decline particularly as it relates to the decline in household unit sizes. Occupancy rates per dwelling unit from the peak of 3.12 persons per unit in 1968 have dropped to 2.27 persons per unit in 2019. Population decline is more pronounced in some of the Riley Communities as outlined in Table 2.

Table 1: Riley Communities Local Area Plan Population

	Population	Total Dwellings	Occupied Dwellings	Persons/Unit
Peak	20,304	10,371	9,290	3.12
Peak Year	2018	2015	2015	1968
2019	20,033	9,831	9,119	2.27
Loss since Peak	-271	-540	-171	-0.85
% change since Peak	-0.9%	-5.21%	-1%	-27.2%

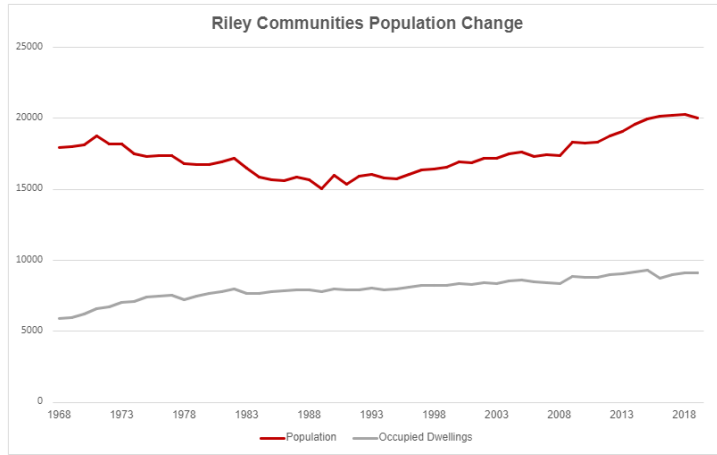


Table 2: Riley Individual Communities Population Tables

Community	Peak Year	Peak Population	2019 Population	% Change since Peak	Loss Since Peak
Hillhurst	2016	6,737	6,558	-2.66%	-179
Hounsfield Heights - Briar Hill	1971	3,294	2,798	-15.1%	-496
Sunnyside	2019	4,230	4,230	0%	0
West Hillhurst	1968	6,871	6,447	-6.17%	-424

Additional demographic details are available online through [Community Profiles](#).

Location Map



Planning Evaluation

The Riley Communities Local Area Plan refines and implements the strategic goals and objectives of the Municipal Development Plan (MDP) at the local level. The Plan provides direction for growth and change in four inner city communities. The Plan will provide guidance and greater certainty by outlining policies for new development and public improvements in the area. The Plan sets out a shared vision and understanding of how growth and change may occur, addressing population declines and opportunities for investments within the Plan Area.

The Plan's future growth concept aligns with the direction from the MDP by identifying policy areas and specific local development policies for the Plan Area's three transit station areas, three Neighbourhood Main Streets, and Activity Centers. The Plan also supports continued incremental evolution and change within primarily residential areas through increased development along other community corridors. Two significant corridors (Memorial Drive NW and Crowchild Trail) are also key areas of growth.

Riley Communities Local Area Plan Referral

At the Regular meeting of Council held on 2024 October 29, Council noted that with respect to Report IP2024-0938, the following be adopted:

That Council refer Report IP2024-0938 back to Administration to:

1. Prioritize greater density around Transit Oriented Development (TOD) sites within the Riley Communities Local Area Plan;
2. Focus on planning for growth and change that integrates multi-modal mobility and improved citizen experience of land use development that enables walkability, community connections, and integrated commercial and residential uses for all ages and abilities; and
3. Report back to the Infrastructure and Planning Committee by Q2 2025.

The scope of the referral motion focused on transit station areas and directed Administration to execute an internal comprehensive technical review of the entire Plan. Administration drew on the collective experience of the project's Technical Advisory Committee (TAC) across various business units and developed a TOD-focused working group of subject matter experts (SMEs) through a series of workshops and meetings. In doing so, Administration assessed all transit station areas' Core and Transition Zone boundaries. The following summarize the key changes resulting from Council's referral:

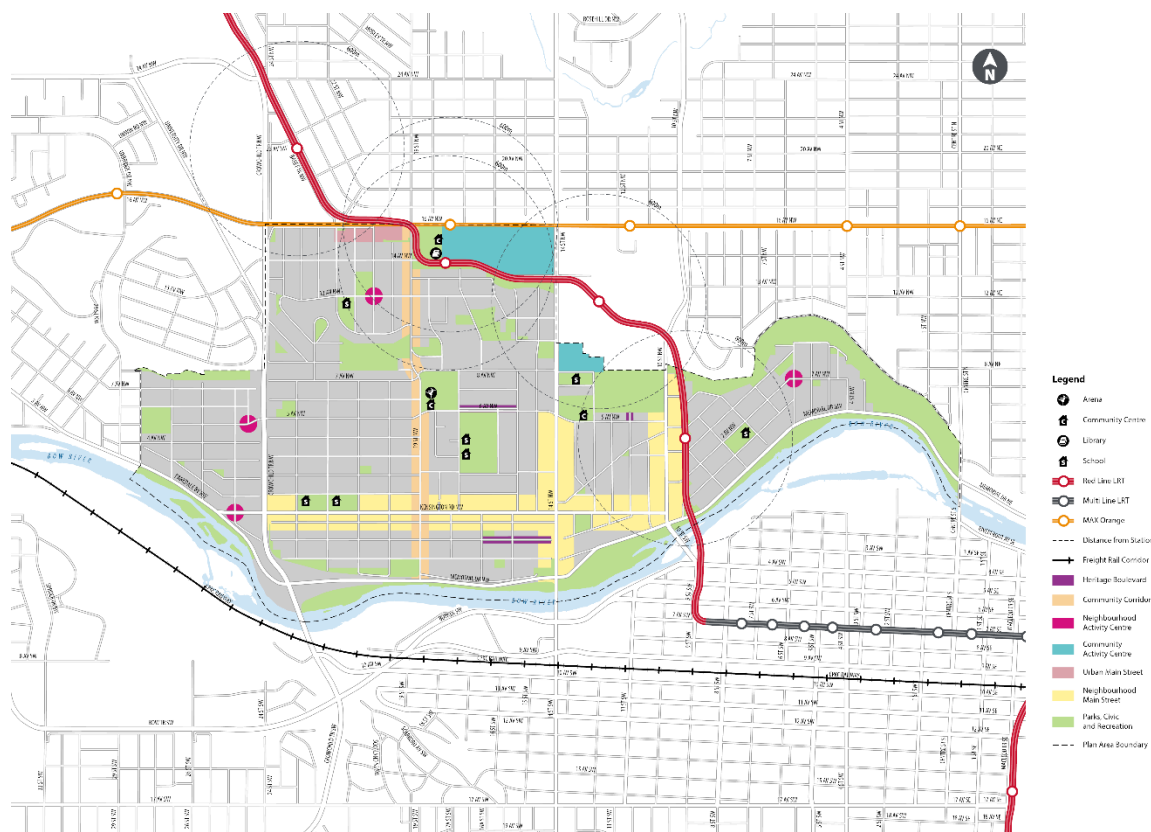
- Expanded core and transition zones within the Lions Park and Sunnyside Light Rail Transit (LRT) Station Areas to ensure a range of connected housing options and forms in close proximity to transit;
- Identification of a SAIT / AUArts / Jubilee LRT Transit Station Area as a third station area and modification to building scales within this portion of the Plan Area. This Red Line LRT Station is located within the North Hill Communities Local Area Plan and these changes are intended to account for the proximity and shared boundary with this station to realize a range of TOD housing forms and better pedestrian and active mode connections to the station;
- Modifications to the proposed urban form categories and building scales within the Lions Park and Sunnyside LRT Transit Station Areas to better align to TOD best practices; and,

- New policies and improvement options to better move people to-and-from station areas and ensure better connected and walkable communities, high quality urban design outcomes and a range of commercial and residential uses near transit to meet the evolving needs of Calgarians.

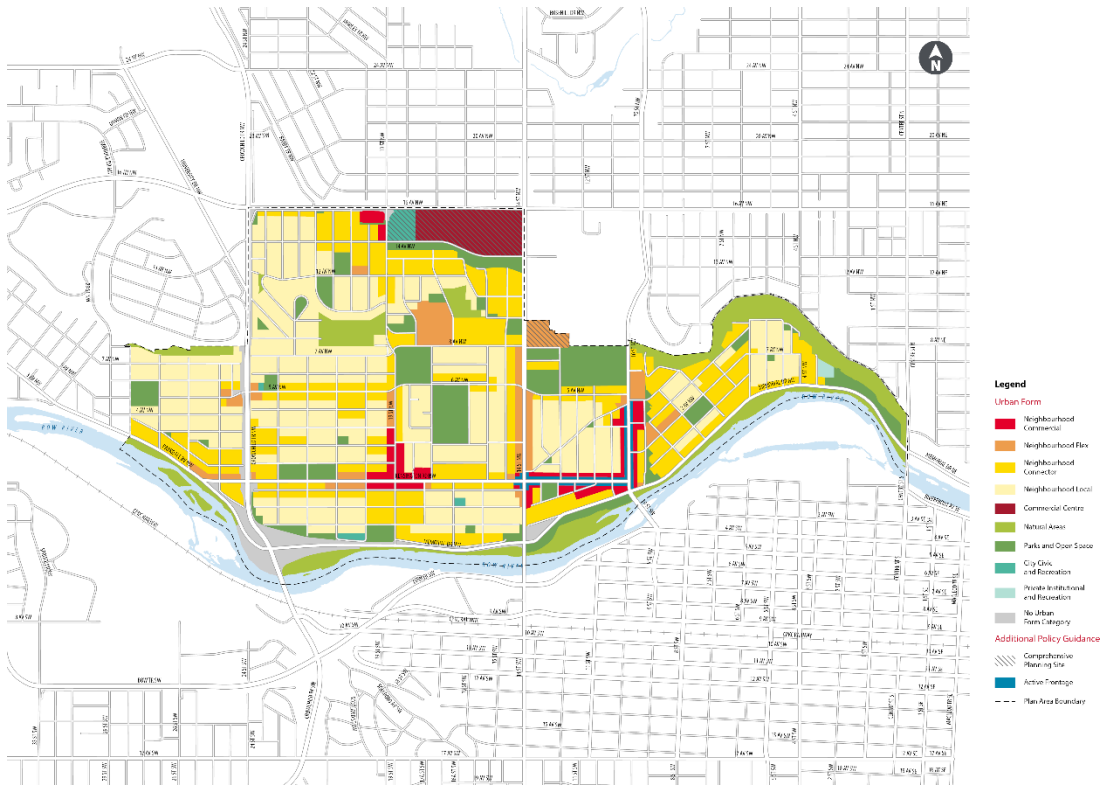
The proposed Plan reflects a 30-year redevelopment horizon focused on sound planning principles that capitalize on TOD opportunities, and enable a range of built forms and housing options to be realized near major transit infrastructure and multi-modal mobility networks. Changes to the Plan identified in this section of the report resulting from the referral motion have enabled great alignment to the vision and core values of the Plan and a stronger overall outcome for the Riley Communities. The resulting plan enables greater housing choice, greater mobility connections and better alignment with Council priorities and the direction provided in the MDP. The Plan achieves MDP intensity targets of 200 people or jobs per gross developable hectare within walking distance of transit stations and further aligns to best practices in TOD planning.

Policy Areas

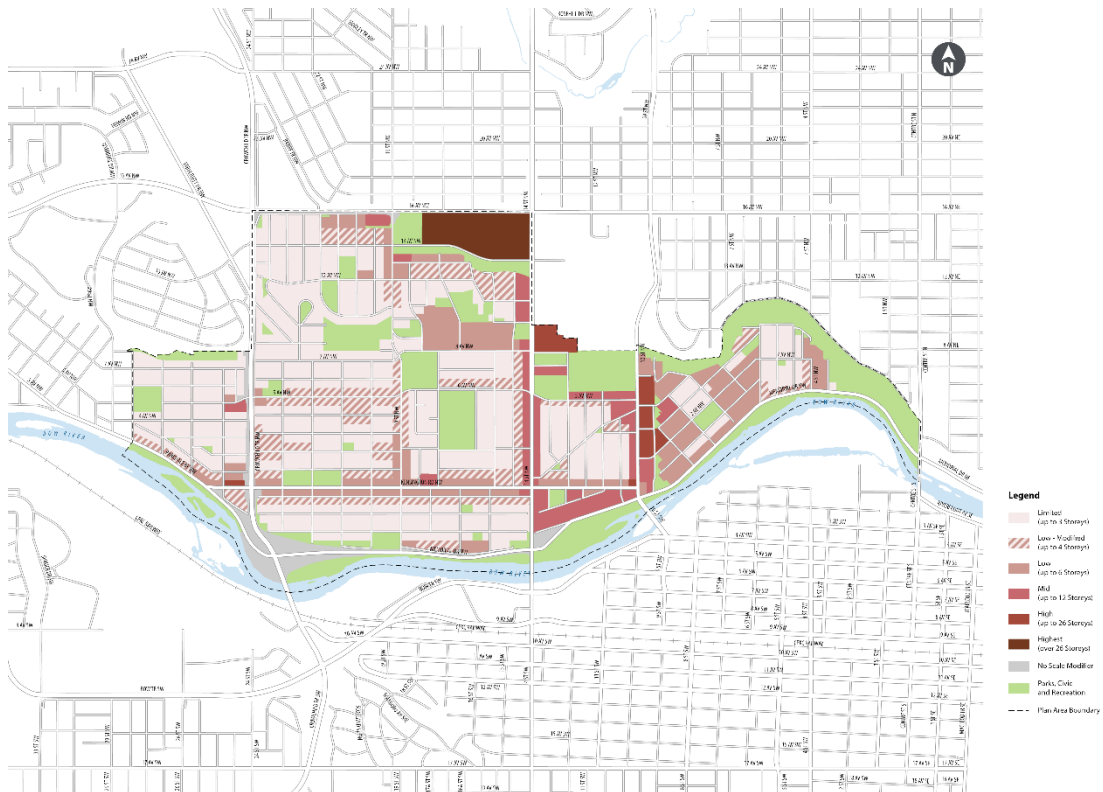
Figure 1: Community Characteristics



Map 1: Urban Form



Map 2: Building Scale



Transit Station Areas

Sunnyside and Lions Park Light Rail Transit (LRT) stations are the two Red Line LRT transit station areas within the Plan Area boundaries. The SAIT / AUArts / Jubilee LRT Transit Station Area was identified following Council's referral motion, as a portion of it is located within the Riley Communities and the LRT station and surrounding institutional campuses are located within the North Hill Communities Local Area Plan. After further analysis, it was determined that this station's proximity and adjacency has significant transit-oriented redevelopment implications on the Riley Park Village Comprehensive Planning site and areas along 14 Street NW. In addition to three LRT stations, the Riley Communities are further connected to higher order transit along the primary transit route via the BRT with MAX Orange and two stations along 16 Avenue NW. Local bus routes also provide connections throughout the Riley Communities to neighbouring areas and communities.

Over the next 30 years, it is anticipated that these areas of major transit infrastructure will accommodate the greatest amount of growth, diversity of uses and tallest buildings in the form of TOD. The North Hill Mall and Riley Park Village Comprehensive Planning Sites represent two major areas of potential TOD growth that can accommodate a range of housing forms with multi-modal connections to transit. To support these areas and others within transit station areas, the Plan provides policies that intend to improve access, connectivity and movement in and around stations, enhance surrounding public spaces and ensure more Calgarians can live and work in these areas. With better access and safety in and around all transit stations, these areas are intended to be integrated into their surrounding contexts and ensure enhanced walking and wheeling to-and-from stations promoting greater transit ridership. Future population projections demonstrate that the Plan will exceed the intensity targets of 200 people or jobs per gross developable hectare within walking distance of transit stations as noted within Section 2.2.2 of the MDP. The following subsections provide an overview of each station area and highlight recent changes resulting from Council's TOD referral motion.

Lions Park LRT Transit Station Area

Within the Lions Park LRT transit station area, the proposed Plan identifies both an expanded Core Zone and Transition Zone to enable additional innovative TOD built forms and greater diversity of housing choices over the next 30 years. The Core Zone now extends to the west and south of the LRT station, while the Transition Zone has been expanded to the west and southeast. The Plan identifies Commercial Centre and a Comprehensive Planning Site for the North Hill Mall site and Neighbourhood Commercial to the two existing commercial sites to the west of the Louise Riley Public Library site. An additional Neighbourhood Connector has been added south and east within the Transition Zone of this Plan Area, including east of 16a Street NW and south of 13 Avenue NW as this area overlaps two transit station areas and can enable range of housing forms to support the evolution of 14 Street NW and better connections across to the neighbouring SAIT / AUArts / Jubilee Station. Neighbourhood Connector has also been added west of 19 Street NW to expand the range of housing forms that could be realized in an area that overlaps two LRT stations, a BRT and a Main Street. These changes to urban form respond directly to Council's referral motion for integrated commercial and residential uses for all ages and abilities in station areas.

To compliment recent changes in urban form in the Lions Park LRT Station Area, a range of building scales are identified in the Lions Park LRT transit station area with the Highest Scale (up to twenty-seven storeys or more) on the North Hill Mall site. The remainder of the Lions Park

Core Zone has a mix of Mid Scale (up to 12 storeys) identified for the commercial area on 16 Avenue NW and on the corner of 13 Avenue NW and 19 Street NW. This transitions to the Low Scale (up to 6 storeys) south along 19 Street NW and to the east along Lions Park's boundary. Additional increases in scale resulting from Council's referral motion include additional areas of Low Scale (up to 6 storeys) that transition to Low-Modified Scale (up to 4 storeys) added south of 16 Avenue NW, and Low Scale (up to 6 storeys) being added to a commercial node along 12 Avenue NW in the Transition Zone. The remainder of the transit station area transitions to the Lowest Scale (up to three storeys) to enable a range of housing options in this unique transit station area.

SAIT / AUArts / Jubilee LRT Transit Station Area

The addition of the SAIT / AUArts / Jubilee LRT transit station area has further enhanced alignment to the vision and core values of the Plan. Through identifying this additional station area, additional Core and Transition Zones were added to the Plan. Significant changes were then made to the building scale in the Riley Park Village Comprehensive Planning site that is identified in the Core Zone of this station area. The use of Neighbourhood Flex remained to enable a range of commercial, residential or mixed-use forms, but scale modifiers were removed and the maximum building scale for the entire site has increased to the High Scale (up to 26 storeys) in recognition of the TOD potential of this site. Additional mobility improvements were identified to better connect this station area to its LRT station and additional policies were added to the Comprehensive Planning Site to ensure a robust master planning exercise for the site and ensure that amendments can be made if a master planning exercise determines additional heights or urban forms may be appropriate for the site. Additional changes in this Plan Area include increasing scales along the east side of 14 Street NW to a Mid Scale (up to 12 storeys). These changes are intended to enable unique slope adaptive designs, give flexibility to future development concepts, allow for scale transitions across sites and ensure an adequate level of development and investment that can support future improvements to enhance grade separated connections across 14 Street NW to the station for active modes.

Sunnyside LRT Transit Station Area

Specific to transit station areas, the referral motion led to an expanded Core Zone along both sides of 10 Street NW to ensure a cohesive approach to investments and improvements along this significant Main Street at the heart of this transit station area. Transition Zones were then extended along Memorial Drive and along additional portions of 5 Avenue NW to be consistent in how these zones are approached in the Sunnyside LRT transit station area. The Plan then applies the urban form categories of Neighbourhood Commercial, Neighbourhood Flex and Neighbourhood Connector in the Sunnyside LRT transit station area and a range of building scales to support mixed-use developments. No changes were made to urban forms in this station area as the identified urban forms encourage the highest and best use of lands in this portion of the Plan through largely enabling mixed-use development with active frontages along a Main Street, adjacent to an LRT station. Recent changes to building scales in this station area include removing modified building scales and increasing heights along 10 Street NW. This has resulted in the High Scale (up to 26 storeys) being proposed on the Safeway site and the triangle site to the southeast. Parcels to the north and south of the Safeway site are proposed as a modified scale of up to 15 storeys. The remainder of 10 Street NW to the south on both the east and west side no longer have height modifiers and transitions to Mid Scale (up to 12 storeys) and then down to Low Scale (six storeys) for a portion of the eastern block of 10 Street NW where a high concentration of commercial heritage assets are located just north of Memorial Drive. The height modifier of up to 16 storeys remains for the northwest corner of

Kensington Road NW and 10 Street NW in recognition of the recent land use decision on this site, which is still awaiting a development permit to realize this scale and form. Collectively these changes, better align to TOD principles and enable a range of housing forms close to transit over the next 30 years. This solidified TOD approach across all station areas benefits individuals from both an affordable housing and affordable mobility lens, allowing more individuals to be able to call these communities home and have easy access to transit.

To further support enabling a range of housing forms in transit station areas, the Plan also introduces heritage density transfer policy in transit station areas. This is a policy framework that is intended to support additional building heights above identified building scales shown within the Building Scales Map within transit station areas. This unique element of the Plan enables proponents to provide heritage resource conservation for additional height. Enabling heritage density transfers in transit station areas through use of direct control bylaws as outlined in the Plan will support the designation of additional unprotected heritage resources as Municipal Historic Resources, while enabling additional height for receiving sites in Core Zones or Transition Zones. The Plan also provides a second transit station area incentive via a policy to incentivize the development of non-market and mixed-market housing in transit station areas, which would be done by identifying and encouraging the use of direct control bylaws to exclude floor areas of a new development that provide non-market housing from calculations at the time of application.

Main Streets

Outside of transit station areas, the Plan also strategically identifies potential growth along Main Streets. This direction aligns with the MDP as it identifies Kensington Road NW, 10 Street NW and 14 Street NW as Neighbourhood Main Streets. Portions of 16 Avenue NW, in the northernmost part of the Plan Area, forms an Urban Main Street. The Plan refines direction from the MDP by providing area specific policies for each identified Main Street. An analysis of future anticipated population projections demonstrates that the Plan will align the objectives of the MDP.

Kensington Road NW

Kensington Road NW is an important east-west connection, serving as a pedestrian, transit and vehicular route with a mix of residential developments and commercial destinations. Kensington Road NW is envisioned as a Main Street that serves both vehicular and sustainable modes of transportation with cohesive and improved public spaces that make walking and wheeling comfortable and safe. The Plan purposely addresses Kensington Road NW east and west of 14 Street NW differently. East of 14 Street, the Plan applies Neighbourhood Commercial with active frontage modifiers along this Main Street to build on the retail and commercial success and livability of this area. The building scales in this area vary with application of the Low Scale (up to six storeys) along the north side of Kensington Road NW with some higher building scales on key gateway corners and largely the Mid-Scale (up to twelve storeys) applied to the south side to accommodate growth and provide flexibility in design of future built forms.

West of 14 Street, the Plan applies Neighbourhood Connector for portions of this Main Street with Neighbourhood Flex and Neighbourhood Connector near 19 Street NW to enable additional mixed-use development to extend onto Kensington Road NW given constraints along 19 Street NW north of 2 Avenue NW. Building scales west of 14 Street NW on Kensington Road NW are largely Mid Scale (up to six storeys) with transitions to the Low-Modified Scale (up to four storeys) for certain streets adjacent to this Main Street to allow for flexibility and moderate forms

of density. Additional area specific policies are provided in the plan to enable built form transitions, improve built forms and public spaces along Kensington Road NW, particularly along southern portions of the Main Street west of 14 Street NW that are currently defined by narrow sidewalks, privacy fences and varying boulevards.

10 Street NW

Recognized throughout all phases of the Plan as a defining Neighbourhood Main Street, 10 Street NW is a dynamic and vibrant commercial and mixed-use destination just north of the Bow River. 10 Street NW is envisioned as a pedestrian-friendly Main Street anchored by cohesive and comfortable public spaces with strong connections to the nearby Sunnyside LRT station. The Plan applies Neighbourhood Commercial with an active frontage modifier for the majority of 10 Street NW with Neighbourhood Flex and Connector north of 4 Avenue NW. The Plan provides for varying building scales that range from a Low Scale (up to six storeys) on the east side of 10 Street NW, in an area with a high concentration of commercial heritage assets, to a High Scale (up to 26 storeys) on sites in and around the Sunnyside LRT station. Higher building scales are focused around transit stations and key gateway sites, and transition gradually to lower heights from these sites to ensure development opportunities complement existing retail activity and key areas see further intensification. Additional area specific policies added from Council's referral motion include new urban design policies around streetwall and building setback for 10 Street NW in general and within the concentration of commercial heritage assets on 10 Street NW to ensure recent increases in building scale still enable a village-like feel along this important Main Street to Calgary. Additional policies provide direction on enhancing public spaces, prioritizing the retention or incorporation of heritage assets and ensuring that high-quality building designs are provided.

14 Street NW

The Plan recognizes the ongoing evolution of 14 Street NW from largely a vehicular thoroughfare to a street that also prioritizes the pedestrian experience through better connections and public spaces. In particular, the Plan provides flexibility to support this gradual change in the application of Neighbourhood Flex and recently updated Mid Scale (up to 12 storeys) for the majority of this north-south Neighbourhood Main Street. The previous modified scale of up to 10 storeys was reassessed through the referral and removed due to Administration's technical analysis. The intersection of Kensington Road NW and 14 Street NW is addressed differently through use of Neighbourhood Commercial with active frontage modifiers in response to the need to enhance the public realm and pedestrian experience at this key intersection. Policies focus on modifying building scales, enhancing public spaces, ensuring high-quality building design and enabling pedestrian-focused improvements to this evolving Main Street. The intent is to ensure new development contributes to enhanced and pedestrian-friendly public spaces to enable more individuals to feel safe walking and wheeling along and across this Main Street in addition to its ongoing function as a key north-south vehicular and transit route.

16 Avenue NW

In the northernmost part of the Plan Area, 16 Avenue NW, which forms part of the Trans-Canada Highway, is identified in the MDP as an Urban Main Street. With a mix of residential along a sound barrier in Hounsfeld Heights-Briar Hill and commercial areas, including North Hill Mall, a range of urban forms and building scales have been applied. Neighbourhood Connector

is applied along the edge of Hounsfield Heights-Briar Hill and further south into the community from 16 Avenue NW east of 21a Street NW to allow for a range of residential forms near several LRT and BRT stations. This Neighbourhood Connector then transitions to Neighbourhood Commercial on a smaller commercial node at 19 Street NW and 16 Avenue NW and then Commercial Centre on the North Hill Mall site. Building scale varies from the Lowest Scale (up to three storeys) west of 21a Street NW to up to Low Scale (up to 6 storeys) moving west along 16 Avenue NW and then to the Highest Scale (up to twenty-seven storeys or more) on the North Hill Mall site. Additional policy direction in the form of a Comprehensive Planning Site and the Lions Park LRT transit station area are applied to the North Hill Mall Site and discussed further in this report. The Plan envisions this area to accommodate improved public spaces, with better connections to BRT and LRT stations and a greater diversity of forms and intensities along 16 Avenue NW over the next 30 years.

Community Activity Centres

There are two Community Activity Centres in the Riley Communities. The first is the North Hill Mall site, which is bounded by 16 Avenue NW to the north, 14 Street NW to the east, 14 Avenue NW to the south and 19 Street NW to the west. The second Community Activity Centre includes the former Grace Hospital site alongside the nearby institutional amenities outside the boundaries of the Plan Area and covered by the North Hill Communities Local Area Plan, including the Southern Alberta Institute of Technology (SAIT) and the Alberta University of the Arts (AUArts) campuses. Both Community Activity Centres have a Comprehensive Planning Site modifier, and addressed further on the following page.

Neighbourhood Activity Centres (NACs)

In accordance with the MDP, NACs should have a range of ground-oriented and Low Scale apartment housing and a mix of uses including retail services, to create public gathering spaces while discouraging vehicle-oriented uses.

The proposed plan identifies four NACs located at Parkdale Boulevard NW and 25 Street NW, 5 Avenue NW and 24A Street NW, 12 Avenue NW and 20A Street NW and 2 Avenue NW and 5A Street NW. Each NAC has a unique mix of building scales combined with Neighbourhood Flex and Neighbourhood Connector that enable small walkable mixed-use areas that provide opportunities for local job and population growth.

Community Corridor

Community corridors are pedestrian-focused streets that connect communities and are intended to support low to moderate growth in the form of primarily residential and small-scale mixed-use and commercial building forms. In the Plan Area, 19 Street NW has been identified as a community corridor. 19 Street NW provides a key north-south corridor for various modes of travel through the Plan Area that connects to key streets and destinations, including Memorial Drive NW, Kensington Road NW, Lions Park LRT Station and the Max Orange BRT stations along 16 Avenue NW. Portions of 19 Street NW in West Hillhurst between 6 Avenue NW and Kensington Road NW have been a key destination for the community and will continue to experience redevelopment incrementally in the form of both residential and mixed-use developments that will contribute to an enhanced pedestrian experience.

A range of urban forms have been applied north of 6 Avenue NW towards and into Hounsfield Heights-Briar Hill reflecting the transition of 19 Street NW from largely residential to commercial

along 16 Avenue NW. South of 6 Avenue NW in West Hillhurst, urban forms that enable flexibility and a diversity of both commercial and multi-residential have been applied in recognition of an increasingly diverse range of mixed-use, commercial and multi-residential developments along this section of the corridor. Building scales also vary along this community corridor with the highest scales of up to Mid Scale (up to twelve storeys) along the north and south boundaries of 19 Street NW in the Plan Area near 16 Avenue NW and Memorial Drive NW. Recent changes to 19 Street NW resulting from Council's referral motion have resulted in additional building scale increases to the upper end of 19 Street NW near the Lions Park LRT station to increase the range of housing forms and options within walking distance of the LRT station.

Comprehensive Planning Sites

Comprehensive Planning Sites provide additional site-specific policy guidance for future development and address items such as land use, building scale, mobility connections, opportunities to improve climate resiliency, unique site conditions such as interfaces with adjacent sites and open spaces, provision of publicly accessible open space, transit infrastructure and utility and servicing. The Plan identifies two Comprehensive Planning sites - the North Hill Mall site and the Riley Park Village site (the former Grace Hospital site).

The North Hill Mall site is envisioned as a vibrant mixed-use area, providing current and future residents with more housing choice and a variety of amenities while expanding upon its current commercial uses. By improving the public space around the station area and encouraging intensification on the mall site, this area is anticipated to incrementally evolve through retaining existing amenities and adding new development that meet the needs of an evolving city. The North Hill Mall site has the highest scale of the Plan Area and is anticipated to accommodate the greatest amount of jobs and people per hectare relative to other areas of the Plan and evolve into a TOD precedent for the broader city. Additional policies encourage non-market and mixed-market housing, enhance pedestrian and wheeling infrastructure connections to adjacent destinations and between buildings and enhanced interface and site design between the mall and the Louise Riley Public Library.

The Riley Park Village represents significant transit-oriented redevelopment potential. The site is envisioned as a vibrant urban village within an attractive, walkable inner-city community that has direct and accessible pedestrian and cycling connections to the SAIT / AUArts / Jubilee LRT station to the north. Various market and non-market housing options will provide community residents with housing alternatives that allow them to stay in the community throughout their lives. Additional policies and modified building scales, direct public space improvements, encourage high-quality streetscapes and enhance site interface and building design.

Heritage Guideline Areas

Heritage Guidelines will ensure that new residential development within identified Heritage Guideline Areas is contextually sensitive and consistent with existing heritage assets. The Guidelines encourage new residential development to draw design reference from nearby residential heritage assets in ways that complement the unique and historic qualities of the Heritage Guideline Areas while still allowing for modern designs. The Guidelines address general characteristics of buildings rather than enforcing strict architectural rules and are divided into four general sections: Site and Landscape Design; Roofs and Massing; Front Facades; and Windows, Materials and Details. The Guidelines reference key building elements common among residential heritage assets in the Riley Communities while not prescribing design or

architectural styles for new development. The Heritage Guidelines do not limit the specific number of dwelling units or housing type nor prevent the development of a variety of housing types in the Heritage Guideline Areas.

Mobility Study

The Mobility Study is a long-term roadmap to guide transportation projects and investments in the Riley Communities on a broader level to ensure a complete and connected mobility network. The Mobility Study is a shift from typical assessments that focus primarily on driving, to one that considers the needs of all travel options and travelers. It supports the shift to more sustainable travel options, opportunities for travel demand management and the integration of mobility and land use planning. Development of the Mobility Study was based on a review of existing mobility travel patterns and data, built infrastructure and anticipated mobility issues and opportunities in the Plan Area. The final draft of the Mobility Study was completed in May 2024. Additional details are found within Attachment 5.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The Plan and recommendations in this report have considered, and are aligned 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)

The Plan and recommendations in this report align with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The Plan 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 MDP on Map 1: Urban Structure identifies four Land Use Typologies that apply to the Riley Communities, including the Urban Main Street typology, the Neighbourhood Main Street typology, the Community Activity Centre typology and the Developed Residential – Inner City typology. The Riley Communities Local Area Plan locates the highest built forms and scales near major transit infrastructure, within Activity Centres and along Main Streets to ensure increases in densities are near existing amenities and infrastructure and can support continued investments in public spaces to improve walking and wheeling experiences of Calgarians. Recent changes to the Plan resulting from Council's referral motion further align the Plan to TOD best practices and the direction of MDP.

In addition to the policy areas listed above, the MDP contains policies that guide the development of local area plans. These include policies around community engagement, watershed planning, identifying tree canopy targets and coordinating sustainable energy planning at all scales of development. Development of the Riley Communities Local Area Plan considered and is aligned with these MDP policies as summarized below.

Extensive community engagement was undertaken as part of the Plan, details of which can be found in Attachment 4. Community engagement was a significant component of the Plan, with public feedback helping to shape each chapter of the Plan through the engagement process.

An analysis of stormwater, water and sanitary infrastructure was undertaken for the Plan once the final urban form category and building scale maps were developed. In addition to this analysis, the Plan contains policies to address stormwater retention and mitigation.

The current urban tree canopy coverage is 17.6 percent in the Plan Area. The City's urban tree canopy target for this area is 18.5 percent by 2030, 19.6 percent by 2040 and 19.9 percent by 2050. The Plan identifies implementation options to protect and expand the urban tree canopy, particularly along key Main Streets and corridors and in public parks and open spaces.

In alignment with MDP objectives, the Plan also focuses on climate resilience and provides direction to minimize the adverse effects of climate change on people, businesses, homes and the environment. It promotes development and building designs that reduce energy use and greenhouse gas emissions, lower risk and improve adaptability to climate change to minimize damage to buildings, infrastructure and natural ecosystems. Additionally, policies in the Plan support the preservation and restoration of riparian areas using natural infrastructure to enhance resilience to river flooding to ensure the ecological health of the Plan Area.