

## Riley Communities Local Area Plan – Referral Motion Changes

Key Proposed Updates	Chapter	Section
<p>Update second core value to state:</p> <p>Focus growth and investment around the Sunnyside Station, Lions Park Station, SAIT / AUArts / Jubilee LRT 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.</p>	Chapter 1	1.2 Vision and Core Values
<p>Update paragraph to state:</p> <p>Public Transit Infrastructure</p> <p>The Riley Communities are served by a range of transit services, including local bus service, Light Rail Transit (LRT), and Bus Rapid Transit (BRT). The Red Line LRT system has two stations within the Plan Area: Lions Park LRT Station and Sunnyside LRT Station. Lions Park LRT Station is a key transit hub connecting LRT with BRT and local bus services. The Plan Area also is served by a third LRT station - the SAIT / AUArts / Jubilee LRT Station that is just outside the Plan Area, but has <b>transit-oriented development</b> implications on the Riley Communities due to its proximity and <b>transit station area</b>. The Plan Area is connected to bus rapid transit (BRT) with MAX Orange along 16 Avenue NW. Local bus routes also provide connections Plan Area throughout the Riley Communities to neighboring areas and communities.</p>	Chapter 1	1.3 Community Context
<p>Update introductory paragraph to state:</p> <p>The Future Growth Concept in this Plan envisions accommodating significant growth and change in transit-oriented development areas, such as the Sunnyside, Lions Park and SAIT / AUArts / Jubilee LRT <b>Transit Station Areas</b>. The North Hill Mall and Riley Park Village Comprehensive Planning Sites represent two significant areas of growth that can accommodate a range of housing forms with multi-modal connections to transit. Additional key areas for growth include Main Streets along 10 Street NW, 14 Street NW and Kensington Road NW, important corridors such as 19 Street NW, and commercial areas</p>	Chapter 2	2.1.1 Future Growth Concept



<p>throughout the Riley Communities. This plan applies the Municipal Development Plan goals and policies at a local scale that responds to the unique attributes of each of the Riley Communities. The Plan is further informed by planning and technical analysis as well as engagement conducted during the drafting of this Plan.</p>		
<p>Update Map 3 to introduce additional Neighbourhood Connector and Neighbourhood Commercial to Lions Park LRT Transit Station Area</p>	<p>Chapter 2</p>	<p>2.1.1 Future Growth Concept</p>
<p>Update Map 4 to modify heights in Sunnyside LRT Transit Station, Lions Park LRT Transit Station Area, and SAIT / AUArts / Jubilee LRT Transit Station Area</p>	<p>Chapter 2</p>	<p>2.1.1 Future Growth Concept</p>
<p>Add new policy 2.2.4.b that reads:</p> <p style="padding-left: 40px;">b. Should a new concept emerge for a Comprehensive Planning Site resulting from a submitted master plan, amendments to the Plan, including Map 3: Urban Form and Map 4: Building Scale, should be made.</p>	<p>Chapter 2</p>	<p>2.2.4 Comprehensive Planning Site</p>
<p>Modify opening section to read:</p> <p>The North Hill Mall site, located to the south of 16 Avenue NW, east of 19 Street NW, north of 14 Avenue NW and west of 14 Street NW, is identified as a Comprehensive Planning Site, as shown on Map 3: Urban Form.</p> <p>This site is envisioned to be a vibrant, mixed-use transit-oriented development area, providing current and future residents with more housing choice and a variety of amenities while expanding upon its current commercial uses. The North Hill Mall site is anticipated to accommodate a significant number of future residents and its redevelopment will be critical to successful transit-oriented development around the Lions Park LRT Station. A range of building scales are envisioned, including both buildings of varying heights up to twenty-six storeys and taller towers greater than twenty-six storeys. This site has the highest heights of the entire Plan Area and can accommodate a range of residential forms. While the assigned building scale is twenty-six storeys or above, buildings less than the identified twenty-six storeys or more in Map 4: Building Scale may be located on site. 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</p>	<p>Chapter 2</p>	<p>2.2.4.1 North Hill Mall</p>



existing amenities and adding new development that meet the needs of an evolving city.		
Remove existing policy 2.2.4.b and Figure 9	Chapter 2	2.2.4.2 Riley Park Village
<p>Modify existing policy 2.2.4.g to read:</p> <p>In addition to the requirements of a master planning exercise outlined in section 2.2.4.a., the following should be provide to support a new transit-oriented development and multi-modal concept for the Riley Park Village:</p> <ul style="list-style-type: none"> <li>i.a detailed massing study outlining specific building heights and tower and building separation for the entire site;</li> <li>ii.a shadow study that includes the location of the highest buildings to minimize shadows on adjacent open space, public sidewalks and adjacent properties; and,</li> <li>iii.further analysis and design detail into a direct and accessible pedestrian and cycling infrastructure connection from the site to the SAIT / AUArts / Jubilee LRT Transit Station.</li> </ul>	Chapter 2	2.2.4.2 Riley Park Village
<p>Add new policy to subsection that reads:</p> <p>Provide a direct and accessible pedestrian and cycling infrastructure connection from the site to the SAIT / AUArts / Jubilee LRT Transit Station with the introduction of multi-residential development to the site. Collaboration with landowners to the north of the Riley Park Village may be required to realize this outcome and an alternative infrastructure solution may be required.</p>	Chapter 2	2.2.4.2 Riley Park Village
<p>Add new policies 2.5.2.2.e that read:</p> <p>New development along 10 Street NW should respond to the surrounding development context through design strategies that include:</p> <ul style="list-style-type: none"> <li>i.providing a street wall height of three storeys or less; and,</li> <li>ii.providing a minimum building setback of 3 metres starting at or below the fourth storey.</li> </ul>	Chapter 2	2.5.2.2 10 Street NW Neighbourhood Main Street



<p>Add new policy to subsection that reads:</p> <p>As part of a new development, portion of the building located at a street corner along 10 Street NW may rise directly from grade without an upper level setback if it can be demonstrated the facade of the main floor at the corner is recessed adequately for comfortable pedestrian movement.</p>	<p>Chapter 2</p>	<p>2.5.2.2 10 Street NW Neighbourhood Main Street</p>
<p>Add new policy 2.5.2.2. g that reads:</p> <p>New development on the east side of 10 Street NW and north of Memorial Drive NW in the identified concentration of commercial Heritage Asset area with a building scale of 6 storeys should:</p> <ul style="list-style-type: none"> <li>i.be contextual to adjacent heritage buildings as per setback, scale, massing, street wall height and building character;</li> <li>ii.provide a street wall height of two storeys or less; and,</li> <li>iii.provide a minimum building setback of 5 metres starting at or below the third storey.</li> </ul>	<p>Chapter 2</p>	<p>2.5.2.2 10 Street NW Neighbourhood Main Street</p>
<p>Remove existing policy 2.5.2.2.e and Figure 11</p>	<p>Chapter 2</p>	<p>2.5.2.2 10 Street NW Neighbourhood Main Street</p>
<p>Remove existing policy 2.5.2.2.i and Figure 13</p>	<p>Chapter 2</p>	<p>2.5.2.2 10 Street NW Neighbourhood Main Street</p>
<p>Modify existing policy 2.5.2.3.d to read:</p> <p>New development along 14 Street NW should respond to the surrounding development context through design strategies that include:</p> <ul style="list-style-type: none"> <li>i.providing a street wall height of four storeys or less;</li> <li>ii.setting back the building from the lane;</li> <li>iii.stepbacks at the rear of the building at or below the fifth storey;</li> <li>iv.providing a minimum building setback of 3 metres along 14 Street NW at or below the fifth storey; and,</li> <li>v.breaking up the massing of large buildings with increased façade articulations.</li> </ul>	<p>Chapter 2</p>	<p>2.5.2.3 14 Street NW Neighbourhood Main Street</p>



<p>Add new policy to subsection that reads:</p> <p>As part of a new development, portion of the building located at a street corner along 14 Street NW may rise directly from grade without an upper level stepback if it can be demonstrated the facade of the main floor at the corner is recessed adequately for comfortable pedestrian movement.</p>	Chapter 2	2.5.2.3 14 Street NW Neighbourhood Main Street
<p>Remove existing policy 2.5.2.3.g and Figure 14</p>	Chapter 2	2.5.2.3 14 Street NW Neighbourhood Main Street
<p>The Riley Communities include three <b>transit station areas</b> along the Red Line LRT. Two <b>transit station areas</b> have their LRT station within the Plan Area and are located at 9A Street NW and 4 Avenue NW (Sunnyside LRT Station), at 14 Avenue NW and 17A Street NW (Lions Park LRT Station). While the SAIT / AUArts / Jubilee LRT <b>transit station area</b> is identified within the Plan Area, but its respective LRT station is just north of the Plan. Additionally, there are two MAX Orange BRT transit stations along 16 Avenue NW: going westbound at 17 Street NW and going eastbound at 19 Street NW. The MAX Orange stations provide connections to the Lions Park LRT Station.</p> <p>The Plan envisions Red Line LRT <b>transit station areas</b> as focal points and gateways to the Riley Communities. These <b>transit station areas</b> are intended to provide a concentration of private and public amenities that are supported by higher density development, higher levels of <b>pedestrian</b> activity, and connections to different mobility options. The North Hill Mall and Riley Park Village Comprehensive Sites represent two significant <b>transit-oriented development</b> opportunities in the Plan Area and may accommodate the highest intensity of growth relative to other areas. Buildings, streetscapes, and <b>public spaces</b> in these areas should be designed to accommodate this high level of activity through a wide variety of uses, activities, and mobility options.</p> <p>The Plan identifies two zones of development intensity around transit stations. <b>Core Zones</b> are where building scale and <b>pedestrian</b> activity are envisioned to be the highest. Building scale and <b>pedestrian</b> activity will decrease in <b>Transition Zones</b>.</p>	Chapter 2	2.5.4 Transit Station Areas
<p>Update figure to begin section 2.5.4 to show all three station areas.</p>	Chapter 2	2.5.4 Transit Station Areas
<p>Update exiting Figure 15 to reflect new Lions Park Core Zone and Lions Park Transition Zone.</p>	Chapter 2	2.5.4.1 Lions Park LRT Transit Station Area



<p>Update exiting Figure 16 to reflect new Lions Park Core Zone and Lions Park Transition Zone.</p>	<p>Chapter 2</p>	<p>2.5.4.1 Lions Park LRT Transit Station Area</p>
<p>Modify existing policy 2.5.4.2.d and referenced figure to reflect an expanded area for a maximum height of 15 storeys or less:</p> <p>Development on the site south of 3 Avenue NW, west of 9A Street NW, north of 2 Avenue NW, and east 10 Street NW, identified in Figure 17, should be limited to 15 storeys or less to account for transition to lower density areas to the east and south.</p>	<p>Chapter 2</p>	<p>2.5.4.2 Sunnyside LRT Transit Station Area</p>
<p>Remove existing policy 2.5.4.2.e and Figure 18</p>	<p>Chapter 2</p>	<p>2.5.4.2 Sunnyside LRT Transit Station Area</p>
<p>Add new policy 2.5.4.2.e and referenced figure to reflect maximum height of 15 storeys or less on the site south of 5 Avenue NW, west of the LRT tracks, north of 4 Avenue NW and east 10 Street NW:</p> <p>Development on the site south of 5 Avenue NW, west of the LRT tracks, north of 4 Avenue NW and east 10 Street NW should be limited to 15 storeys or less to account for transition to lower density areas to the east.</p>	<p>Chapter 2</p>	<p>2.5.4.2 Sunnyside LRT Transit Station Area</p>
<p>Remove existing policy 2.5.4.2.f. and Figure 19</p>	<p>Chapter 2</p>	<p>2.5.4.2 Sunnyside LRT Transit Station Area</p>
<p>Add new section 2.5.4.3 SAIT / AUArts / Jubilee LRT Station Area, following text and new supporting figure that outlines boundaries of new transit station area.</p> <p><b>2.5.4.3 SAIT / AUArts / Jubilee LRT Station Area</b></p> <p>The SAIT / AUArts / Jubilee LRT <b>Transit Station Area</b> is located just outside the Plan Area in the North Hill Communities Local Area Plan. The SAIT / AUArts / Jubilee LRT <b>Transit Station Area</b> provides access to local destinations, including to major institutional campuses and connections to this station will be critical to the successful transit-oriented redevelopment of the Riley Park Village. Additional policy pertaining to this station area can be found in 2.2.4.2 Riley Park Village. Additional direction for the station and improvements to the station can be found in the North Hill Communities Local Area Plan.</p> <p>Policy</p> <p>a. Multi-residential development greater than 6 storeys in the <b>transition zone</b> along 14 Street</p>	<p>Chapter 2</p>	<p>New Section</p>



<p>NW north of 10 Avenue NW should explore the provision of a grade separated pedestrian crossing east to the SAIT / AUArts / Jubilee LRT Station.</p> <p>b. Development within the transit station area should implement recommended <b>5A Mobility Network</b> enhancements and improve active modes mobility connections to the SAIT / AUArts / Jubilee LRT Station and across 14 Street NW into the Lions Park LRT Station Area, particularly areas north of 10 Avenue NW.</p> <p>c. Buildings located within <b>the transit station area</b> should take advantage of the proximity to two LRT stations and should be designed to recognize these locations as <b>gateway sites</b> by developing the sites with prominent and slope adaptive building designs as well as high-quality landscaping and lighting.</p>		
<p>Change section 2.5.4.3 numbering to 2.5.4.4</p>	<p>Chapter 2</p>	<p>2.5.4.4 Future Transit Station Areas</p>
<p>Update subheadings in Chapter 3 to describe what implementation options are trying to achieve:</p> <p>Affordable Housing becomes: Improving Access to a Range of Housing Choices</p> <p>Heritage becomes: Building Sense of Place Through Heritage Initiatives</p>	<p>Chapter 3</p>	<p>3.2.1 Housing Choice</p>
<p>Update subheadings:</p> <p>Improved Pedestrian and Cycling Connections becomes: Connecting Riley Communities Through Multi-Modal Mobility Improvements</p> <p>Neighbourhood Main Street Implementation becomes: Connecting People and Places Through Improvements Along Neighbourhood Main Streets</p> <p>Kensington Road NW becomes: Enhancing Kensington Road NW as a Connected and Safe Multi-Modal Main Street</p> <p>14 Street NW becomes: Strengthening Pedestrian Connections Across and Along a Vibrant 14 Street NW</p>	<p>Chapter 3</p>	<p>3.2.2 Moving to and Through the Riley Communities</p>



<p>10 Street NW becomes: Enhancing 10 Street NW As a Well-Connected Regional Destination for All Calgarians</p> <p>Crowchild Trail NW becomes: Better Integrating Crowchild Trail NW into Its Surrounding Communities</p> <p>Bridge Across the Bow River becomes: Realizing a Multi-Modal Bridge Across the Bow River</p> <p>Memorial Drive NW becomes: Moving Beyond a Parkway and Improving Memorial Drive NW For All Modes</p> <p>14 Avenue NW becomes: Enabling 14 Avenue NW to Better Connect All Modes Across the Northern Edge of the Plan Area</p> <p>19 Street NW becomes: Investing in Place and Safety for All Modes Along 19 Street NW</p> <p>West Bow BRT Line becomes: Improving Transit Service Through a New West Bow BRT Line</p>		
<p>Update objectives one and three to read:</p> <p>Prioritize pedestrian and cycling connections and complete missing links to amenities and points of interest across the Plan Area, especially to transit station areas, Main Streets, community association sites, schools, parks, and natural areas.</p> <p>Enable and support improved transit service and accessibility, especially on Primary Transit Network corridors, throughout the Plan Area.</p>	Chapter 3	3.2.2 Moving to and Through the Riley Communities
<p>Update policy 3.2.2.a.i. to read:</p> <p style="padding-left: 40px;">i.continuous and widened pedestrian and cycling connections and infrastructure to Sunnyside, Lions Parks and SAIT / AUArts / Jubilee LRT stations and along the Primary Transit Network, while taking operational transit requirements into consideration;</p>	Chapter 3	3.2.2 Moving to and Through the Riley Communities





<p>Add new policy 3.2.2.a.iii. to read:</p> <p>iii.a direct and accessible pedestrian and cycling infrastructure connection from the Riley Park Village to the SAIT / AUArts / Jubilee LRT Transit Station;</p>	<p>Chapter 3</p>	<p>3.2.2 Moving to and Through the Riley Communities</p>
<p>Add new policy 3.2.2.a.iv. to read:</p> <p>iv.a grade separated crossing north of 10 Avenue NW across 14 Street NW east to the SAIT / AUArts / Jubilee LRT Station to better connect pedestrians and cyclists.</p>	<p>Chapter 3</p>	<p>3.2.2 Moving to and Through the Riley Communities</p>
<p>Update subheadings:</p> <p>Parks and Public Space Improvements becomes: Improving Quality and Function of Parks and Public Spaces</p> <p>West Hillhurst Green Corridor becomes: Establishing A New Green Corridor in West Hillhurst</p> <p>Louis Library Site becomes: Reimagining The Louise Riley Library Site</p>	<p>Chapter 3</p>	<p>3.2.3 Parks, Recreation, and Public Space</p>
<p>Update subheadings:</p> <p>Urban Forestry and Tree Canopy becomes: Greening The Riley Communities</p> <p>Zero Carbon Neighbourhoods becomes: Enabling More Energy Efficient Communities</p> <p>Update text that follows to read:</p> <p>A <b>net zero</b> emissions neighbourhood is a more energy efficient community that has greatly reduced energy needs and costs to individuals. Communities and individuals achieve this through energy efficiency and rely on zero emissions electricity, heating and transportation fuels. This implementation option focuses on the land use planning and transportation aspects of energy efficient neighbourhoods. The following policies are intended to reduce energy needs and costs in the Riley Communities:</p> <p>Stormwater Retention and Mitigation becomes: Adapting to A Changing Climate and Communities Through Prioritizing Stormwater Retention and Mitigation</p>	<p>Chapter 3</p>	<p>3.2.4 Climate Resilience</p>



<p>Flood Resilience becomes: Enhancing Flood Resilience in the Riley Communities</p>		
<p>Update Subheading: Transit Station Area Improvements becomes: Ensuring Vibrant and Safe Transit Station Areas that Better Connect the Riley Communities to the Rest of the City</p>	Chapter 3	3.2.5 Safe and Accessible Communities
<p>Update policy c. to read: c. The following should be considered to support the safety and vibrancy of Lions Park LRT Station:</p>	Chapter 3	3.2.5
<p>Add new policy 3.2.5.d. that states:  d. The following should be considered to support the safety and vibrancy of the SAIT / AUArts / Jubilee LRT transit station area:  <ul style="list-style-type: none"> <li>i. provide direct and accessible pedestrian connections from the station to areas to the east and south, particularly the Riley Park Village to provide convenient, safe, and accessible pedestrian routes to the larger community;</li> <li>ii. provide a grade separated pedestrian connection across 14 Street NW that connects the LRT station to Hounsfeld Heights – Briar Hill;</li> <li>iii. provide enhanced multi-modal connections along and across 14 Street NW to better connect adjacent residential areas to the station;</li> <li>iv. explore lighting and activation of multi-modal connections to improve user experience and safety in the <b>transit station area</b>; and,</li> <li>v. integrate wayfinding to better direct pedestrians to and from the station to nearby destinations, particularly those to the south.</li> </ul> </p>	Chapter 3	3.2.5