

Riley Communities

Local Area Plan

Final Draft



Publishing Information

Title

Riley Communities Local Area Plan
Final Draft

Author

The City of Calgary

Status

Draft - Spring 2024

Additional Copies

The City of Calgary
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23-0034774 ADV-25872

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Land Acknowledgment

Calgary is situated within the ancestral lands and traditional territories of the people of the Nations that made Treaty 7. These Nations in Southern Alberta are: the Siksika, Piikani, Amskaapipiikani and Kainai First Nations, who, altogether, form the Siksikaitstapi (Blackfoot Confederacy); the Îethka Nakoda Wîcastabi (Stoney Nakoda) First Nations, comprised of the Chiniki, Bearspaw, and Goodstoney First Nations; and the Tsuut'ina First Nation. The city of Calgary is also homeland to the historic Northwest Métis and to the Otipemisiwak Métis Government, Métis Nation Battle River Territory, Nose Hill Métis District 5 and Elbow Métis District 6. We acknowledge all Indigenous people who have made Calgary their home.

Guided by the White Goose Flying Report, The City's response to the findings and calls to actions of the Truth and Reconciliation Commission, and the Indigenous Policy, a Council-approved policy which outlines meaningful ways forward and policy opportunities to grow from and build common ground, The City is beginning to explore how to better understand and act on our shared foundations with Indigenous peoples. While discussions continue regarding our own actions and efforts, The City is committed to beginning to actively explore ways to redefine our understandings, our assumptions, our relationships and our abilities to build a more inclusive and equitable city based on our shared foundations.

What is the Riley Communities Local Area Plan?

The Riley Communities Local Area Plan, or Plan, provides the long-term vision specific to the Riley Communities and presents a broad strategy for community growth and change. With guidance from the **Municipal Development Plan (MDP)**, this Plan provides community-specific policies related to land use planning and development. The following provides a summary of how everyone from the public to a developer can best use this document. Key content of the Plan is summarized below.

The Municipal Development Plan

Calgary's **Municipal Development Plan (MDP)** is a statutory plan that lays out a vision for how the city will grow and develop over the next 30 to 60 years. Alberta's Municipal Government Act requires that the council of every municipality must adopt a **Municipal Development Plan** by bylaw.

Together with the **Calgary Transportation Plan (CTP)**, the **MDP** sets a long-term strategy of a more sustainable city form for Calgary and the transportation networks to serve it. To do so, the **MDP** encourages growth within the city to make the best use of existing land, reduce the cost of City services, locate residents closer to where they work, shop and play, and support increased mobility options. The long-range target set in the **MDP** is to accommodate 50% of Calgary's future population growth to the Developed Areas over the next 60 to 70 years, starting in 2009.

(Source: The City of Calgary, **Municipal Development Plan 2020**).

Chapter 1 Visualizing Growth

Chapter 1 of the Plan contains contextual information, the Plan vision and core values that support this vision. The vision and community context guide the application of this Plan and will continue to direct planning and development in the Riley Communities through the implementation of the core values.

Chapter 2 Enabling Growth

To achieve the vision and core values of Chapter 1, Chapter 2 of the Plan sets out the Future Growth Concept for the Riley Communities. The Plan applies urban form categories and scale modifiers as well as **built form**, general and area-specific policies to the local context.

Urban Form Categories

Map 3: Urban Form shows the urban form categories in the Plan Area and should be used as a starting point when determining the general function envisioned for a specific area. Readers should review 2.2 Urban Form Categories which provides further details and applicable policies that apply to each urban form category.

Scale Modifiers

Scale modifiers are used to complement an urban form category to provide additional **built form** policies for specific locations. Map 4: Building Scale shows where the different scale modifiers are applied. Readers should review 2.3 Scale Modifiers which introduces each scale modifier and its associated policies.

General and Area Specific Policies

The remaining sections in Chapter 2 provide general policies and additional design considerations that apply on a Plan-wide or site-specific basis. This Plan provides general policies, which primarily focus on the interface of the **public space** with buildings, and more specific policies that apply to areas such as Main Streets, **transit station areas**, and **Activity Centres**. The additional design consideration provides policy guidance on planning matters such as mobility, heritage and sustainable development.

Chapter 3 Supporting Growth

Chapter 3 of this Plan identifies specific objectives and investment priorities for supporting growth and change within the Riley Communities. This Chapter is intended to set out high-level, strategic direction to inform how investments in the Plan Area are made to support the Future Growth Concept.

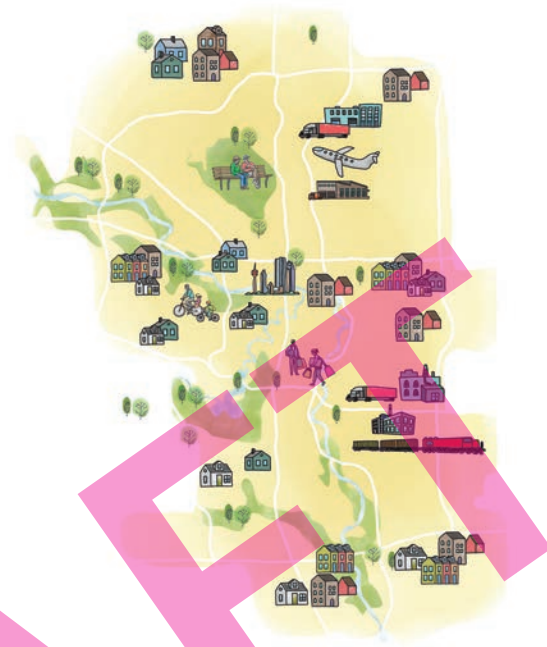
Chapter 4 Implementation and Interpretation

Chapter 4 contains policies regarding the legal interpretation, status, and limitations of the Plan. The Plan is a statutory plan, as outlined in the Municipal Government Act, and must be read in conjunction with the MDP, CTP and other City of Calgary policy documents. Chapter 4 also contains a Glossary of common terms used throughout the Plan which are bolded throughout the text.

Appendices

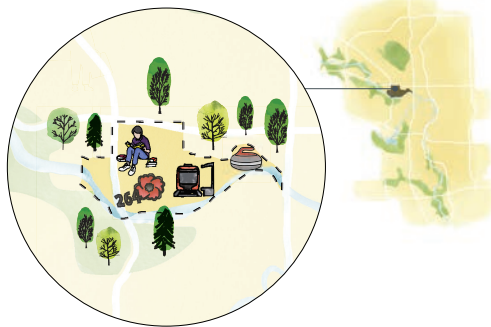
Additional non-statutory plan information can be found in the Appendices including Appendix A: Investment Opportunities, Appendix B: Regional Corridors and Context Map, Appendix C: Mobility, Appendix D: Constraints, and Appendix E: Additional Historical Information. The appendices contain information intended to support the vision and core values of the Plan.

Figure 1: Policy Relationship



Citywide: Looking ahead 60 years

Calgary's **Municipal Development Plan** outlines a broad vision and long-term goals for how Calgary should grow and develop over the next 60 years.

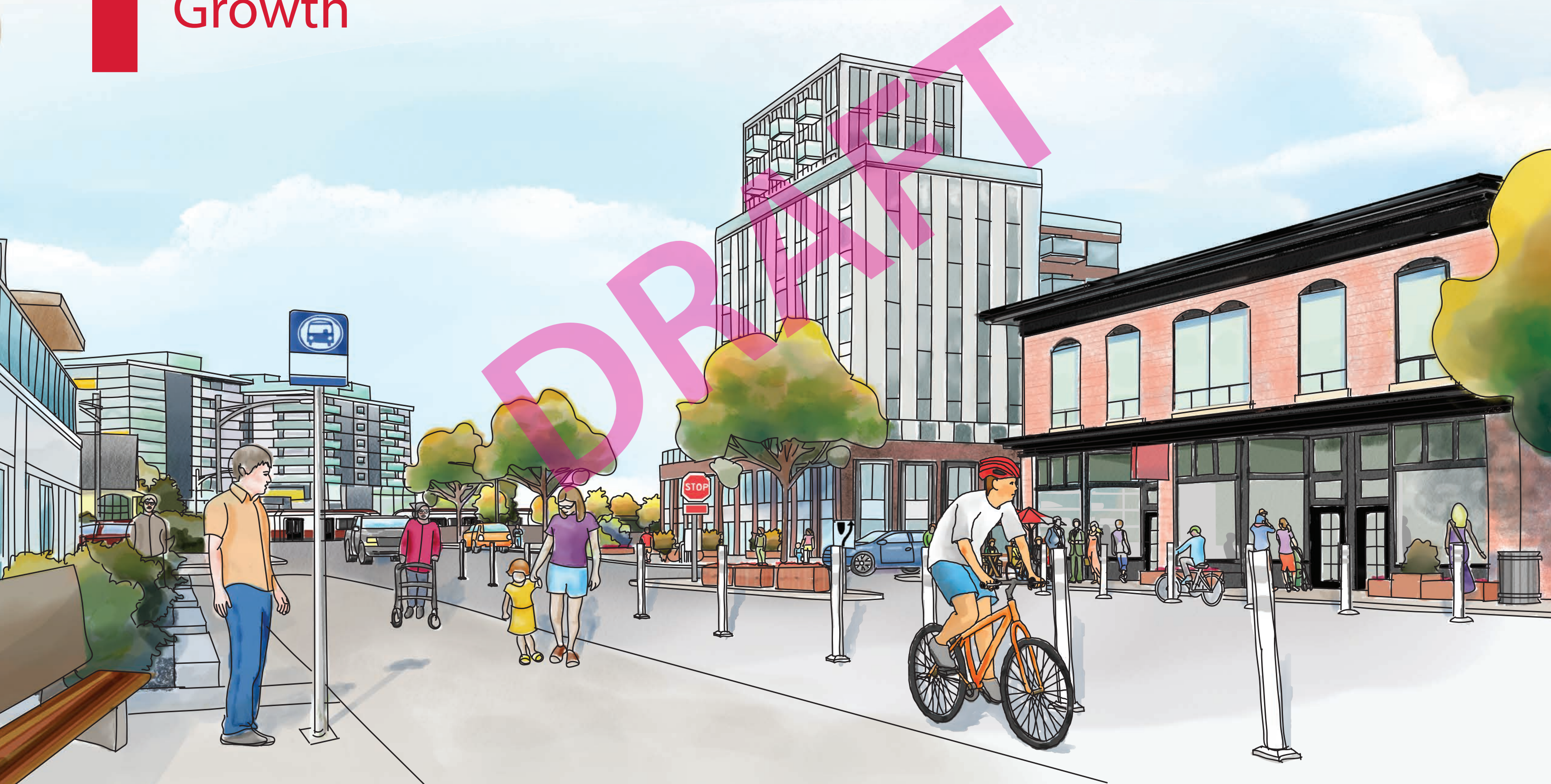


Local: Looking ahead 30 years

Local area plans identify and guide where and how future growth, change, and reinvestment could happen within a specific area.

Local area plans must align with the broader direction of the **Municipal Development Plan**, but provide more localized and specific guidance.

1 Visualizing Growth



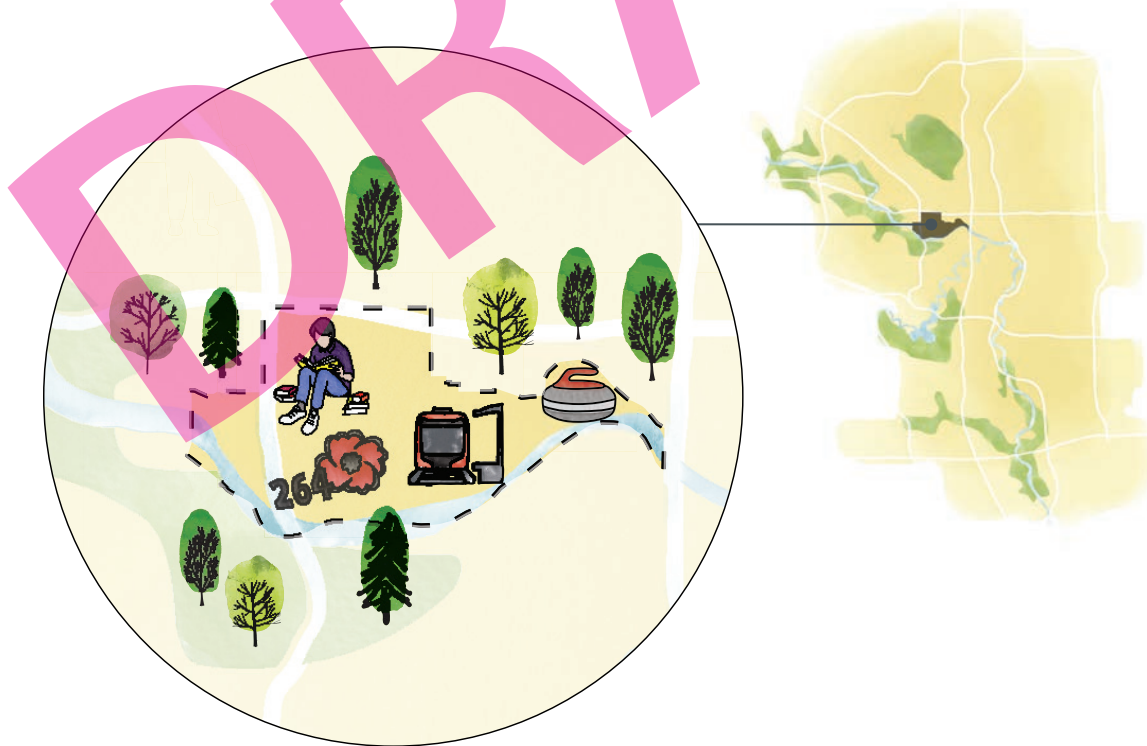
1.1 Introduction

The Riley Communities Local Area Plan (Plan) is a statutory policy document that sets out a long-term vision and identifies opportunities to create a framework for growth and change in the Plan Area. The Plan Area includes four residential communities bounded by 16 Avenue NW, the Southern Alberta Institute of Technology (SAIT) and the Alberta University of the Arts (AUArts) campuses and the bluff to the north, Centre Street North to the east, the Bow River to the south, McHugh Bluff, and Crowchild Trail NW and 28 Street NW to the west (Figure 1: Plan Context).

The Riley Communities are comprised of the communities of Hillhurst, Hounsfield Heights - Briar Hill, Sunnyside, and West Hillhurst (Map 1: Community Context). These four communities each have their own unique history.

The Plan guides growth and change and identifies amenities and **infrastructure** required to support growth in these communities to achieve the Plan's vision. The Plan takes a multi-community approach that recognizes and builds upon the shared assets, amenities and natural features that go beyond the boundaries of a single community and benefit the broader area. The Plan is meant to be updated periodically as development and change occur.



Figure 2: Plan Context



Map 1: Community Context



Legend

-  Community Boundary
-  Plan Area Boundary

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 Downtown Core 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.

DRAFT



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.



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.

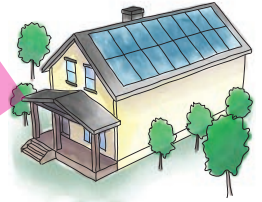


Parks, Recreation and Public Space

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.

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.



Safe and Accessible Communities

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



1.3 Community Context

History

Calgary was originally centered at the confluence of the Bow and Elbow Rivers, which was an important site for Indigenous peoples for thousands of years. With its sheltering river flats, plentiful wood and water and warm Chinook winds in the winter, the confluence area was a preferred seasonal campsite. This area was part of Indigenous life for at least 10,000 years, dating back to the end of the last ice age. Rivers functioned as natural navigational landmarks, and the area includes at least two trails that were used by Indigenous people before the making of Treaty 7 in 1877. Since then, much of the physical evidence of Indigenous life has been disturbed, mostly through agricultural use and subdivision development, which preceded the passage of the Alberta Historical Resources Act in 1972. However, some areas still have potential for undiscovered **heritage resources** relating to Indigenous ways of life.

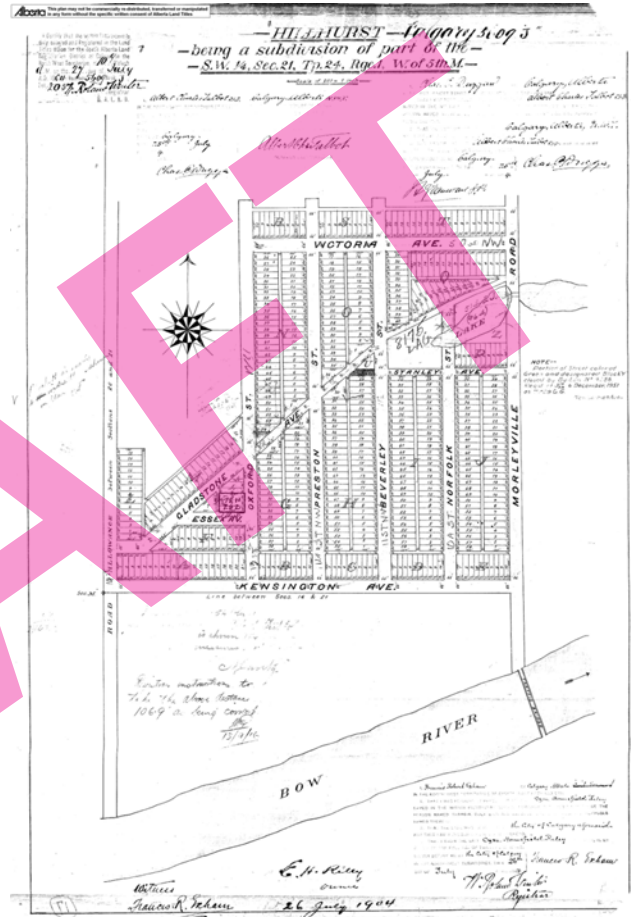


Illustration: Hillhurst Subdivision. Courtesy of Service Alberta



Photo: Streetcar heading west on Kensington Road at 15 Street NW, 1950. "Calgary Municipal Railway car 62, Calgary, Alberta," 1950 (CU1207637) by Unknown. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.

Calgary emerged in 1875 as a North-West Mounted Police post. The fort was built on unceded land two years before the making of Treaty 7 occurred in 1877. By the time the transcontinental Canadian Pacific Railway (CPR) arrived in 1883, Calgary had developed as an unincorporated settlement on the land that would eventually become the community of Inglewood. The CPR laid out a new townsite on its own property east of the Elbow River and south of the Bow River, and the settlement moved west at the beginning of 1884. Calgary was incorporated as a town later that year, and in 1894 it became a city.

The Bow River functioned as Calgary's northern boundary until around 1907. Around that time, federal government land grants were issued to homestead farmers and to the Canadian Pacific Railway, the latter receiving 25-million acres of land in western Canada as part of a government incentive to build the transcontinental railway. Early landowners in the Riley area included—most notably—the family of English-born Thomas E. Riley (1842–1909) and his wife, Georgiana Jane (née Hounsfield, 1843–1907). The Rileys had initially settled in Quebec before homesteading north of Calgary in 1888.

Besides farming and ranching, activity in the Riley Communities area included sandstone quarrying in what is now the community of Sunnyside and construction of an irrigation ditch through what is now the communities of Hillhurst and West Hillhurst. The Bow Marsh Bridge (precursor to the Louise Bridge) was built in 1888 and named for the river and for its primary advocate, George C. Marsh, providing an important link to the rest of Calgary. The location of the bridge is the same river crossing location that had long been used by Indigenous peoples.

Non-agricultural settlement began north of the Bow River late in the 19th century and spread further east. Ottawa built the Langevin Bridge in 1888 (later renamed the Reconciliation Bridge in 2017) to facilitate transportation along the Edmonton Trail, and, by 1900, Calgarians began building homes in what later became the community of Bridgeland-Riverside. Before long, landowners and speculators began to subdivide their properties in the area to allow for potential residential developments. The most notable of the area's founders are various members of the Riley family including Ezra Hounsfield Riley (1866–1937) and Georgina, who were responsible for the initial subdivisions in 1907 of the southern portion of current-day Hillhurst as well as the northern portion of current-day West Hillhurst. In addition, they provided significant endowments to the

area including the Riley Park and its cricket facilities, as well as Saint Barnabas Church.

In 1907, Arthur Bennett (1865–1946), in partnership with William Ross (1858–1914), subdivided Sunnyside as well as land to the east (which was named New Edinburgh) and land to the west of 14 Street (which was named Broadview). All the subdivision plans included roads and blocks aligned with the compass directions as well as areas positioned on an oblique angle following a curve in the riverbank. Construction of the Louise Bridge in 1906, the annexation of this area to Calgary in 1907, and the inauguration of the Calgary Municipal Railway in 1909 (and its extension to Sunnyside by 1912) provide the context for the neighborhood's establishment and development as thriving mixed-use commercial and residential area with a strong and well-connected mass transit system.



Photo: A streetcar passes through the business district on 10 Street NW at Kensington Road, circa 1920s. Courtesy of Calgary Transit

In 1911, William Ross also built two historically significant buildings in the area. The Ross Block remained a significant landmark until it was destroyed by a fire in 1988. The Sunnyside Grocery, which his son William Ferguson Ross owned until 1939, remained a local landmark until it was demolished in 2018.

Most of present-day West Hillhurst was initially granted by the Crown to the Canadian Pacific Railway (CPR) as an incentive to construct a transcontinental railway. Subdivision development began in 1906, creating many of the smaller communities that were eventually amalgamated in to the West Hillhurst community area of today, namely Upper Hillhurst (between 14 Street and 19 Street NW), Grand Trunk (from 19 Street to 24 Street, now Crowchild Trail), Westmont (south of Westmount Road), Happy Land (west of Crowchild Trail), and a portion Parkdale (north of Happy Land). Extension of the streetcar network into the area in the early 1900s helped to create the connected community we know of today.

The growth of Hounsfield Heights started when The City annexed the land in 1910. Two of the Riley brothers owned this land and honored their late mother by using her birth name when naming this new subdivision: Hounsfield Heights. The land was promoted as an exclusive neighbourhood with a commanding view, but residential growth was slowed to a halt by the Great Depression and two world wars. An exception to this stagnation that occurred just outside of the Plan Area was the construction of the Provincial Institute of Technology and Art (PITA) campus, which later became the Southern Alberta Institute of Technology (SAIT). Civilian use of this facility was superseded between 1940 to 1945 as part of the British Commonwealth Air Training Plan to train radio operators that would support the war effort.

After the end of the Second World War, growth in Hounsfield Heights increased and the western portion, Briar Hill, began growing in the early 1950s. Growth consisted exclusively of single-detached housing except for the 16 Avenue commercial area that was designated in alignment with the development of the Trans-Canada Highway, which was completed in 1962.

Throughout the 1950s, many of the larger institutions and amenities that the Plan Area and directly adjacent areas are known for were constructed, including Calgary's first purpose-built indoor shopping centre known today as North Hill Shopping Centre and the Southern Alberta Jubilee Auditorium as well as Lions Park and the Senator Burns Memorial Garden.

Historically, Memorial Drive had several names as it passed through the Riley Communities area, including Broadview Boulevard, Calgary Boulevard, Sunnyside Boulevard, and Westmount Boulevard; further east, it was known as Riverside Boulevard. In 1922, Riverside Boulevard was renamed to honour those who served and died in the First World War, and trees were planted along the boulevard in memory of individual soldiers. In 1963, the road was unified under the common name of Memorial Drive east of present-day Crowchild Trail.

The flats along the Bow River were vulnerable to catastrophic flooding, which occurred periodically, until the construction of the Bears paw Dam in 1953. However, floods in 2005 and 2013 caused extensive damage.

A further account of the history for each of the neighborhoods that make up the Riley Communities is included in Appendix E: Additional Historical Information.



Photo: Sunnyside home at 518-7th Avenue NW in which Violet King grew up & her family lived for over 50 years: 1930-1974 (Courtesy of Hillhurst Sunnyside Community Association).



Photo: Violet King, the first Black woman admitted to the Alberta Bar, and to practise law in Canada. E.J. McCormick, with whom she articulated, shakes her hand, 2 June 1954. "Violet King, lawyer, Calgary, Alberta," 1954 (CU1140946). Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.



Photo: "North Hill Shopping Centre, Calgary, Alberta," 1962 (CU1124313) by Duffoto. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.

Community Characteristics and Attributes

The Plan Area and surrounding land contain characteristics and attributes that were considered as part of the development of the Plan's foundations in Chapter 1. Key features are shown on Map 2: Community Characteristics and Attributes. These characteristics and attributes should be considered throughout all subsequent phases of planning and development.

Topography

The Riley Communities are historically characterized by valley side slopes and wide lower terraces in the valley bottom. Within certain areas, including where 10 Street NW and 17A Street NW traverse up the hill, coulees that cut into the valley slopes likely existed at one time. Over the years, these features were slowly altered through land development activities to reduce the slope for new roads. Although the valley bottom lands across the Plan Area appear uniform and flat, historical documents and archival accounts, including oral histories, indicate lower lands were characterized by greater variability. There are indications of at least three or more terrace levels that were further divided by smaller erosional gullies and wetlands. The impact of gradual development and change has impacted the complexities of the topography of the Plan Area as former terrace levels now appear as a single, uniform area from the Bow River's edge to the base of the valley side slopes.

Natural Features and Open Areas

The Plan Area falls within the Bow River Basin Watershed. Development occurring adjacent to the Bow River may be subject to flooding as these areas are identified as part of the 1:100 Inundation Boundary. Chapter 2: Enabling Growth will include policies to strengthen resiliency and minimize development impact on the river while supporting intended growth and change. The 1:100 Inundation Boundary is outlined in Appendix D: Plan Constraints.

The Riley Communities includes a range of natural areas and open spaces, including the McHugh Bluff, Riley Park, Hillhurst Sunnyside Park, West Hillhurst Park, Broadview Park, Grasshopper Hill, and Hounsfield Heights Park. The Bow River also features several natural and programmed open spaces along its edge, including the Poppy Plaza and Field of Crosses at the Sunnyside Bank Park that anchor the Memorial Drive – Landscape of Memory project that ensures the corridors' legacy as a living memorial.

Urban Forest

The Riley Communities have a mature tree canopy that consists of trees on public and private lands. Healthy tree canopies are critical to climate change mitigation and enhance community wellbeing. Tree canopies also contribute to sense of place and collective histories of the Plan Area.

Trees along Memorial Drive NW hold significance not only to the Plan Area, but also to the City's collective history as part of a larger living memorial. Beginning in May 1922, The City and various stakeholders came together to plant a tree for each fallen soldier of the First World War. The first tree was planted along the former Sunnyside Boulevard (now Memorial Drive NW) and planting continued until 1928 when a total of 3,278 trees were planted. The ongoing regeneration and revitalization of the corridor continues along with the introduction of new trees as part of ongoing work along Memorial Drive NW.

Main Streets

There are four **Main Streets** in the Plan Area as identified by the **MDP**. The **MDP** includes general policies and development intensity targets for **Main Streets** that vary depending on whether they are identified as **Urban Main Streets** or **Neighbourhood Main Streets**. Kensington Road NW, 14 Street NW, and 10 Street NW are identified as **Neighbourhood Main Streets** while 16 Avenue NW is an **Urban Main Street**.

Activity Centres

There are several **Activity Centres** located in the Plan Area, including two **Community Activity Centres**. The first **Community Activity Centre** 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 Grace Hospital site alongside the adjacent institutional, and entertainment amenities outside the boundaries of Plan Area, including the SAIT and the AUArts campuses. This Plan identifies a series of **Neighbourhood Activity Centres** located at key intersections such as along 12 Avenue NW, 5 Avenue NW, Kensington Road NW, and 7 Avenue NW. The MDP includes general policies for **Activity Centres**.

Community Corridors

Community Corridors are **pedestrian**-focused streets that are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors are higher-classification streets that connect other growth areas including **Main Streets**, **Activity Centres**, and **transit station areas**. The only identified **Community Corridor** in the Plan is 19 Street NW.

Public Transit Infrastructure

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 in 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 is also served by **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.

Pedestrian and Cycling Infrastructure

The Riley Communities are well served by a range of **pathways and bikeways**, which are inter-connected with the city-wide **Always Available for All Ages and Abilities (5A) Network**, providing safe, accessible, affordable, year-round options for transportation and recreation for all Calgarians. These connections include regional pathways along the Bow River, through Lion's Park, adjacent to west portions of Crowchild Trail NW, along McHugh Bluff and Sunnyside Bank Park. Local pathways and **engineered walkways** provide some additional connectivity across communities. **Shared on-street bikeways** are located along collectors and residential streets, including portions of 14 Avenue NW, 5 Avenue NW, 7 Avenue NW, 6 Avenue NW, 4 Avenue NW, 3 Avenue NW, 2 Avenue NW, 21 Street NW, 19 Street NW, 17A Street NW, 10 Street NW, 9A Street NW, Juniper Road NW, 12 Avenue NW, Broadview Road NW and 7 Street NW among other identified streets.

Heritage Resources

Some of the Plan Area's **heritage resources** have been formally identified on The City of Calgary's Inventory of Evaluated Historic Resources, while others have heritage value and may merit future inclusion on the Inventory. The Inventory does not prevent a **heritage resource** from being altered or demolished, but properties listed on the Inventory that request legal protection may be eligible for development and/or financial incentives through The City and the Province of Alberta.

Only two archaeological resources have been recorded within the Plan Area to date, both of which are historical in nature reflecting early settlement activities. However, there have been many accounts of bison bones and Indigenous artifacts found in the neighborhood and there is still potential for undiscovered **heritage resources** in some areas. These resources must be considered as redevelopment occurs in accordance with the Historical Resources Act and may impact/influence future development.

The Plan Area also includes three Historic Landscaped Boulevards. All three are lilac medians that are planted with regular spacing of purple flowering lilacs. The Historic Landscaped Boulevards are as follows: 6 Avenue NW medians, from 16 Street to 18 Street NW, planted in 1929; 11 Street NW median, from 5 Avenue NW to Riley Park, planted in 1919; and Bowness Road NW medians, from 14 Street to 17 Street NW, planted in 1932.

Civic Facilities

The Plan Area has a range of civic and recreation facilities, including the Calgary Curling Club, the Bowview outdoor pool, the Riley Park outdoor wading pool and the Louise Riley library. Other amenities and facilities include community association buildings, and schools.

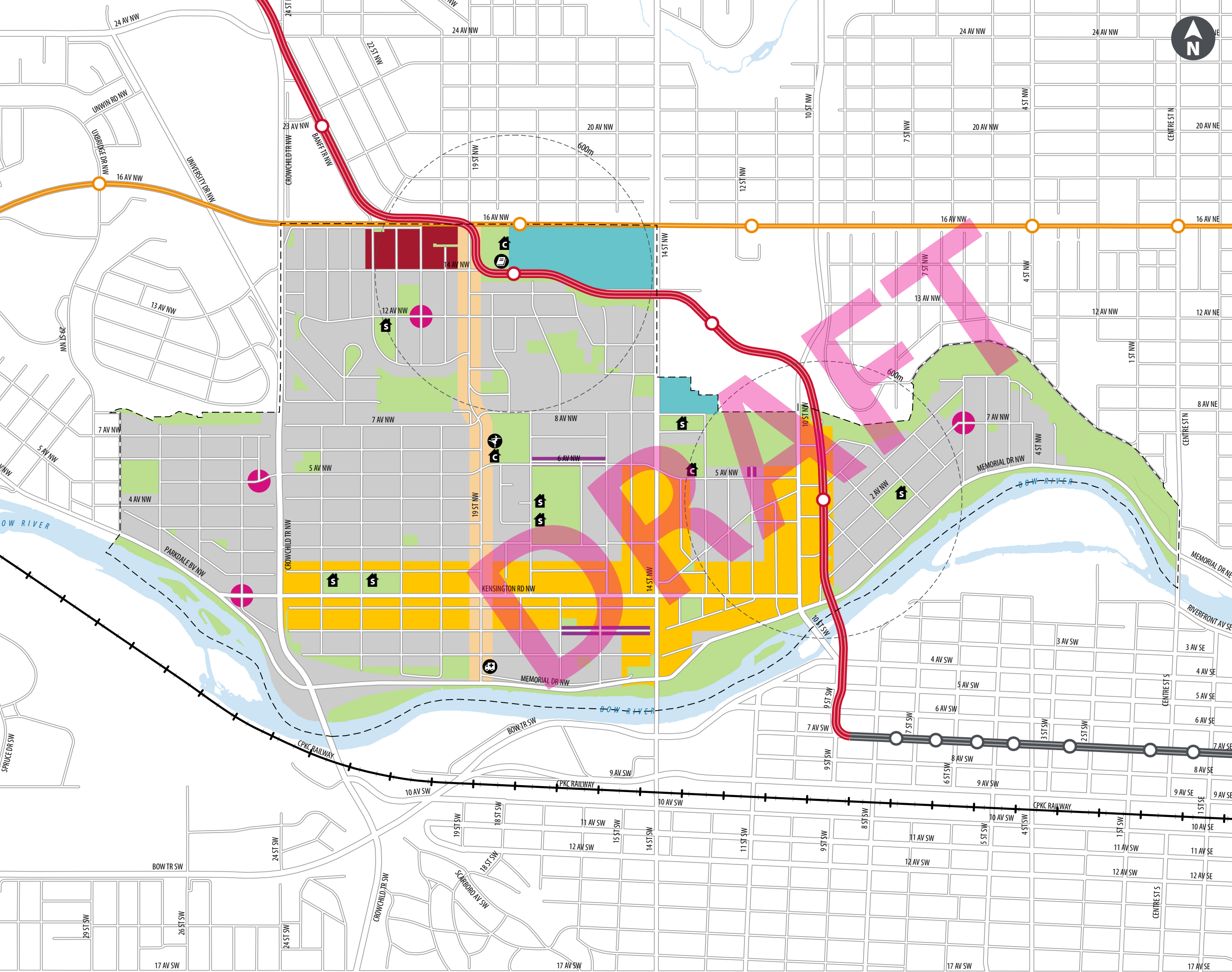
The following illustration (Figure 2: Riley Communities Illustration) was created to highlight the key assets, features and amenities that define the Plan Area for individuals. As part of Phase 1 engagement, additional icons may be added to the illustration based on public insight.

Climate Risk

The City of Calgary assesses climate risk on a community-scale, by considering how the characteristics of the community, buildings, and natural areas will amplify or reduce the impacts of current and future climate change. The average climate risk for the Riley Communities is above the Calgary average and will nearly double by 2050. Currently, the greatest climate risk is higher average temperatures, as there has already been a significant increase in temperatures compared to pre-industrial times. By 2050, heavy rainfall is projected to be the greatest risk climate hazard, as rainfall periods become more intense and less frequent. Also of significant risk in the Riley Communities is extreme heat periods and severe storms.

The Plan seeks to reduce climate risk by encouraging and supporting the development of climate resilience features in buildings and **infrastructure**; creating resources and spaces that can support citizens as they prepare for, cope with, and respond to climate hazards; and leveraging the innate resiliency of natural assets.

Map 2: Community Characteristics



- Legend**
- Arena
 - Community Centre
 - EMS Station
 - Library
 - School
 - Red Line LRT
 - Multi Line LRT
 - MAX Orange
 - Distance from Station
 - Freight Rail Corridor
 - Heritage Boulevard
 - Community Corridor
 - Neighbourhood Activity Centre
 - Community Activity Centre
 - Urban Main Street
 - Neighbourhood Main Street
 - Parks, Civic and Recreation
 - Plan Area Boundary

2

Enabling Growth

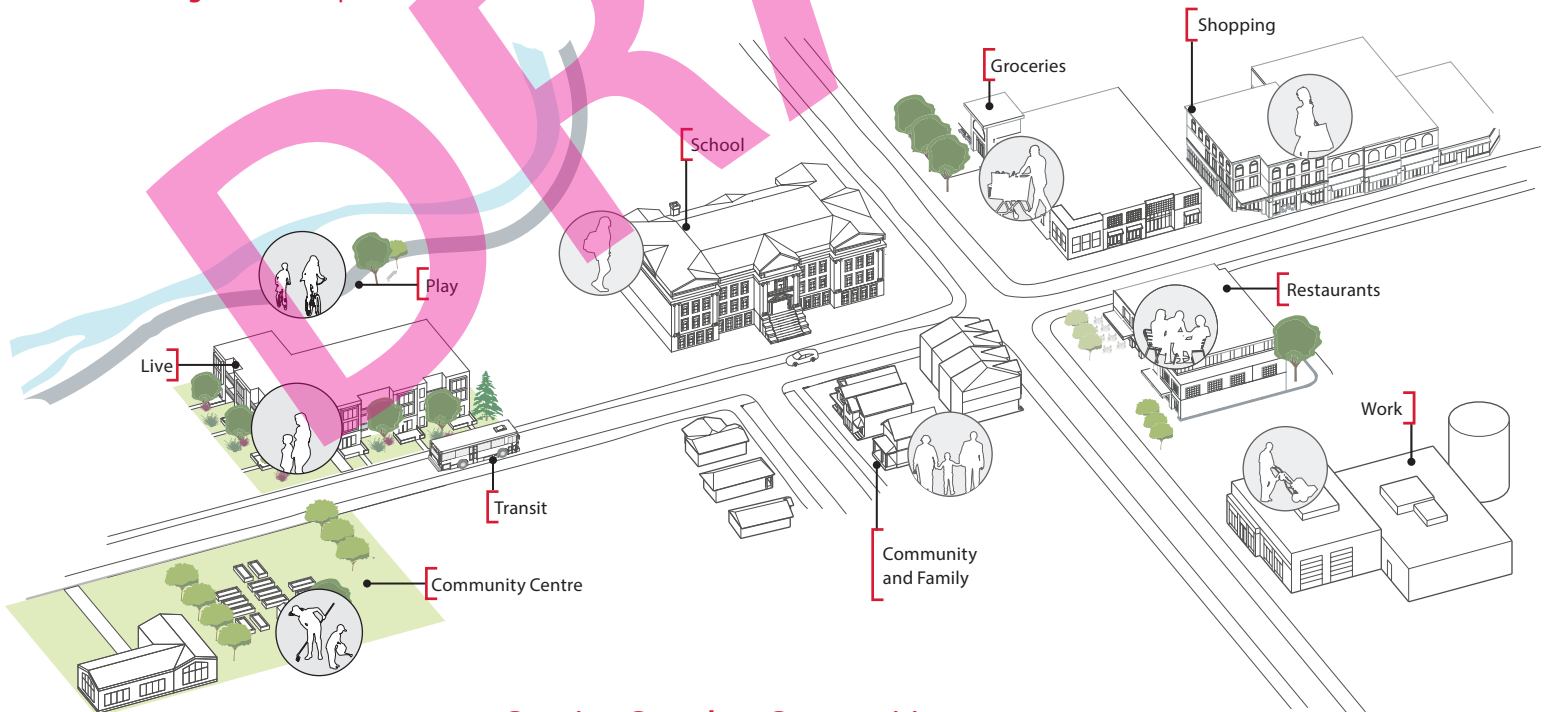


2.1 Introduction

The Plan sets out a future framework for growth and change that recognizes and celebrates the elements that represent and connect the Riley Communities. Policies in this section provide the direction to realize the Vision and Core Values of the Plan and are guided by the **Municipal Development Plan**.

The unique characteristics of each of the Riley Communities are the core building blocks as the area continues to grow and evolve over the next 30 years. Easily walkable neighbourhoods with convenient access to amenities, recreational opportunities and employment centres will continue to be significant factors that make the Riley Communities a highly desirable place to live, work and play in the city.

Figure 3: Complete Communities



Creating Complete Communities

Our journeys are supported by the city around us—the sidewalks, lights, buildings, open space, roads and transit service. The way a community is built-out and evolves should support the activity of the people who are there and those who will be there in the future.

2.1.1 Future Growth Concept

The Future Growth Concept in this Plan envisions accommodating growth and change in key areas such as the Sunnyside and Lions Park **transit station areas**, **Main Streets** along 10 Street NW, 14 Street NW and Kensington Road NW, important corridors such as 19 Street NW, and commercial areas 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.

The Plan envisions **Main Streets** and **transit station areas** as key locations supporting a range of commercial and residential development. These areas will continue attracting a significant amount of activity in terms of shopping and recreation in the Riley Communities. New development in these areas will contribute to high-quality **public spaces** and have larger scale buildings than the surrounding areas. Over time this type of development is envisioned to expand into parts of the area's **Main Streets** that currently have lower-scale development or activity. Development within the two **transit station areas** will consider opportunities to add increased activity, public and private amenities, as well as scales of development that complement the surrounding neighbourhood.

Other corridors and locations, such as 19 Street NW, 5/6 Avenue NW, 2 Avenue NW and portions of Memorial Drive NW and Parkdale Boulevard NW have been identified for growth. These locations are envisioned to have modest growth that is primarily residential and supported by local commercial development and amenities. The commercial components of developments in these areas are seen to primarily serve local populations and provide amenities near those living in the area.

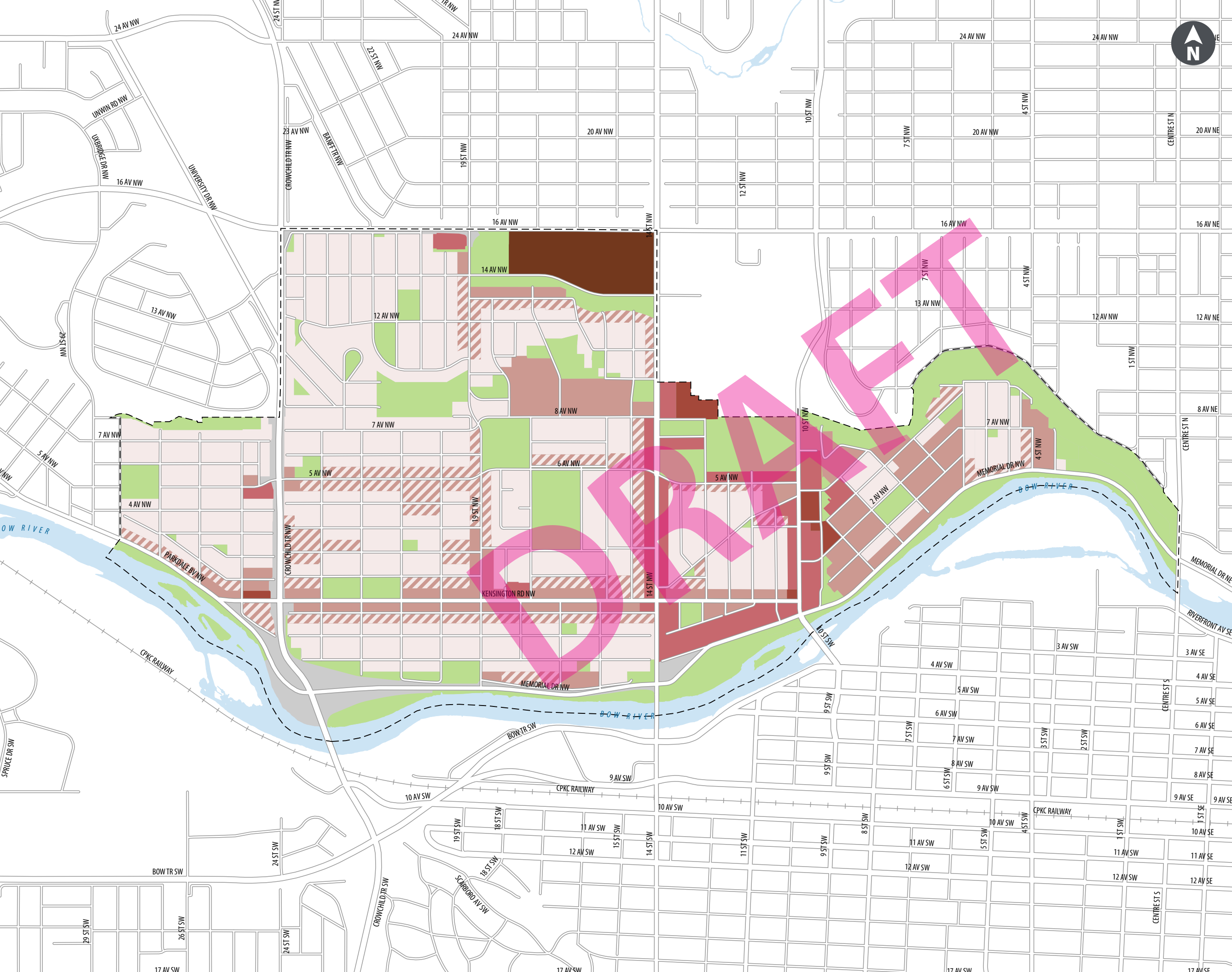
The Future Growth Concept is represented on Map 3: Urban Form and Map 4: Building Scale. Together, these two maps indicate where different types of growth and activity will be focused in the Plan Area and define the general functions in different parts of the Riley Communities. The specific urban form categories and scale modifiers are described in relation to the overall Vision of the policy sections that address the distinct areas of the Riley Communities. To understand the type and scale of development that is appropriate in the Plan Area both maps must be read together.

Map 3: Urban Form illustrates the general location of urban form categories and how they apply across the Plan Area. These categories describe the primary community functions and land uses (housing, commercial, industrial, parks, civic and recreation and natural areas) and policy considerations for the Plan Area. The urban form categories general policies are provided in Section 2.2 Urban Form Categories and must be read together with locally specific policies.

Map 4: Building Scale illustrates the general building height and massing within the Plan Area, which supports the primary function shown in Map 3: Urban Form. Policies for building scale are provided in Section 2.3 Scale Modifiers.

In addition to the urban form and scale policies, the Plan includes general policies in Section 2.4 and area-specific policies in Section 2.5. General policies will apply across the Plan Area, while the specific policies are designed for locations where more specific policy direction is required to achieve desired outcomes.

Map 4: Building Scale



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

2.2 Urban Form Categories

This Plan identifies the location of urban form categories in Map 3: Urban Form. These urban form categories identify and categorize the purpose and general function (land use) of different parts of a community. The relationships between the urban form categories demonstrate how the different areas of a community relate to and support each other.

There are nine urban form categories that guide land use and **built form** in the Riley Communities. This section identifies the characteristics of the urban form categories and where they apply as well as land use and site, building and landscape design policies for each category.

Each urban form category has general policies associated with it. When an individual urban form category is applied to a specific area of the Plan, the general policies of that category apply in addition to any area specific policies outlined in the Plan. The following section provides general policies for each applicable urban form category as well as additional general **built form** policies to be applied.

Urban Form Categories

Neighbourhood

Neighbourhood Commercial

Neighbourhood Flex

Neighbourhood Connector

Neighbourhood Local

Vehicle-Oriented Commercial

Commercial Centre

Parks, Civic and Recreation

Natural Areas

Parks and Open Space

City Civic and Recreation

Private Institutional and Recreation

Additional Policy Guidance

Only applies to an urban form category where noted:

Active Frontage

May overlay any urban form category:

Comprehensive Planning Site





Figure 4: Neighbourhood Urban Form Categories

- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local

2.2.1 Neighbourhood

There are four Neighbourhood urban form categories: Neighbourhood Commercial, Neighbourhood Flex, Neighbourhood Connector and Neighbourhood Local. These areas are characterized by smaller blocks where buildings are typically oriented to the street. Neighbourhood Commercial and Neighbourhood Flex are most likely in areas with a grid-like street pattern.

Neighbourhood Commercial areas support a range of commercial uses on the ground floor, with the most active areas requiring uses such as shops, services and restaurants. Neighbourhood Flex areas support a mix of uses on the ground floor. Neighbourhood Connector and Neighbourhood Local areas are primarily residential, with a strong delineation between the private and public spaces. At all development scales

the **pedestrian** experience in Neighbourhood areas should be supported and enhanced by a range of uses with comfortable **street wall** heights and **public spaces** with features such as landscaping, sidewalks, public trees, cycling **infrastructure** and on-street parking.

Residential redevelopment will occur in all communities in a variety of housing forms, such as single-detached, semi-detached, rowhouse, multi-residential and mixed-use buildings. As scale increases, a larger range of unit types may be accommodated. At all scales, redevelopment should consider existing context, parcel layout, building massing and landscaping to sensitively integrate into the community. Residential areas may also accommodate a range of commercial activities, including childcare and home-based businesses.

2.2.1.1 Neighbourhood Commercial and Neighbourhood Flex

Neighbourhood Commercial and Neighbourhood Flex represent the more commercially oriented areas of the Riley Communities, where people go to shop and gather. While people also live in these areas, **public spaces** and **built form** are designed to support frequent **pedestrian** interaction with the buildings and a moderate to high volume of **pedestrian** movement along the street.

Policy

Land Use

- a. Development in Neighbourhood Commercial and Neighbourhood Flex areas may include a range of uses in stand-alone or mixed-use buildings.
- b. Vehicle-oriented uses are discouraged:
 - i. in areas of high **pedestrian** activity;
 - ii. within **transit station areas**; or,
 - iii. where the use interferes with access to cycling **infrastructure**.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- c. Development in Neighbourhood Commercial and Neighbourhood Flex areas should:
 - i. be oriented towards the street;
 - ii. not locate parking between a building and a higher activity street;
 - iii. provide access to off-street parking and loading areas from the lane, where possible;
 - iv. provide frequent entrances and windows that maximize views to and from the street;
 - v. use building articulation to provide a well-defined, continuous **street wall** and improve the **pedestrian** experience using varied textures, high-quality building materials and setback; and,
 - vi. accommodate small variations in the **street wall** to integrate amenity space.

- d. Where vehicle-oriented uses are provided, development should be designed to:
 - i. minimize the number of locations where vehicles cross the sidewalk;
 - ii. minimize driveway width or locate driveways on a lower activity street, where feasible;
 - iii. incorporate landscaped areas;
 - iv. provide well-defined **pedestrian** routes and wayfinding signage to transit stops and stations or adjacent residential areas; and,
 - v. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas.
- e. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.
- f. **Public spaces** should provide continuous, unobstructed **pedestrian** routes supported by high-quality landscaping for **pedestrian** comfort.
- g. Landscaped areas should be located to enhance and complement the interface between the building and **public space**.
- h. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:
 - i. accommodate a range of uses;
 - ii. provide on-site **pedestrian** routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
 - iii. provide windows with views to the street or lane.



2.2.1.2 Neighbourhood Commercial

Neighbourhood Commercial areas are characterized by the widest range of commercial uses compared to other urban form categories. Buildings are oriented to the street with units that support commercial uses on the ground floor facing the higher activity street with a range of uses integrated behind or located above. Commercial frontages have frequent entrances and windows along the street to encourage pedestrian activity.

Policy

Land Use

- a. Commercial uses on the ground floor should be located facing the higher activity street.
- b. Residential uses on the ground floor should be located facing lower activity streets or lanes.
- c. Vehicle-oriented uses should not be located in Active Frontage areas.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- d. Development in Neighbourhood Commercial areas should:
 - i. integrate larger commercial or residential uses behind or above smaller units facing the street; and,
 - ii. provide well-marked primary entrances for ground floor units facing the street.
- e. **Public spaces** in Neighbourhood Commercial areas should be designed to support high volumes

of pedestrians through features such as wide sidewalks, street furniture and lighting.

- f. Active Frontage areas should not provide vehicle access to off-street parking or loading from the higher activity street.
- g. Development in Active Frontage areas should support **active uses**. This may include, but is not limited to:
 - i. frequent entrances and windows that maximize views to and from the street;
 - ii. setbacks to accommodate an extension of the use outside of the building, such as patios and display areas; and,
 - iii. a floor-to-ceiling height that supports a range of **active uses**.
- h. Development in Active Frontage areas should maintain views in and out of buildings through a high degree of transparency (windows and doors) at street level.



2.2.1.3 Neighbourhood Flex

Neighbourhood Flex areas are characterized by a mix of commercial and residential uses. Buildings are oriented to the street with units that may accommodate commercial uses, offices, personal services, institutional uses, recreation facilities and residential uses on the ground floor. Uses may be mixed horizontally or vertically within a building or a block.

Policy

Land Use

- a. Development in Neighbourhood Flex areas should support a range of uses on the ground floor facing the street.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- b. **Public space** in Neighbourhood Flex areas should be designed to support moderate to high volumes of pedestrians.

2.2.1.4 Neighbourhood Connector and Neighbourhood Local

Neighbourhood Connector and Neighbourhood Local represent the more residentially oriented areas of the Riley Communities. While some commercial and work-from-home opportunities exist here, **public space** is designed to support low to moderate volumes of **pedestrian** movement along the street and the **built form** typically supports privacy and separation for residential uses.

Policy

Land Use

- a. Development in Neighbourhood Connector and Neighbourhood Local areas of a community should:
 - i. be primarily residential uses; and,
 - ii. support a broad range and mix of housing types, unit structures and forms.
- b. Development in Neighbourhood Connector and Neighbourhood Local areas may include a range of live-work units or home-based businesses.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- c. Development in Neighbourhood Connector and Neighbourhood Local areas should:
 - i. consider the local **built form** context;
 - ii. be oriented towards the street;
 - iii. consider shadowing impacts on neighbouring properties; and,
 - iv. provide access to off-street parking and loading areas from the lane, where possible.
- d. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.
- e. Where residential units are located on the ground floor along lower activity streets or lanes, development should be designed to:
 - i. locate amenity spaces along the lane, where feasible;
 - ii. provide on-site **pedestrian** routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
 - iii. provide windows with views to the street or lane.



2.2.1.5 Neighbourhood Connector

Neighbourhood Connector areas are characterized by a broad range of housing types along higher activity, predominantly residential streets. These areas may accommodate small-scale commercial uses to meet residents' daily needs and often provide connections to other communities. Public spaces may include features such as wide sidewalks and cycling infrastructure.

Policy

Land Use

- a. Development in Neighbourhood Connector areas should support a higher frequency of units and entrances facing the street.
- b. Development in Neighbourhood Connector areas may include local commercial uses to serve nearby residents such as cafes, corner stores, retail, personal service uses, work-live units or home-based businesses.
- c. Commercial uses in Neighbourhood Connector areas should be small format and designed to mitigate impacts on adjacent residential uses.
- d. Commercial uses outside of work-live units and home-based businesses in Neighbourhood Connector areas should be limited to corner parcels and located along collector roadways, or those of a higher classification.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- e. Non-residential development in Neighbourhood Connector should:
 - i. provide a built form and scale that considers the surrounding residential context; and,
 - ii. mitigate impacts, such as noise and vehicle circulation, on adjacent residential uses.



2.2.1.6 Neighbourhood Local

Neighbourhood Local areas are characterized by a range of housing types and home-based businesses. Neighbourhood Local areas have developed in a variety of ways with characteristics that shape how these areas change and grow, including when the community was built, existing **heritage assets**, established development pattern and access to parks, **open space** and other amenities. **Public spaces** may include features such as landscaped boulevards and public **street trees**.

Limited Scale Policies

Policies in this section apply to Neighbourhood Local Areas that have the Limited Scale modifier. Limited Scale policies recognize that single-detached housing is and will continue to be, a desirable housing form and may be developed anywhere within Neighbourhood Local, Limited Scale areas.

Policy

- a. Secondary suites are permitted where already allowed by the existing land use designation and are not considered a unit in the following policies within this section.
- b. Building forms that contains one or two residential units are supported in Neighbourhood Local, Limited Scale.
- c. Building forms that contain three or more residential units should be supported where they have a similar building envelope as building forms that contain one or two residential units throughout the Plan Area.
- d. Building forms that contain three or more residential units should be supported in any of the following areas:
 - i. within **transit station areas**;
 - ii. within 200 metres of an identified **Main Street** or **Activity Centre**; or,
 - iii. where the parcel has a lane.
- e. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:
 - i. Access to sunlight and shade on adjacent parcels; and,
 - ii. Protection of existing, healthy trees or landscaping on the parcel, where appropriate.
- f. Multi-residential building forms should not be supported within areas shown in Map 3: Urban Form as Neighbourhood Local and Map 4: Building Scale as Limited Scale.

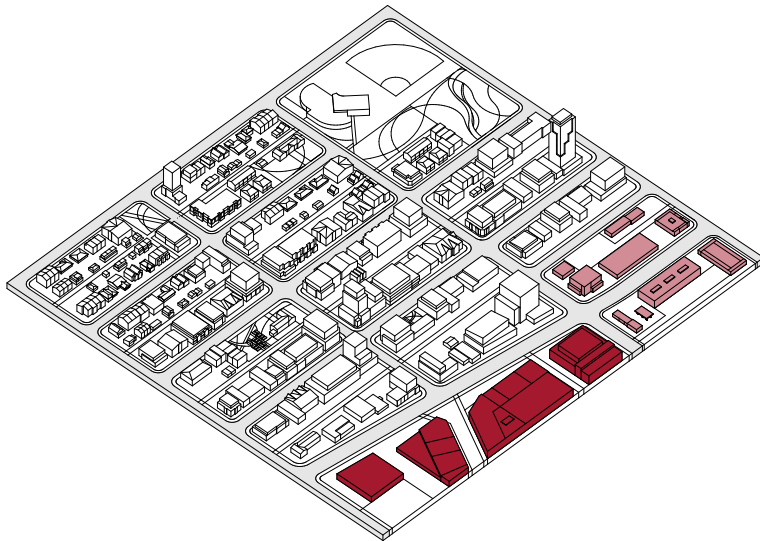


Figure 5: Vehicle-Oriented Commercial Urban Form Categories

- Commercial Centre
- Commercial Corridor

2.2.2 Vehicle-Oriented Commercial

Vehicle-Oriented Commercial areas are characterized by larger blocks and parcels typically arranged in a non-grid street pattern. Vehicle-Oriented Commercial areas may accommodate a range of commercial uses, offices, personal services, institutional uses, recreation facilities and light industrial uses that may be oriented to the public street or internal publicly-accessible private streets or parking areas.

Vehicle-Oriented Commercial areas are expected to evolve to support intensification and a comfortable pedestrian experience that improves connectivity to and within these sites. The incremental improvements policy in section 2.4.2.2 guides discretion, where limited redevelopment is proposed.

Policy

Land Use

- a. Development in Vehicle-Oriented Commercial areas of a community should support commercial uses on the ground floor facing the public street, internal publicly-accessible private street or parking areas.
- b. Development in Vehicle-Oriented Commercial areas may:
 - i. include stand-alone or mixed-use buildings; and,
 - ii. accommodate low-impact industrial uses.
- c. Development in Vehicle-Oriented Commercial areas may include residential uses on sites that have the following characteristics:
 - i. access to moderate to frequent transit service;
 - ii. access to higher quality pedestrian routes and cycling infrastructure; or,
 - iii. proximity to a residential area.
- d. Vehicle-oriented uses are discouraged:
 - i. in areas of high pedestrian activity;
 - ii. within transit station areas; or,
 - iii. where the use interferes with access to cycling infrastructure.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to Vehicle-Oriented Commercial areas:

- e. Development in Vehicle-Oriented Commercial areas should:
 - i. identify a hierarchy of **pedestrian** routes that connect destinations on the site;
 - ii. locate commercial uses along higher activity public streets or internal publicly-accessible private streets;
 - iii. position buildings to face public streets or internal publicly-accessible private streets;
 - iv. not locate parking between a building and a higher activity street;
 - v. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas;
 - vi. locate access and service areas away from public streets and screen with landscaped areas where possible;
 - vii. provide well-marked, individual entrances for units which face a public street or internal publicly-accessible private street;
 - viii. use building articulation to provide a well-defined, continuous **street wall** and improve the **pedestrian** experience using varied textures, high-quality building materials and setbacks; and,
 - ix. position landscaped areas to enhance and complement the interface between the building and **pedestrian** routes.
- f. Industrial activities should be fully enclosed within a building.
- g. Development that contains industrial uses should limit off-site impacts, such as heat, odour, dust, vibration, light or waste impacts that are disruptive to adjacent uses.
- h. Developments with institutional, office or industrial uses located on the ground floor facing a public street or internal publicly-accessible private street should provide:
 - i. windows with views to the street and access to natural light;
 - ii. amenity spaces that could be used for daily activity or seasonal programming; and,
 - iii. lobbies that have well-marked entrances and allow for clear sight lines to and from the building.
- i. Where vehicle-oriented uses are provided, development should be designed to:
 - i. minimize the number of locations where vehicles cross the sidewalk;
 - ii. minimize driveway width or locate driveways on a lower activity street where feasible;
 - iii. incorporate landscaped areas;
 - iv. provide well-defined and direct **pedestrian** routes to transit stops and stations or adjacent residential areas; and,
 - v. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas.



2.2.2.1 Commercial Centre

Commercial Centre areas are characterized by hubs and corridors that support regional commercial activity, typically arranged in larger blocks in a non-grid pattern. These locations are serviced by public transit and are defined by direct vehicular access and large parking areas. **Pedestrian** activity primarily occurs along internal, private **pedestrian** routes. As redevelopment occurs, these sites are intended to support intensification through new buildings that frame public and private streets, improve connectivity and provide a comfortable **pedestrian** experience.

Policy

Land Use

- a. Development in Commercial Centre areas should:
 - i. support commercial uses on the ground floor facing a public street or internal publicly-accessible private street;
 - ii. support residential uses on the ground floor or above commercial uses; and,
 - iii. accommodate stand-alone residential, office and institutional buildings on lower activity public streets or internal publicly-accessible private streets.

Site, Building and Landscape Design

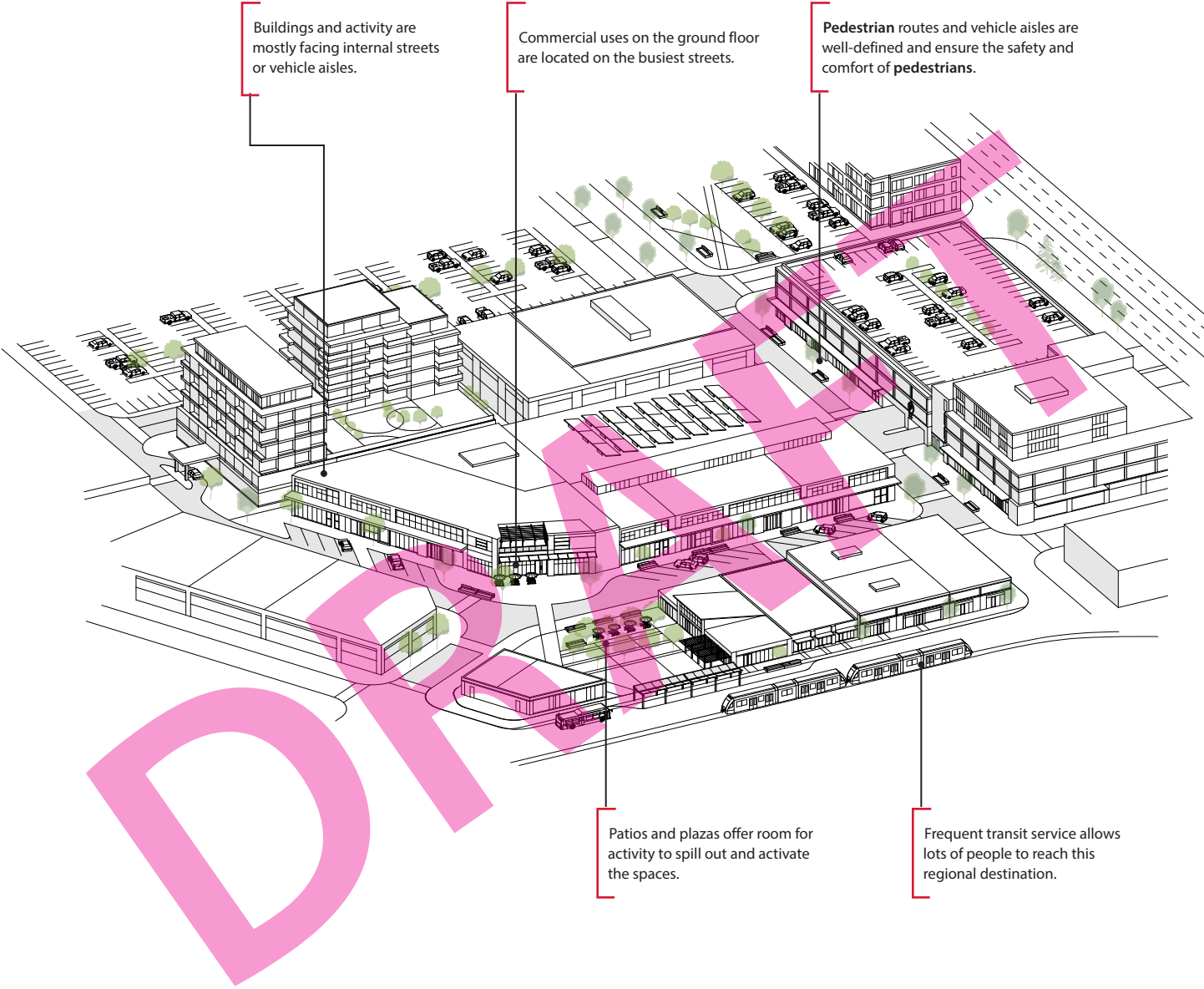
In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the Commercial Centre areas:

- b. Development on higher activity public or internal publicly-accessible private streets should support a range of small- to medium-scale commercial uses on the ground floor. This may include, but is not

limited to:

- i. frequent entrances and windows that maximize views to and from the street;
 - ii. setbacks to accommodate an extension of the use outside of the building, such as patios and display areas;
 - iii. larger commercial uses integrated behind, or located above, smaller commercial units facing a street; and,
 - iv. a floor-to-ceiling height that supports a range of uses.
- c. Sites should provide low-barrier transitions between vehicle aisles and **pedestrian** routes using elements such as raised planters, bollards, light standards, changes in materials, and changes in elevation to improve safety and comfort along **pedestrian** routes.
 - d. As redevelopment occurs, existing surface parking areas should be replaced by underground or structured parking.

Figure 6: Commercial Centre Bird's Eye View



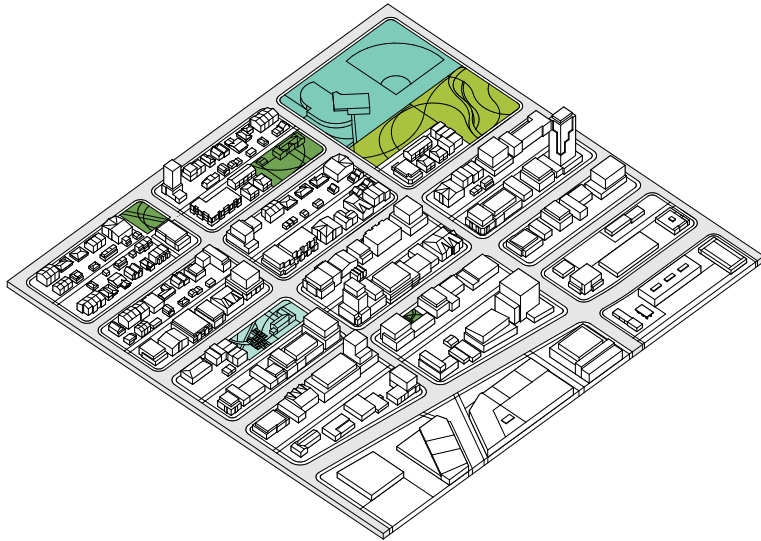


Figure 7: Parks, Civic and Recreation Urban Form Categories

- Natural Areas
- Parks and Open Space
- City Civic and Recreation
- Private Institutional and Recreation

2.2.3 Parks, Civic and Recreation

Parks, Civic and Recreation areas are centres of neighbourhood activity and provide a range of opportunities for people to play, relax, recreate, and connect. These areas foster community cohesion and cultural vitality and support individual health and well-being. These areas also support efforts to address climate change and enhance resiliency.

Policy

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- a.** Developments within Parks, Civic and Recreation areas should:
 - i.** connect to the community, including other parks and open spaces by active transportation and transit networks;
 - ii.** use climate resilient plant material that include native and locally-adaptive species that require low or no maintenance;
 - iii.** consider the use of winter-specific design;
 - iv.** consider operations and maintenance requirements, such as snow clearing and storage; and,
 - v.** consider opportunities for wayfinding.
- b.** Buildings and facilities within Parks, Civic and Recreation areas should:
 - i.** be located to maximize accessibility;
 - ii.** be oriented to minimize negative impacts, such as shadowing, on surrounding park or open space areas;
 - iii.** be made of materials that complement surrounding parks or open space;
 - iv.** provide shelter to allow for year-round use, where appropriate;
 - v.** consider design that allows indoor spaces to open to the outdoors; and,
 - vi.** include opportunities to improve building performance, including reducing energy consumption and improving stormwater management.
- c.** Parks, Civic and Recreation areas should consider incremental site improvements to be assessed at the time of application, including but not limited to:
 - i.** providing additional services, programming or facilities;
 - ii.** protecting or rehabilitating natural areas;
 - iii.** improving accessibility;
 - iv.** adding additional servicing, such as electrical and water service to allow for future facilities and capacity to support festival activities, where feasible; and,
 - v.** providing public art or cultural spaces.

2.2.3.1 Natural Areas

Natural Areas in the city are characterized as areas that provide a range of ecological functions and benefits, from improving air and water quality to supporting biodiversity. These areas may include select amenities such as pathways, river access points, washrooms, gathering spaces and interpretative features.

Policy

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to Natural Areas:

- a. Natural Areas should:
 - i. support the protection, preservation and rehabilitation of ecological processes and functions;
 - ii. support the presence of wildlife and pollinators by connecting parks and open spaces with natural areas to support the ecological network and provide habitat and movement corridors; and,
 - iii. be accessible by **pedestrian** and cycling **infrastructure** in a manner that does not inhibit the overall ecological function of the space.
- b. Pathways adjacent to Natural Areas should be designed and constructed to minimize disturbance to the Natural Area and create a buffer between the Natural Area and adjacent development.
- c. Natural Areas may identify and integrate cultural landscapes in their design and layout.
- d. Riparian areas should be preserved and restored to enhance resilience to river flooding using natural **infrastructure**, where feasible.
- e. Prioritize conservation and restoration along the Bow River riparian corridor and the McHugh Bluff escarpment.
- f. Naturalize and expand parks and open spaces adjacent to the Bow River riparian corridor and the McHugh Bluff escarpment, where possible.
- g. Developments in proximity to natural areas should use bird-friendly urban design strategies to reduce potential bird-window collisions. Bird-friendly design considerations should be made for:
 - i. transparent windows and panels along the lower levels of the building;
 - ii. soft landscaping and glazing around the rooftop amenity areas; and,
 - iii. building lighting.

2.2.3.2 Parks and Open Space

Parks and Open Space areas are characterized by publicly-accessible outdoor space and provide some **ecosystem services**. These areas may include amenities such as gathering places, urban plazas, sport fields, playgrounds, and off-leash areas. Parks and Open Space areas may also contain civic uses, such as schools, community associations and significant historical, cultural, archaeological or Indigenous sites.

Policy

Land Use

- a. Parks and Open Space areas may accommodate:
 - i. a range of uses that support the primary function of the site, such as schools and community associations;
 - ii. educational, athletic, cultural, creative and social programming;
 - iii. commercial services or pop-up and temporary uses that complement the primary function of the site, where possible; and,
 - iv. public education programming and interpretive information about local natural history and ecosystems.
- b. The City should explore the acquisition of school sites should they be declared surplus by the respective school boards, consider adaptive reuse or redevelopment of buildings, and retain playfields as park space.
- c. School and open space sites not designated as such per the **Land Use Bylaw** should be redesignated to reflect and maintain their uses.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4 the following policies apply to the Parks and Open Space areas:

- d. Parks and Open Space areas should be designed to:
 - i. provide access to both sunlight and shade;
 - ii. protect existing trees and ensure adequate soil volume to support tree health and growth;
 - iii. explore opportunities to restore natural ecosystem structures, networks, functions and dynamics;
 - iv. use landscaped areas to delineate open space and property boundaries, where possible;
 - v. account for visibility within and around the site, including lighting where appropriate; and,
 - vi. provide accessible connections within the site.

- e. Parks and Open Space areas should support:
 - i. opportunities for activities for people in all seasons;
 - ii. adaptable spaces, such as urban plazas, which support a broad range of programming and amenities to meet the needs of an increasingly diverse city;
 - iii. winter-specific design and programming; and,
 - iv. opportunities for publicly-accessible drinking fountains and washrooms.
- f. Plazas and other hardscaped parks or open space should be designed to consider and reflect their specific local context, consider maintenance and operational requirements and provide year-round programming.
- g. Regional, local and multi-use pathways should be integrated into Parks and Open Space areas to serve a recreational and mobility function.
- h. Where appropriately sized and located, Parks and Open Space areas may support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the function of the site.
 - i. Buildings within Parks and Open Space areas may integrate a range of uses and programming.
 - j. Parks and Open Space areas may identify and integrate cultural landscapes and historic resources in their design and layout.
 - k. The design of Parks and Open Space areas may integrate the provision and incorporation of space for local food production, processing, sales and programming on-site or within community facilities.

2.2.3.3 City Civic and Recreation

City Civic and Recreation areas are characterized by indoor and outdoor facilities located on public land. These areas may include a range of programmed spaces, such as athletic, arts and cultural amenities, or museums. Some schools and community association buildings may be found in these areas where there are no significant on-site park or open spaces. Schools or community association buildings that are co-located or integrated with other civic uses, such as libraries and protective and emergency services are appropriate in this category.

City Civic and Recreation areas may include amenities where membership or user fees are a requirement of access, such as golf courses. The private sector, public sector, non-profit agencies, charities and partnerships may play a role in the ownership, operation and development of these community assets.

Policy

Land Use

- a. City Civic and Recreation areas should support:
 - i. a range of recreation, civic, arts and cultural opportunities to meet the needs of an increasingly diverse city in all seasons; and,
 - ii. commercial services that complement the primary function of the site.
- b. All types of care facilities and **non-market housing** are appropriate in this category and are encouraged to locate in integrated civic facilities where there is convenient access to community services and amenities.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the City Civic and Recreation areas:

- c. City Civic and Recreation areas should:
 - i. support adaptable spaces and amenities designed to be multi-purpose and accommodate a range of uses that respond to diverse needs in the community;
 - ii. be designed in a manner that is safe and accessible by all ages and abilities;
 - iii. identify and integrate cultural landscapes in their design and layout;

- iv. consider opportunities for publicly-accessible drinking fountains and washrooms; and,
- v. support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the size and function of the area.
- d. City facilities should be built in alignment with the Sustainable Buildings council policy.
- e. City Civic and Recreation areas may support the presence of wildlife and pollinators by providing habitat.
- f. The provision of space for local food production, processing, sales and programming is encouraged on-site or within community facilities.
- g. Building Scale modifiers are not applied within the City Civic and Recreation areas for uses that comprise recreation, civic, arts and cultural opportunities, emergency services or municipal **infrastructure**.

2.2.3.4 Private Institutional and Recreation

Private Institutional and Recreation areas are characterized by indoor and outdoor facilities on private land. These areas may include a range of programmed spaces, such as athletic, arts and cultural amenities, recreation centres, private schools, or colleges, or places of worship. These amenities may require membership or user fees for access. These privately-owned sites can be dynamic and may be subject to redevelopment.

Policy

Land Use

- a. Development in Private Institutional and Recreation areas should allow for a range of uses, such as recreation, commercial, education, worship, culture and arts opportunities.
- b. Private Institutional and Recreation areas are appropriate in, or near, industrial areas where they support uses such as special events. Development on these sites likely generate higher volumes of traffic and off-site impacts and should consider the following:
 - i. pedestrian connection to adjacent transit stops;
 - ii. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas;
 - iii. the location of parking areas to support activities on site; and,
 - iv. screening from adjacent uses.

Site, Building and Landscape Design

- c. In addition to the general site, building and landscape design policies in Section 2.4, Private Institutional and Recreation areas should support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the size and function of the area.

2.2.4 Comprehensive Planning Sites

Comprehensive Planning Sites identify and provide direction for one or more parcels where additional planning or supplementary site design will be needed to support future planning applications. These sites may have private **infrastructure**, such as internal publicly accessible private streets that service the site. They are envisioned to redevelop over time and are expected to integrate with the surrounding community, where feasible.

Policy

Site, Building and Landscape Design

- a. Comprehensive Planning Sites should undertake a master planning exercise prior to, or at the time of, a planning application and should:
 - i. identify an appropriate transition of use and scale to adjacent areas;
 - ii. identify a hierarchy of streets and permeable **pedestrian** routes through the site that connect destinations on and to the site;
 - iii. identify and include mobility **infrastructure** and missing links to connect to adjacent areas;
 - iv. identify active transportation supportive amenities, such as secure bicycle parking, and shower facilities;
 - v. identify phasing for future development, including how parking areas and parking demand and supply may change over each phase;
 - vi. include opportunities to reduce greenhouse gas emissions in the construction and operation of the development and improve climate resiliency;
 - vii. identify climate risks and explore tools to mitigate and adapt to these risks;
 - viii. use site design to activate edge conditions, including setbacks, lot patterns, building siting and landscaping;
 - ix. identify the location of publicly-accessible open space;
 - x. identify opportunities to create a sense of place;
 - xi. integrate transit **infrastructure**; and,
 - xii. identify utility connections.

2.2.4.1 North Hill Mall

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 and in Figure 8.

This site is envisioned site 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.

Policy

- a. Development should provide publicly accessible gathering spaces and open spaces that integrate winter design elements with well-defined **pedestrian** and cycling connections to the Lions Park LRT Station.
- b. Appropriate building heights, densities and transitions should be determined through a master planning exercise of the site at the discretion of the Development Authority. A comprehensive planning analysis and rationale should also be provided to support the future concept.
- c. The minimum building height of new development should be two storeys, except for commercial uses that generate a high degree of **pedestrian** activity at the discretion of the Development Authority.
- d. The design of the development site should provide a network of internal streets and lanes that:
 - i. establishes a hierarchy of activity among streets, including streets that can accommodate transit access to Lions Park LRT Station and the MAX Orange BRT station;
 - ii. locates accesses on 16 Avenue NW that align with the street network to the north;
 - iii. locates higher-activity commercial uses at-grade on higher-activity streets;
 - iv. locates residential uses and lower-activity commercial uses on lower-activity streets;
 - v. provides safe and convenient **pedestrian** circulation through the site;
 - vi. enhance **pedestrian** and cycling **infrastructure** connections from the site to adjacent communities and the Southern Alberta Institute of Technology (SAIT) and Alberta University for the Arts (AUArts) campuses; and,
 - vii. utilize existing access/egress points to 16 Avenue NW.
- e. Development should prioritize **active uses** at-grade on primary **pedestrian** routes and along 14 Avenue NW.
- f. Development should explore setbacks from 14 Avenue NW where additional space is required to improve **public space** and support **active uses** at-grade.
- g. Development should account for winter design principles and ensure convenient **pedestrian** movement between buildings during all seasons.
- h. Development should consider opportunities to partner with SAIT and/or AUArts to provide uses and **built forms** that would support emerging campus planning needs.
- i. Development may locate residential units on the ground floor of buildings facing lower activity streets or public open spaces.
- j. In addition to the requirements of a master planning exercise outlined in section 2.2.4.a., at the time of submission of a formal application for the comprehensive redevelopment of the North Hill Mall site, the applicant should provide:

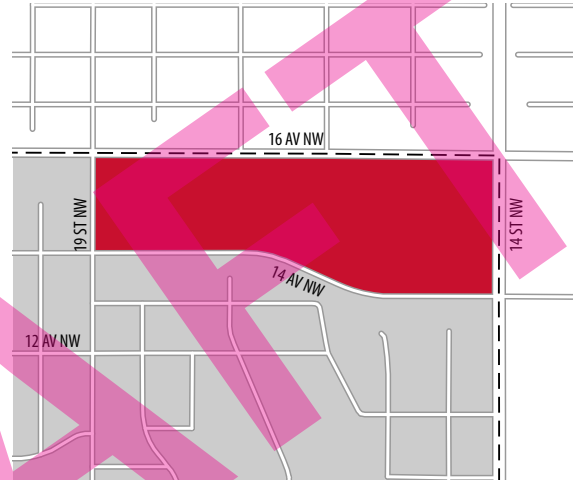


Figure 8: North Hill Mall Comprehensive Development Site

- i. a detailed massing study outlining specific building heights for the entire site. Buildings less than the identified twenty-seven storeys or more in Map 4: Building Scale may be located on site and should be specified in the massing study; and,
 - ii. a shadow study that includes the location of the highest buildings to minimize shadows on **public spaces** of higher-activity streets.
- k. All types of care facilities, **non-market housing** and **mixed-market housing** are appropriate and are encouraged to locate in this comprehensive planning site.
- l. Loading and servicing areas should be located at the rear of buildings and screened from public streets and higher activity private streets.
 - m. New surface parking areas should not be provided adjacent to the 16 Avenue NW **Main Street**, 19 Street NW or 14 Avenue NW.
 - n. Redevelopment may occur on the City-owned lands to provide a new library and other civic facilities in advance of a master planning exercise for the entire Comprehensive Planning Site area. City-owned lands shall be planned to prioritize interfaces with adjacent development.

2.2.4.2 Riley Park Village

The Riley Park Village site, located to the east of 14 Street NW, north of 8 Avenue NW, south of Jubilee Crescent NW and generally west of 12 Street is identified as a Comprehensive Planning Site, as shown on Map 3: Urban Form and in Figure 9. This site is the home of the former Grace Hospital, also known as Riley Park Village. Development of the Riley Park Village site is subject to mobility improvements as approved by Council in both this section of the Plan and the Direct Control District. Both documents should be read in conjunction when exploring implementation for the subject site.

Riley Park Village is envisioned as a vibrant sustainable urban village within an attractive, walkable inner-city community; a community allowing different age groups and lifestyles to live, work, play, heal and closely interact with each other in a setting that provides a range of community services. Various market and attainable housing options will provide community residents with housing alternatives that allow them to stay in the community throughout their lives. The redevelopment of the Village site will celebrate its close relationship with the community through high-quality neighbourhood-friendly streetscapes, **built form** and architecture, maintaining key vistas from the escarpment to the southwest and enhancing **pedestrian** connections through appropriate site and building design.

Policy

- a. Development on this site should:
- i. incorporate mixed-used development in a multi-storey format;
 - ii. ensure that commercial and **retail** development within this area should primarily be intended to serve the day-to-day needs of residents, support medical uses, and be compatible with adjacent uses;
 - iii. incorporate development along the 8 Avenue NW frontage that consist of commercial or residential uses contributing to the vitality of the street;

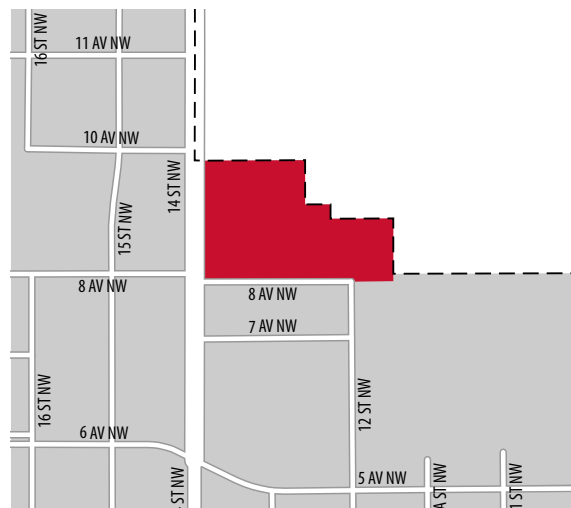


Figure 9: Riley Park Village Comprehensive Planning Site

- iv. consider the provision of private open space throughout the Village site including accessible plazas, courtyards and/or pocket parks that provide active and passive recreation opportunities for all age groups; and,
 - v. ensure that all new development achieves a minimum height of 2 storeys.
- b. **Public space** improvements should be provided along 12 Street NW, between 5 Avenue NW and 8 Avenue NW to create a more comfortable experience for those who choose to walk or wheel along this street. Such improvements could include:
- i. creating a **pedestrian** sidewalk or multi-use pathway along the east side of the street;
 - ii. an on-street, protected bicycle facility;
 - iii. curb-bulb extensions and **pedestrian** crossings at 7 Avenue NW and 8 Avenue NW;
 - iv. street furniture such as benches and public bicycle parking facilities;
 - v. landscaping improvements and wayfinding signage to Riley Park and Riley Park Village; and,
 - vi. on-street parking and only where walking and wheeling improvements are not negatively impacted.
- c. **Public space** improvements should be provided along and adjacent to 8 Avenue NW to create a more comfortable experience for those who choose to walk or wheel along this street. Such improvements could include:
- i. **pedestrian** sidewalks from 12 Street NW to 14 Street NW;
 - ii. a bicycle facility (e.g., multi-use pathway, cycle track);
 - iii. on-street bicycle facility from 12 Street NW to 14 Street NW;
 - iv. wayfinding signage to Riley Park and Riley Park Village; and,
 - v. **pedestrian** crossing improvements on 8 Avenue NW between 12 Street NW and 14 Street NW should be explored to improve connectivity to the adjacent school site – including, but not limited to curb extensions, improved signage and marking, rectangular rapid flashing beacons (RRFBs), and other traffic calming measures.
- d. **Pedestrian** crossing improvements on 7 Avenue NW between 12 Street NW and 14 Street NW should be explored to improve connectivity to the adjacent school site – including, but not limited to curb extensions, improved signage and marking, RRFBs, and other traffic calming measures.
- e. In addition to the requirements outlined in section 2.2.4.a., the following details shall be submitted as part the master planning exercise prior to, or at the time of, a planning application:
- i. an implementation strategy that relates identified mobility improvements to development phasing, to the satisfaction of the Development Authority; and,
 - ii. a concept to indicated how the overall site can be redeveloped over time to meet the intent of the vision.

2.3 Scale Modifiers

Scale refers to the combination of height and building mass that influences the experience on the ground floor. Scale modifiers apply to the Neighbourhood and Vehicle-Oriented Commercial areas and are grouped by compatible **built forms** with similar design expectations to manage the experience of height and massing.

All buildings, regardless of scale, are expected to meet the standards of design excellence as articulated by the Urban Design Elements in the **Municipal Development Plan**.

At every scale, it is important to establish an appropriate **street wall** to reduce building bulk, reduce wind impact, provide access to sunlight and create a sense of enclosure for **public spaces**. Stepbacks above the **street wall** should be at an appropriate height to respond to the existing street context and reduce shading on **public spaces** while ensuring a well-defined **street wall**. At higher scales, this will reduce the overall perception of mass and articulate the building to maximize sunlight penetration and create visual interest.

The **Land Use Bylaw** will supplement building scale modifiers by regulating height, density and setbacks.

The building heights identified on Map 4: Building Scale are maximum allowable building heights. These heights may not be achievable or appropriate for all development applications. Factors such as, but not limited to, parcel consolidation, technical feasibility, utility conflicts, transportation considerations, shadowing and geotechnical constraints may limit the maximum height that can be achieved. The allowable maximum building height for each respective development application is to be reviewed and confirmed through the land use amendment and development application process.

Limited

- Buildings of three storeys or less.
- May limit building mass above the second storey in Neighbourhood Local areas.
- Typically characterized by single-detached, semi-detached, duplex and rowhouse residential development and small stand-alone commercial or mixed-use buildings.

Low – Modified

- Buildings of four storeys or less.
- Typically characterized by range of low and limited building forms such as, but not limited to, single-detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhouses and stand-alone or small mixed-use buildings.

Low

- Buildings of six storeys or less.
- Typically characterized by apartments, stacked townhouses, mixed-use and light industrial buildings.

Mid

- Buildings of twelve storeys or less.
- Focus on appropriate **street wall** height and **public space** interface.
- Typically characterized by apartments, offices and mixed-use buildings.

High

- Buildings of twenty-six storeys or less
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

Highest

- Buildings of twenty-seven storeys or more.
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

2.3.1 Limited Scale

Limited Scale accommodates developments that are three storeys or less. This modifier includes a broad range of ground-oriented building forms, including single-detached, semi-detached, rowhouses, townhomes, stacked townhomes, mixed-use buildings, commercial and some industrial buildings.

Policy

- a. Development in Limited Scale areas should be three storeys in height or less.
- b. Development in Limited Scale areas may limit building mass above the second storey in Neighbourhood Local areas.
- c. In Neighbourhood Connector and Neighbourhood Local areas, each residential unit in Limited Scale areas should have an individual entrance at grade.

2.3.2 Low Scale – Modified

Low Scale – Modified accommodates developments that are four storeys or less. This modifier includes forms such as, but not limited to, single-detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhomes, stand-alone or small mixed-use buildings.

Policy

- a. Development in Low Scale – Modified areas should be four storeys or less in height.

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Maximum 4 storeys



2.3.3 Low Scale

Low Scale accommodates developments that are six storeys or less. This modifier includes forms such as apartments, stacked townhouses, mixed-use, office and industrial buildings.

Policy

- a. Development in Low Scale areas should be six storeys or less in height.
- b. Development in Low Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.
- c. Development in Low Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.

2.3.4 Mid Scale

Mid Scale accommodates developments up to twelve storeys in height. This modifier includes forms such as apartments, offices and mixed-use buildings in a variety of configurations.

Policy

- a. Development in Mid Scale areas should be twelve storeys or less in height.
- b. Development in Mid Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.
- c. Development in Mid Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.

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2.3.5 High Scale

High Scale accommodates developments up to twenty-six storeys.

Policy

- a. Development in High Scale areas should be twenty-six storeys or less in height.
- b. Development in High Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.
- c. Development in High Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.
- d. Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.
- e. Development that contains a point tower should:
 - i. be designed to mitigate the impact of wind on **public spaces**; and,
 - ii. be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance **public spaces**.

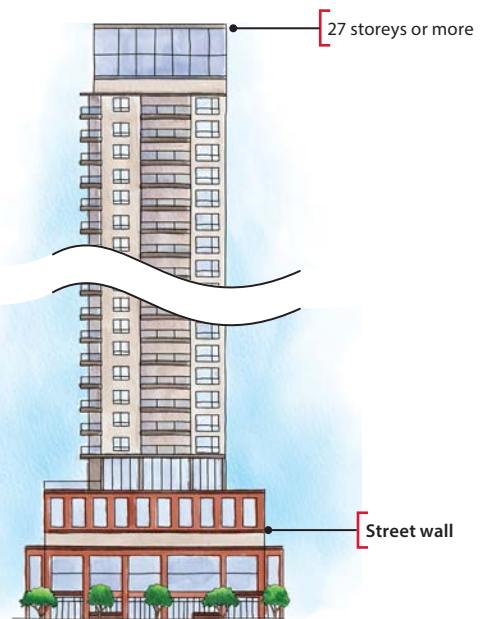


2.3.6 Highest Scale

Highest Scale accommodates developments up to twenty-seven storeys or more in height.

Policy

- a. Development in Highest Scale areas may be twenty-seven storeys or more in height.
- b. Development in Highest Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.
- c. Development in Highest Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.
- d. Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.
- e. Development that contains a point tower should:
 - i. be designed to mitigate the impact of wind on **public spaces**; and,
 - ii. be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance **public spaces**.



2.3.7 Scale Transition

When adjacent parcels have different scale modifiers, development in these areas should be designed to respect their neighbourhood context. This includes considering existing site context, parcel layout, building massing and landscaping in the design of the development, while still achieving the future Vision for where growth is accommodated in the community. Alternative methods may be explored and should be considered on their individual merits with consideration for site-specific characteristics, such as heritage.

Policy

- a. Development should provide transitions in building height and massing where different scale modifiers are located adjacent to each other in Map 4: Building Scale. This may include, but is not limited to, a combination of the following strategies:
 - i. Using similar **street wall** heights and building massing along a street;
 - ii. building setbacks and angular planes to step down heights and decrease scales incrementally through a block to shift building massing away from adjacent lower-intensity development;
 - iii. reducing the **street wall** height to transition the visible mass of a taller building to match the cornice line for a shorter building;
 - iv. setbacks and landscaping to buffer higher-intensity development from lower-intensity development; or
 - v. the use of smaller or narrower floorplates and increased distances between towers to reduce shadowing impact, provide more light for surrounding residential units, and allow flexibility for potential conversion of office buildings to residential.
- b. Higher density development that shares a property line or lane with low density residential development should stepback the building where it interfaces with the lower density development. The stepback should provide a clear and distinct transition in scale between the two development types.



2.4 General Policies

2.4.1 Climate Mitigation and Adaptation

The following policies help guide the Development Authority to explore alternative outcomes with regards to regulation, enabling better climate-friendly outcomes.

Policy

- a. The Development Authority may support relaxations to the **Land Use Bylaw** to enable or incentivize the:
 - i. development of net-zero buildings;
 - ii. reduction of greenhouse gas emissions through energy efficiency improvements and/or the introduction of renewable energy, or;
 - iii. inclusion of community resilience assets, including green roofs and walls, on-site stormwater management features that reduce net stormwater runoff volume to zero or less using cisterns or **low impact development** features.
- b. New development, major renovation, and retrofits are encouraged to participate in measuring and disclosing their energy performance through the City of Calgary's Energy Benchmarking Program.

2.4.2 Built Form

The following policies focus on the interface of **public space** with buildings. By focusing on this interface, the Plan supports an area's primary uses while promoting development that supports increased activity, comfort and safety. The design of buildings, sites and **public space** contribute to local identity and a sense of place.

The **built form** policies in this section apply to Neighbourhood, Vehicle-Oriented Commercial and Parks, Civic and Recreation urban form categories at all scales.

Unless otherwise stated, these policies must be read in conjunction with the policies for each specific policy in the subsequent sections. These policies are to be applied primarily through the planning applications process and are intended to guide future development.

2.4.2.1 Site Design

The following policies help guide the development of sites by considering the location of buildings, **pedestrian** routes, amenity spaces and vehicular movement.

Policy

a. Development should:

- i.** locate buildings to frame public streets;
- ii.** limit the area of a site that is dedicated to vehicular movement by minimizing drive aisles, driveway width and the number of locations where vehicles cross the sidewalk;
- iii.** locate access and service areas off a lane, where possible;
- iv.** provide well-defined and direct **pedestrian** routes to nearby transit stops and stations;
- v.** identify a hierarchy of **pedestrian** routes that connect destinations within and to the site;
- vi.** provide on-site **pedestrian** routes that minimize conflicts with vehicles, particularly near access and service areas;
- vii.** position landscaped areas that enhance and complement the interface between the building and **pedestrian** routes;
- viii.** retain existing, healthy public trees and landscaping on, or adjacent to, development sites;
- ix.** retain existing, healthy private trees and landscaping on development sites, particularly in street-facing setback areas;
- x.** design and locate **infrastructure** in a manner that minimizes disturbances to existing public trees;

- xi.** consider design and site layouts that accommodate snow storage and removal;
 - xii.** maximize permeable surfaces, enhance greenspace and exceed required tree and soft landscaping requirements within the **Land Use Bylaw** to limit the impacts of extreme heat events and stormwater infiltration;
 - xiii.** integrate transit waiting amenities into development, such as transit plazas, benches, and patios, when adjacent to transit routes,; and,
 - xiv.** provide noise mitigation strategies when adjacent to or near Crowchild Trail NW.
- b.** Where uses are located on the ground floor along a lane, development should be designed to accommodate on-site **pedestrian** routes to minimize conflicts with vehicles.
- c.** **Pedestrian** access and internal circulation for all new development with multiple buildings should be designed for universal accessibility.
- d.** Development should utilize slope-adaptive design solutions on sites with significant grade changes.
- e.** Development should support shared-mobility options in proximity to a **transit station area**, where appropriate and in a manner that minimizes impacts on transit movement or **pedestrian** access to transit **infrastructure**.
- f.** Development should provide secure bicycle parking and other active transportation supportive amenities.
- g.** Development is encouraged to provide shading and cooling amenities for people on private land, especially at:

- i. heavily paved areas and contiguous paved spaces, such as large parking lots and near wide roadways;
 - ii. high traffic **pedestrian** and cycling corridors; and,
 - iii. areas with lower tree canopy coverage.
- h.** Alternative solutions or innovative designs may be considered for:
- i. **pedestrian** access and internal circulation, where challenging topography or other site constraints exist; and,
 - ii. accessing and servicing a development, where standard requirements cannot be met.
- i.** Development adjacent to or facing parks and open space, including interfaces separated by a lane or street, should:
- i. activate the park and open space through site and building design;
 - ii. provide amenity space facing the park or open space;
 - iii. provide views into the park and open space;
 - iv. minimize shadow impacts;
 - v. consider opportunities for commercial frontages facing the park and open space in commercial or mixed-use developments;
 - vi. integrating **pedestrian** routes to the park or open space;
 - vii. consider opportunities for residential units facing the park and open space; and,
 - viii. use landscaped areas to delineate open space and property boundaries, where possible.
- j.** A shadow study may be required at the planning application stage to ensure minimal daytime spring and fall shadow impacts.
- k.** Development adjacent to Parks and Open Spaces, City Civic and Recreation and Natural Areas that are separated by a lane are encouraged to pursue lane reconfigurations or alternative lane treatments to facilitate development that fronts directly onto the lane and open space and/or provide improved **pedestrian** access and movement between the open space and adjacent development.
- l.** Existing mature trees should be protected and maintained on City-owned lands, including boulevards, parks, and other parcels.
- m.** Utility upgrades should be coordinated, when feasible and appropriate, with other **infrastructure** improvements, particularly along **Main Streets** and in **transit station areas**.
- n.** Development on streets with public realm setbacks should use the setback area to provide improved **public spaces** and create a comfortable and safe active modes experience. Design considerations are subject to technical feasibility and may include, but are not limited to:
- i. improved sidewalks (width, surface treatment, accessibility);
 - ii. enhanced landscaping;
 - iii. street trees that meet the standards for tree planting, including the use of high-quality soil material, sufficient soil volume and other best practices to support the growth and survival of new trees;
 - iv. temporary uses;
 - v. street furniture; and,
 - vi. integration with transit stops.
- o.** Development is encouraged to make use of shared driveways where rear lanes do not exist to reduce vehicle crossings of the sidewalk.
- p.** Development relaxations may be supported based on site context, location and proposed **transportation demand management** measures.
- q.** Development should connect to district energy systems where feasible. The Development Authority may require a district energy connection analysis, prepared by a qualified professional, at the time of Development Permit application.

2.4.2.2 Building Design

Well-designed buildings contribute to a sense of place and a positive **pedestrian** experience. Building massing influences how people perceive the height and volume of a building. A consistent **street wall** rhythm and height creates a sense of enclosure and continuity that contributes to **pedestrian** comfort. The use of materials, colour and building features help to give a building character and visual interest. Buildings should be designed to create high-quality living and working environments and foster vibrant and active **public spaces**.

Activity on the street is influenced by the design of the ground floor of a building and the interface with **public spaces**. Building frontage design will vary based on the uses in the building. Commercial uses on the ground floor should be accessible to the street with frequent entrances and windows to maximize views to and from the street and allow for opportunities to extend those uses into **public spaces**. Residential frontages should provide a transition from a home to the **public spaces**, usually with landscaped areas. Lanes typically provide for servicing and access, but they also provide a unique opportunity in some circumstances to animate the lane through uses such as **work-live units** or light industrial activities.

Policy

- a. Development should be designed to:
 - i. provide a well-defined, continuous **street wall** of a height proportionate to the width of the street and appropriate to the scale and uses of the area to provide a sense of enclosure;
 - ii. use building articulation to define the **street wall** and improve the **pedestrian** experience using varied textures, change in building materials, façade articulation and setbacks;
 - iii. differentiate the **street wall** from upper portions of a building using varied textures, change in materials, façade articulation and setbacks;
 - iv. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;
 - v. shift building massing away from adjacent low-density development;
 - vi. integrate transit stop amenities;
- vii. reduce the negative impacts of wind at the ground floor and to optimize sunlight access to **public spaces**, open spaces and amenity spaces;
- viii. integrate mechanical equipment as part of the overall design of the building; and,
- ix. use durable and climate resilient building materials.
- b. Rooftop amenity spaces and associated structures may exceed the maximum heights outlined in Map 4: Building Scale by one storey.
- c. Development is encouraged to integrate on-site renewable energy generation and/or other alternative energy sources, such as solar photovoltaic systems like rooftop solar and solar walls and/or geo-exchange heating and cooling.
- d. Development should incorporate climate mitigation building features, which can include:
 - i. reducing energy consumption beyond minimum energy code requirements by integrating high performance mechanical systems and building envelope wall-assemblies;
 - ii. lowering emissions and waste production caused by new construction through supporting adaptive reuse of existing buildings;
 - iii. integrating energy efficient technologies like motion detector lights; and,
 - iv. integrating electric vehicle charging infrastructure.
- e. Development should have sufficient electrical capacity and structural stability to allow for electric vehicle charging, rooftop solar installations, and electrical heating and cooling, to enable the installation of these features at time of construction or in the future.
- f. Development is encouraged to be **Net Zero** or **Net Zero Ready**.
- g. Development located outside of the **Floodway** or **Flood Fringe** but within the 1:100 **Flood Inundation Area** should be designed in accordance with **Flood Fringe** policies of the **Municipal Development Plan**.
- h. Development may require onsite stormwater retention within private land to improve community flooding resiliency.
- i. Building frontages should:

2.4.2.3 Amenity Space

Amenity spaces provide opportunities for people to gather, socialize, play and relax. There are three types of amenity space: publicly-accessible, shared private and private. Shared private and private amenity spaces provide a place for people who live or work in a development to interact, recreate and relax, while public-accessible amenity spaces can be enjoyed by all.

Policy

- a. Publicly-accessible amenity spaces should be located and designed to enhance **public spaces**.
- b. Where provided, shared private amenity spaces should be for the use of all occupants of a development and universally-accessible, where possible.
- c. Building façades adjacent to publicly-accessible or shared private amenity spaces should:
 - i. complement the space using high-quality materials;
 - ii. be of an appropriate scale to support user comfort; and,
 - iii. provide windows and entrances that offer views to and from the building where it is adjacent to shared or publicly-accessible interior space.
- d. Publicly-accessible and shared private amenity spaces should:
 - i. be adequately sized to accommodate the anticipated number of users;
 - ii. be flexible and adaptable to a variety of activities and programming;
 - iii. include lighting and furniture;
 - iv. provide access to drinking water;
 - v. provide access to universally-accessible washrooms; and,
 - vi. provide weather protection to support year-round use.
- e. Private amenity spaces should:
 - i. be adequately sized to accommodate furniture;
 - ii. consider both sunlight and shade access; and,
 - iii. provide weather protection to support year-round use.
- f. Publicly-accessible and shared private amenity spaces are encouraged to provide opportunities for **urban agriculture**.

2.4.2.4 Landscape Design

Landscaped areas have many benefits, including improving stormwater management, supporting urban wildlife and offering a place for people to connect to nature. Landscaped areas can be incorporated into amenity spaces and provide green **infrastructure**, such as green roofs.

Policy

a. Landscaped areas should:

- i.** provide a transition from **public spaces**;
- ii.** enhance and complement the interface between the building and **public spaces**;
- iii.** incorporate existing, healthy trees and landscaping, where possible;
- iv.** delineate open space and property boundaries, where possible;
- v.** provide shade in areas of high sun exposure; and,
- vi.** identify site entrances and **gateway sites** with distinctive landscape design features.

b. Plant material selected for landscaped areas should:

- i.** use climate resilient plant material, including native, drought tolerant and locally adaptive species;
- ii.** avoid the use of invasive species;
- iii.** ensure sufficient soil volumes and adequate spacing to support healthy plant growth;
- iv.** locate plants in areas suitable to their specific growing needs;
- v.** incorporate a range of plant species to promote biodiversity;
- vi.** use plants that provide food for people or wildlife;
- vii.** use a range of tree species to contribute to the urban tree canopy;
- viii.** provide year-round visual interest; and,
- ix.** be low maintenance, where possible.

c. Water conservation strategies are encouraged in landscaped areas. These may include, but are not limited to:

- i.** the use of drought tolerant or low water use plants;
- ii.** grouping plants with similar maintenance needs together;
- iii.** incorporating design features that collect and retain or infiltrate rainwater;
- iv.** the use of high-efficiency irrigation systems; and,
- v.** redirecting surface runoff to landscaped areas, where appropriate.

2.4.3 Additional Design Considerations

The following policies provide additional design considerations to guide the use of discretion during planning applications. The policies in the following sections apply to all urban form categories.

2.4.3.1 Innovation and Creativity

Calgary is an innovative city that supports creativity by residents, communities, businesses, and developers. Innovative approaches to development are encouraged where they achieve the Vision and Core Values of the Plan above what is standard or required.

Policy

- a. The Development Authority should support relaxations to the **Land Use Bylaw** to enable or incentivize:
 - i. the development of **non-market housing**; or
 - ii. outcomes consistent with the Vision and Core Values of this Plan or the **Municipal Development Plan**.
- b. Regulatory changes are encouraged where they reduce or eliminate barriers to innovative and alternative design and planning.

2.4.3.2 Incremental Improvements

The **built-out areas** present challenges where existing developments no longer conform to current standards, objectives or desired design outcomes. To implement the Vision and Core Values of the Plan, the following policies encourage incremental improvements within the constraints of an existing development.

Policy

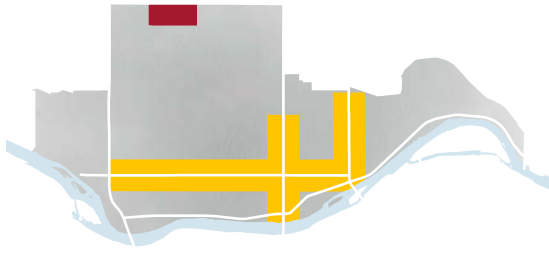
- a. Where limited or incremental redevelopment is proposed, improvements to the existing development should be considered and consistent with the scope of the application.
- b. The use of discretion to allow relaxations to **Land Use Bylaw** regulations or alternative solutions to City standards should be considered to support incremental improvements.

2.4.3.3 Interim Development

Interim development may be temporary or part of a phased development. This type of development may be appropriate in areas anticipated to have significant development in the future, such as **transit station areas**, **Main Streets** or Comprehensive Planning Sites, but where there is no short-term market demand to support the ultimate development outcomes.

Policy

- a. Interim development should:
 - i. contribute to the overall Vision for the area and anticipated activity levels, without compromising the future viability of the site or broader area for full build out of the development;
 - ii. provide a high-quality interface that enhances **public spaces**; and,
 - iii. be designed to support flexible redevelopment or adaptation in the future.



2.5 Area Specific Policies

The following policies provide specific direction in areas where there are opportunities for various types of growth and change in the Riley Communities, including, but not limited to: the Urban **Main Street**, **community corridors**, **transit station areas** and **Activity Centres**.

2.5.1 Main Streets

This section will include policies that apply to all development that has frontage on the area's **Main Streets** including 10 Street NW, Kensington Road NW east of Crowchild Trail NW, 14 Street NW south of 10 Avenue NW and 16 Avenue NW east of 21A Street NW and west of 14 Street NW. These policies are intended to encourage the creation of high-quality buildings on **Main Streets** that enhance the **pedestrian** experience and **public space** while supporting medium to high levels of **pedestrian** activity.

Policy

- a. High-quality, durable exterior finishing materials such as masonry, metal, glass and/or concrete should be used on the **street wall**. Cinder block and vinyl siding are discouraged.
- b. To encourage a continuous street frontage and mitigate vehicle and **pedestrian** conflicts on **Main Streets**, relocation and/or closure of lanes that run perpendicular to the **Main Street** may be considered subject to technical feasibility.
- c. Development on **Main Streets** should improve **public spaces** and create a safe, welcoming **pedestrian** environment. Design considerations should include, but are not limited to:
 - i. sidewalk widths that accommodate safe and comfortable **pedestrian** movement for the volume of anticipated users, while considering elements such as adjacent outdoor patios or transit station **infrastructure**;
 - ii. increased landscaping including green stormwater **infrastructure**;
 - iii. add street trees using standards for tree planting including the use of high-quality soil material, sufficient soil volume, and other best practices/techniques to promote long-term sustainability of newly planted trees;
 - iv. publicly accessible amenity space, street furniture and/or street lighting, especially adjacent to **transit station areas**;
 - v. closure or merging of existing driveways;
 - vi. curb extensions at intersections and **pedestrian** crossings;
 - vii. alignment with any City Streetscape Master Plans or other City initiated **public space** plans; and,
 - viii. opportunities to provide for interim streetscape enhancements within road rights-of-way setbacks.
- d. Development should create a well-defined **street wall** to support a human-scaled street environment on **Main Streets**. Design strategies may include, but are not limited to:

- i. building setbacks at or below the sixth storey;
 - ii. overall reduction of building mass at or above the sixth storey; and
 - iii. building articulation using building materials, massing and projections.
- e. New low-intensity uses such as single-detached, semi-detached and duplex housing are strongly discouraged.
 - f. Consolidating parcels along **Main Streets** is encouraged for greater development potential, to provide for comprehensively planned development and avoid isolating parcels that would restrict the feasibility of redevelopment on adjacent properties.
 - g. Parking relaxations should be supported for development on constrained sites (such as individual lots that cannot feasibly consolidate) to make development more feasible. Where parking relaxations are supported, **transportation demand management** measures including increased bicycle and alternative mobility storage should be provided.
 - h. New automotive-focused uses such as automotive sales, **retail** with large surface parking areas and drive-through restaurants or services should not be permitted along **Main Streets**.
 - i. New development should integrate with and improve transit stops. Design strategies may include, but are not limited to:
 - i. providing paved **pedestrian** connections;
 - ii. incorporating transit stops into the overall site design;
 - iii. avoiding blank walls, exhaust vents, or new driveway crossings facing or near transit stops; and,
 - iv. using siting of building structures, facades, and trees to maximize sun exposure and mitigate wind at transit stops.

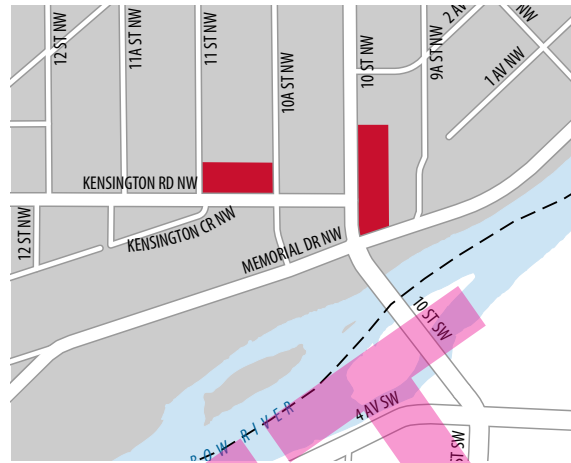


Figure 10: Concentrations of Commercial Heritage Assets

- j. Development within areas with concentrations of commercial **heritage assets**, as identified in Figure 10, should prioritize retention and incorporation of the **heritage asset** into the new development.
- k. 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; and,
 - ii. include design solutions such as setbacks, building articulation and material variation to provide a sensitive interface between new development and **heritage assets**.
- l. Prioritize the development of undeveloped and underutilized land over the redevelopment of lands that include **heritage resources** and **heritage assets**.



2.5.2 Neighbourhood Main Streets

Portions of 10 Street NW, 14 Street NW and Kensington Road NW are identified as Neighbourhood Main Streets in the Municipal Development Plan, which includes general policies and development intensity targets for Neighbourhood Main Streets.

Kensington Road NW Neighbourhood Main Street

Kensington Road NW Neighbourhood Main Street, as identified in Figure 11, serves as an important east-west connection between Parkdale Boulevard NW and 10 Street NW, serving as a pedestrian, transit, and vehicular route. It also serves as an important commercial destination between 14 Street NW and 10 Street NW.

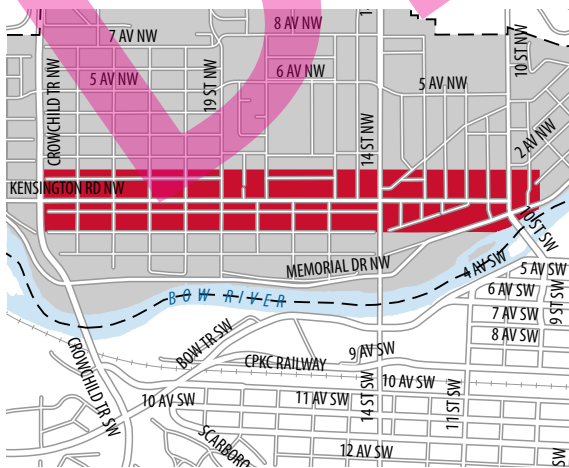


Figure 11: Kensington Road NW Neighbourhood Main Street

Policy

- a. Uses interior to the site should have direct pedestrian access to Kensington Road NW.
- b. Development between Kensington Road NW and Westmount Road NW should:
 - i. locate the front of mid-block buildings onto Kensington Road NW;
 - ii. contribute to enhanced public spaces along both roads;
 - iii. provide direct sidewalk connection to Kensington Road NW;
 - iv. have vehicular access off Westmount Road NW and/or applicable adjacent streets; and,
 - v. create vibrant street corners addressing both streets.
- c. New development should provide sightlines to Kensington Road NW and avoid privacy fences.
- d. Development between Crowchild Trail NW and 14 Street NW should exceed tree requirements outlined in the Land Use Bylaw and locate trees along Kensington Road NW or Westmount Road NW to support an expanded tree canopy along the Neighbourhood Main Street.
- e. Development should minimize new driveway access and the visual impact of garage doors against the public sidewalk and consolidate existing vehicular accesses.
- f. Development on the south side of Kensington Road NW and west of 14 Street NW should provide sidewalk enhancements and widening.
- g. New development on the south side of Kensington Road NW should provide a minimum building setback of 1.5 metres from the back of property line in order to enhance public space.

- h. If the former Louise Dean School site redevelops, new development should:
 - i. integrate an adequately sized central publicly-accessible and programmable open space;
 - ii. enhance **public spaces**, including but not limited to wider sidewalks, along Kensington Road NW;
 - iii. provide multi-residential development;
 - iv. provide **active uses** that front onto Kensington Road NW;
 - v. provide a high-quality transit shelter that is integrated into the development; and,
 - vi. ensure no vehicular accesses are provided off Kensington Road NW.

- i. Development on the west side of 10 Street NW between 3 Avenue NW and the east-west lane to the north of Kensington Road NW, as identified in Figure 13, should be 10 storeys or less and account for transition into adjacent low density residential areas.
- j. Development at the northwest intersection of 10 Street NW and Kensington Road NW, as identified in Figure 14, should be 16 storeys or less.

10 Street NW Neighbourhood Main Street

The 10 Street NW Neighbourhood **Main Street**, as identified in Figure 12, is an important commercial destination that also provides connection between the downtown core, communities to the north and the SAIT / AUArts campuses. It includes transit, **pedestrian** and vehicular routes. Red Line LRT and bicycle routes are located along 9A Street NW, which is one block to the east of the **Main Street**. There is a range of mixed-use development along 10 Street NW. Commercial uses include **retail**, restaurants and grocers.

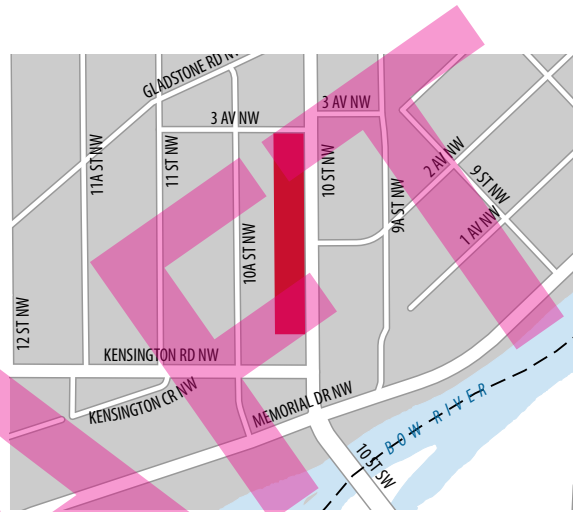


Figure 13: 10 Street NW Modified Building Scale Area

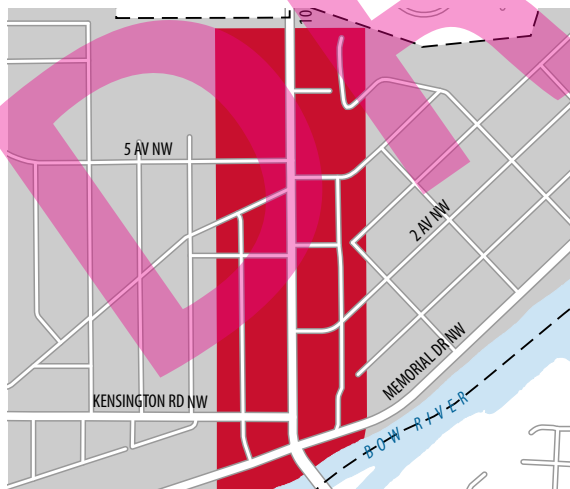


Figure 12: 10 Street NW Neighbourhood Main Street

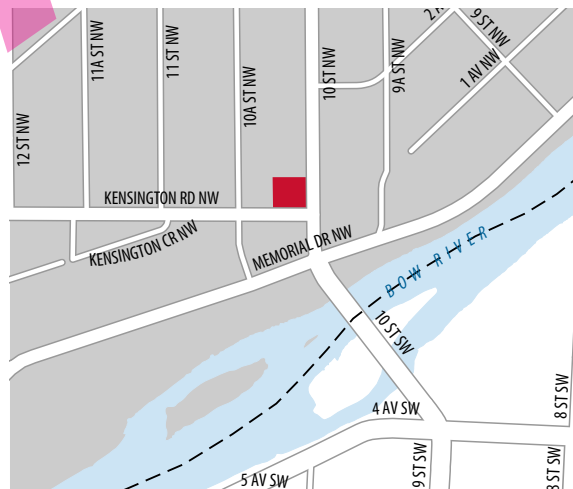


Figure 14: Kensington Road NW and 10 Street NW Modified Building Scale Area

- k. Development on the east side of 10 Street NW and north of Memorial Drive NW, as identified in Figure 15, should be 8 storeys or less.

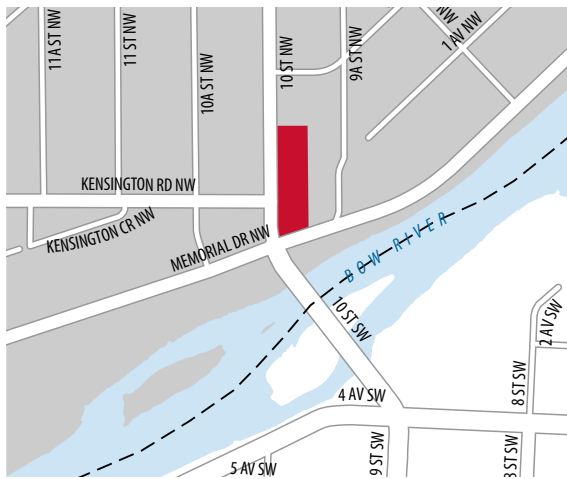


Figure 15: Memorial Drive NW and 10 Street NW Modified Building Scale Area

- l. Buildings should minimize shadow impacts onto the sidewalk and **public spaces** on the opposite side of the street, measured during the spring and fall equinoxes.
- m. New development along the west side of 10 Street NW should respond to the surrounding development context through design strategies that include:
 - i. setting back the building from the lane a minimum of 5.0 metres;
 - ii. stepbacks at the rear of the building starting at or below the fourth storey;
 - iii. reduction of building floorplate above the fifth storey;
 - iv. improvements in the lane that include lay-bys, **pedestrian** facilities and burial of overhead utilities; and,
 - v. breaking up and articulating of the massing of large buildings.
- n. Development at the corners of Kensington Road NW and 10 Street NW should provide high-quality architecture that visually defines the corners and emphasizes the meeting of the two **Main Streets**.
- o. New development on the east and west sides of 10 Street NW, south of Gladstone Road NW, should provide a minimum building setback of 1.5 metres from the back of property line in order to enhance **public space**.

- p. Where **retail** parking is provided along the lane, direct **pedestrian** access to 10 Street NW should be provided.
- q. Street trees should be provided along 10 Street NW to improve **public spaces** and expand the tree canopy.

14 Street NW Neighbourhood Main Street

The 14 Street NW Neighbourhood **Main Street**, as identified in Figure 16, provides a north-south connection between areas to the south of the Riley Communities, SAIT / AUArts **campuses** and areas to the north of the Plan Area. It is currently a **vehicle-oriented** corridor with transit routes, a range of **commercial**, residential and light industrial developments of various scales along it.

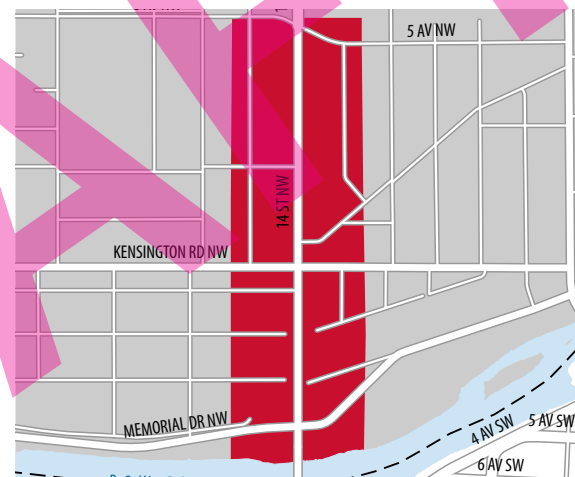
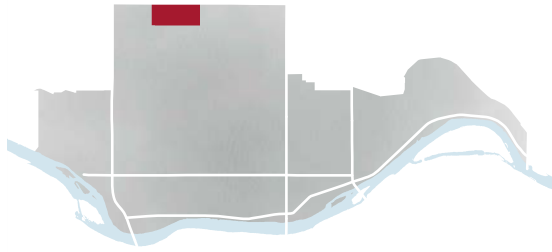


Figure 16: 14 Street NW Neighbourhood Main Street

- r. Development between Kensington Road NW and 6 Avenue NW, as identified in Figure 17, should be 10 storeys or less and account for transition into adjacent low density residential areas.
- s. Buildings should minimize shadow impacts onto the sidewalk and **public spaces** on the opposite side of the street, measured during the spring and fall equinoxes.
- t. New development along 14 Street NW should respond to the surrounding development
 - i. setting back the building from the lane;
 - ii. setbacks at the rear of the building at or below the fourth storey;
 - iii. reduction of building floorplate above the fifth storey; and,
 - iv. breaking up and articulating of the massing of large buildings.
- u. Development at the corners of Kensington Road NW and 14 Street NW is encouraged to provide high-quality architecture that emphasizes the corner and the meeting of the two **Main Streets**.
- v. Where **retail** parking is provided along the lane, direct **pedestrian** access to 14 Street NW should be provided.
- w. Street trees should be provided along 14 Street NW to improve **public spaces** and expand the tree canopy.
- x. Development north of 6 Avenue NW should incorporate slope adaptive design.
- y. The redevelopment of surface parking lots to support the creation of **non-market housing** or **mixed-market housing** is encouraged.
- z. Underground parking within required public realm setbacks and/or front setback area may be allowed subject to confirmation of technical feasibility (e.g., location of utilities or presence of street trees).



Figure 17: 14 Street NW Modified Building Scale Area



2.5.3 Urban Main Streets

16 Avenue NW Urban Main Street

Portions of 16 Avenue NW, in the northernmost part of the Plan Area, form an Urban **Main Street**, as identified on Map 2: Community Characteristics. Parts of the street front onto commercial areas such as the North Hill Mall and commercial areas in Hounsfield Heights-Briar Hill. There is also a portion of the **Main Street** that has a sound barrier between it and residential portions of Hounsfield Heights-Briar Hill. This plan envisions accommodating improved **public spaces** and **pedestrian** facilities along the commercially-oriented portions of the **Main Street**. Policy pertaining to the 16 Avenue NW Urban **Main Street** can be found in 2.2.4.1 Comprehensive Planning Sites.

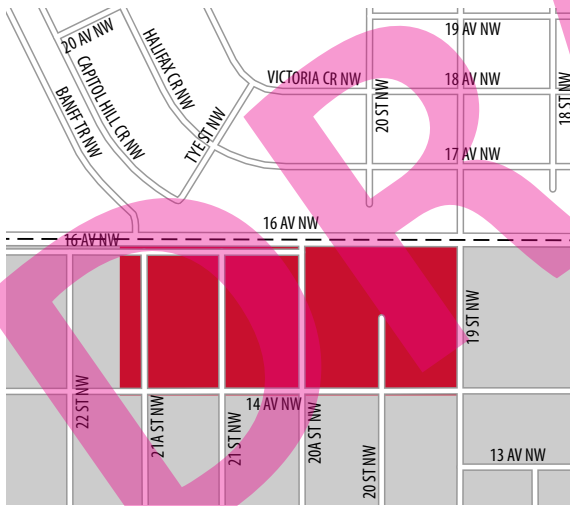


Figure 18: 16 Avenue NW Urban Main Street



2.5.4 Transit Station Areas

The Riley Communities include two **transit station areas** along the Red Line LRT. These **transit station areas** are located at 9A Street NW and 4 Avenue NW (Sunnyside LRT Station) and at 14 Avenue NW and 17A Street NW (Lions Park LRT Station). 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 Station.

The Plan envisions Red Line LRT **transit station areas** as focal points and gateways to the Riley Communities. These **transit station areas** are intended to provide a concentration of private and public amenities that are supported by higher density development, higher levels of **pedestrian** activity and connections to different mobility options. Buildings, streetscapes and **public spaces** in these areas should be designed to accommodate this high level of activity through a wide variety of uses, activities and mobility options.

The Plan identifies two **zones** of development intensity around transit stations. **Core Zones** are where building scale and **pedestrian** activity are envisioned to be the highest. To achieve this, the Neighbourhood Commercial urban form category, Active Frontage policy and increased building scale will be applied in the **Core Zone**. Building scale and **pedestrian** activity will decrease in **Transition Zones**.

Policy

- a. Development adjacent to an LRT or BRT station should provide for high-quality **public spaces** that encourage social gathering, cultural and recreation activities through elements such as:
 - i. publicly accessible private open space or transit plazas;
 - ii. street furniture and seating areas;
 - iii. public art;
 - iv. access to shade and cooling;
 - v. drinking fountains, public washrooms and electrical servicing; and,
 - vi. enhanced landscaping, including public trees.
- b. Development adjacent to an LRT or BRT station should include design measures that enhance the transit interface and make the area comfortable for people waiting for transit by:
 - i. locating uses that support high levels of activity, such as **retail** frontages, immediately adjacent to transit stops; and,
 - ii. including architectural features that provide weather protection for current and future climate conditions and create human-scaled environments.
- c. Long blank walls are discouraged facing a street or public sidewalk. Where they are provided, the visual impact should be mitigated through design measures such as murals, landscaping, artistic screening, and/or façade articulation where they are provided.
- d. Applications for new development over 12 storeys in **transit station areas** should provide a **pedestrian** wind comfort and safety study at the application stage. The study should:

- i. outline **pedestrian** level wind impact on **public space** including sidewalks and street frontages, building entrance areas, surrounding open spaces and rooftop amenity areas; and,
 - ii. identify mitigation strategies to decrease the negative effects of wind such as building massing, podium articulation, canopies and landscaping.
- e. To encourage the development of **non-market housing** and **mixed-market housing**, incentives may be explored and implemented through direct control bylaws, including, but not limited to, Floor Area Ratio (FAR) exemptions and parking reductions.
- f. Vehicle parking in **Core Zones** should be located underground or in a parking structure.
- g. Where surface parking is provided, it should be well landscaped and should avoid being located between a building and a street, where feasible.
- h. Parking relaxations should be supported for development on constrained sites (such as individual lots that cannot feasibly consolidate) to make development more feasible. Where parking relaxations are supported, **transportation demand management** measures including increased bicycle and mobility alternative storage should be provided.
- i. Development should consider activation of lanes to encourage additional activity through strategies such as:
- i. providing uses that front the lane;
 - ii. enhanced landscaping and mobility features;
 - iii. incorporating street art; and,
 - iv. enhanced design features that improve safety and accessibility.
- j. Development should mitigate the off-site impacts of any additional height, massing and shadowing within the surrounding area through:
- i. limited floor plate sizes on upper storeys;
 - ii. increased setbacks and/or reduced massing on upper storeys; and
 - iii. building orientation.
- k. New automobile service centers, drive-through businesses and service stations shall not be located in **Core Zones** and **Transition Zones**.
- l. Development in **Core Zones** should:
- i. provide connections to support a comfortable and safe **pedestrian** and cycling experience and complete missing links to the transit station and to transit stops.
- m. Development in **Transition Zones** should provide connections to adjacent mobility **infrastructure** to support a comfortable and safe **pedestrian** and cycling experience and convenient transfers between different transit lines.
- n. New large format **retail** uses:
- i. may locate in **Core Zones** where parking for the use is provided underground and the **retail** use is located on the second floor or above; and,
 - ii. may be located on the ground floor where blank facades are reduced using smaller **retail** units or at-grade residential units to wrap the larger format **retail** use.

2.5.4.1 Lions Park LRT Station Area

The Lions Park LRT **Transit Station Area** is envisioned to have two distinct areas: that north of the station on the North Hill Mall site and that south and west of the station. Guidance for the future redevelopment of the North Hill Mall site is provided under section 2.2.4 Comprehensive Planning Sites. Any development in the south station area is envisioned to be of modest intensification with a focus on areas adjacent to parks spaces, ensuring they enhance safety and provide appropriate height transitions. Future redevelopment of the Lions Park LRT **Transit Station Area** should incorporate convenient access to the nearby Lions Park LRT Station and MAX Orange BRT stop.

- a. Policies for development on 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, can be found in 2.2.4 Comprehensive Planning Sites.
- b. Development within the **Core Zone** should implement recommended **5A mobility network** enhancements and improve active modes mobility connections to Lions Park LRT Station as well as along 14 Avenue NW, 17A Street NW, 14 Street NW, 16 Avenue NW and 19 Street NW.
- c. Development within the **Transition Zone** should incorporate slope adaptive design.
- d. Development within the **Transition Zone** along 19 Street NW should:
 - i. provide at-grade units that front on to 19 Street NW; and,
 - ii. exceed tree requirements outlined in the **Land Use Bylaw** and locate trees along 19 Street NW to support an expanded tree canopy.
- e. Development within the **Transition Zone** along 13 Avenue NW should prioritize **pedestrian** connectivity between 13 Avenue NW and Lions Park.
- f. Multi-unit development on the north side of 13 Avenue NW should:
 - i. provide at-grade units that front onto the lane towards Lions Park and 13 Avenue NW;
 - ii. reduce shadow impacts on Lions Park by using strategies such as setting back primary buildings from the north property line and providing upper level stepbacks;
 - iii. be designed to provide natural surveillance onto the park;
 - iv. articulate building facades and vary building materials to provide visual interest;
 - v. locate waste and recycling inside of buildings, or where not feasible providing enclosures that are of similar materials to that of the building;
 - vi. provide landscaping and amenity areas between the lane and buildings;

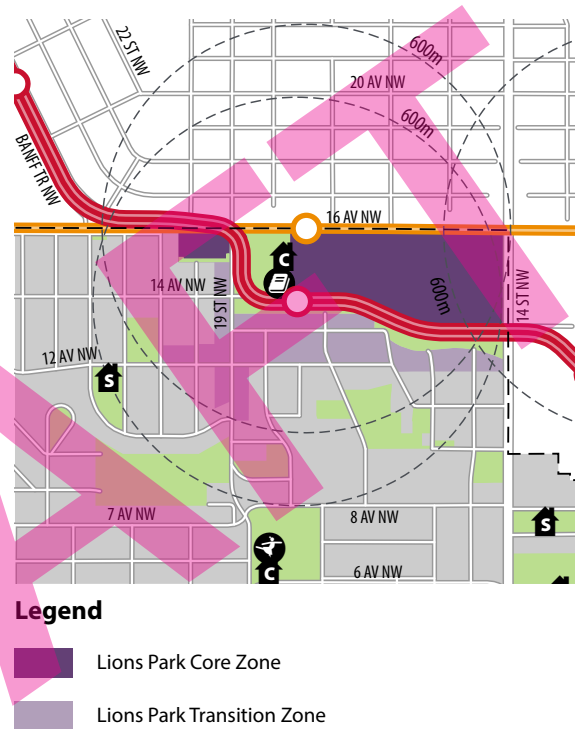
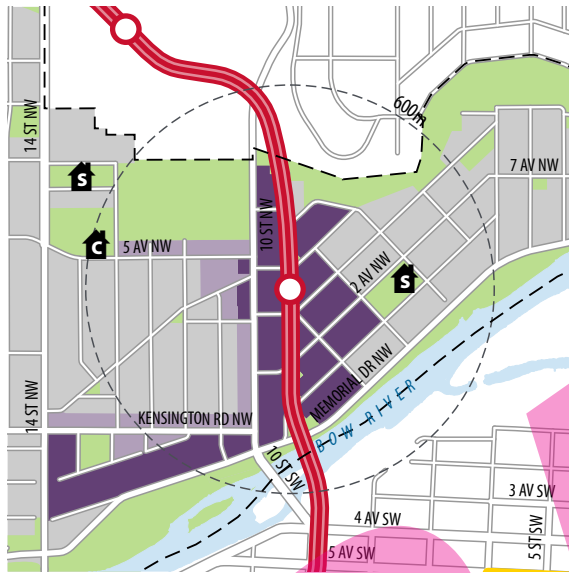


Figure 19: Lions Park LRT Transit Station Area

- vii. integrate through block **pedestrian** connections between 13 Avenue NW and Lions Park; and,
- viii. ensure designs for corner lots adjacent to 19 Street NW and 17A Street NW address both public street frontages with clearly articulated building corners and landscaping design treatments.
- g. Multi-unit development along 13 Avenue NW should activate the rear lane through design strategies that may include:
 - i. removing or consolidating direct vehicle access onto the lane;
 - ii. upgrading of the lane; and,
 - iii. relocating accesses to side streets or 13 Avenue NW.

2.5.4.2 Sunnyside LRT Transit Station Area

Located near the communities of Sunnyside and Hillhurst, Sunnyside Station is located along on the east side of 9A Street NW, between 3 Avenue NW and 4 Avenue NW. To the west of the station is the 10 Street NW **Main Street**, which has mixed-use development along it. To the east is Sunnyside, which has a range of development types and scales. The area is envisioned to continue developing as a mixed-use neighbourhood with densities that support the transit infrastructure and promote a highly-walkable, well connected neighbourhood.



Legend

- Sunnyside Core Zone
- Sunnyside Transition Zone

Figure 20: Sunnyside LRT Transit Station Area

- a. Development on the site north of 2 Avenue NW, west of 9 Street NW and east of 9A Street NW, as identified in Figure 21, should be limited to 15 storeys or less to account for transition to lower density areas to the east and south.

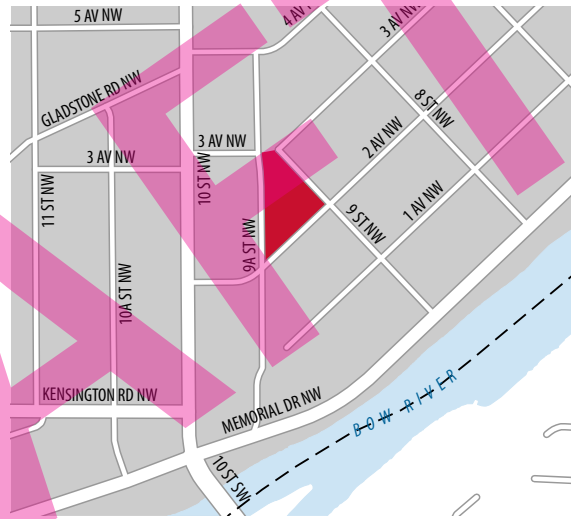


Figure 21: 9A Street NW Modified Building Scale Area



Figure 22: 3 Avenue NW and 9A Street NW Modified Building Scale Area

- b. Development on the site south of 3 Avenue NW, west of 9A Street NW and east of the lane in between 10 Street NW and 9A Street NW, as identified in Figure 22, should be limited to 15 storeys or less to account for transition to lower density areas to the east and south.
- c. Development on the site south of 4 Avenue NW, west of 9A Street NW, north of 3 Avenue NW, and east of 10 Street NW, as identified in Figure 23, should be limited to 15 storeys or less to account for transition to lower density areas to the east.

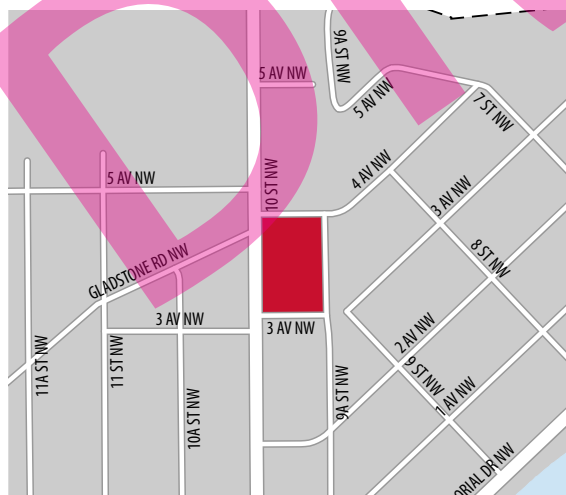


Figure 23: 3 Avenue NW and 10 Street NW Modified Building Scale Area

- d. Development on the site north of 2 Avenue NW, west of 9 Street NW and east of 9A Street NW should:
 - i. enhance the existing **pedestrian** pathway along the western boundary, incorporating seating and enhanced landscaping that forms an integrated transition between the public and private realms; and,
 - ii. integrate a publicly-accessible community arts and cultural space.
- e. Development should consider **recommended 5A mobility network** enhancements and improve active modes mobility connections along 9A Street NW, 10 Street NW, 5 Avenue NW, 4 Avenue NW and 2 Avenue NW, and to Sunnyside Station.
- f. Development between 10 Street NW and 9A Street NW, north of 4 Avenue NW should activate the lane through measures such as:
 - i. providing ground-level windows and units that front onto the lane;
 - ii. locating secondary residential and commercial entries on the lane for buildings on the west side of the lane;
 - iii. locating waste and recycling inside of buildings, or where not feasible providing enclosures that are of similar materials to that of the building;
 - iv. providing landscaping, and amenity areas between the lane and buildings;
 - v. providing murals on blank walls of buildings along the lane;
 - vi. providing vehicle loading zones and lay-bys along the lane;
 - vii. limiting at-grade vehicular parking and screening of parking areas from the lane; and,
 - viii. providing lighting that is oriented toward the lane.



2.5.5 Activity Centres

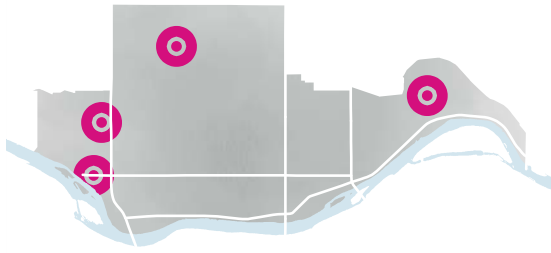
In addition to the urban form, building scale, and general policies of this Plan, the following policies apply to development in **Community Activity Centres** and **Neighbourhood Activity Centres**. The policies are intended to support compact, mixed-use developments in locations where high-quality transit and a diversity of commercial, residential, and service uses currently exist, or where they could be encouraged.

2.5.5.1 Community Activity Centres

Community Activity Centres are identified on Map 1: Urban Structure Map of the **Municipal Development Plan**. These are areas of moderate job and population growth with connections to primary transit such as LRT. There are two **Community Activity Centres** in the Riley Communities. One is located at North Hill Mall while the other is located at Riley Park Village, also known as the Grace Hospital site.

Policy

- a. Policies for the **Community Activity Centre** located at North Hill Mall are contained in the Comprehensive Planning Sites section.
- b. Policies for the **Community Activity Centre** at the Riley Park Village (Grace Hospital) site are contained in the Comprehensive Planning Sites section.



2.5.5.2 Neighbourhood Activity Centres

Neighbourhood **Activity Centres** are small mixed-use areas located within communities that provide opportunities for local job and population growth as well as varied community activities.

These **activity centres** have a small residential catchment area, are walkable destinations for local communities, and are intended to accommodate moderate intensification.

There are three Neighbourhood **Activity Centres** in the Riley Communities, which are conceptually identified on **Map 2: Community Characteristics**.

Policy

- a. Development in Neighbourhood **Activity Centres** should include improvements to **public spaces** to create a safe and welcoming **pedestrian** environment. Design considerations include, but are not limited to:
 - i. Wider **sidewalks** that exceed minimum standards and the provision of street trees and green stormwater **infrastructure**, where feasible;
 - ii. Publicly-accessible amenity areas, public open space, street furniture, street lighting and/or supporting **infrastructure**;
 - iii. Closure or consolidation of existing driveways on streets; and,
 - iv. Curb extensions and other traffic calming measures, where appropriate.

2.5.5.3 Community Corridor

Community corridors are **pedestrian**-focused streets that connect the Riley Communities and are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors are higher-classification streets that connect other growth areas including **Main Streets**, **Activity Centres** and **transit station areas**. In the Riley Communities, 19 Street NW has been defined as a community corridor.

19 Street NW

19 Street NW, as identified in Figure 24, provides a key north-south corridor through the Plan Area. It also provides important connections to key streets and destinations, including Memorial Drive NW, Kensington Road NW, Lions Park LRT Station and the Max Orange BRT along 16 Avenue NW.

The street has long been a commercial hub for the community of West Hillhurst, with Dairy Lane Café originally opening in the 1950s. Recently, 19 Street NW has seen new development, specifically between Kensington Road NW and 2 Avenue NW. Between 6 Avenue NW and Kensington Road NW, the community corridor will continue to experience redevelopment incrementally in the form of both residential and mixed-use developments that contribute to an enhanced **pedestrian** experience along this key linear destination in the city.

Policy

- a. High-quality, durable exterior finishing materials such as masonry, metal, glass and/or concrete should be used on the **street wall**. Cinder block and vinyl siding are discouraged.

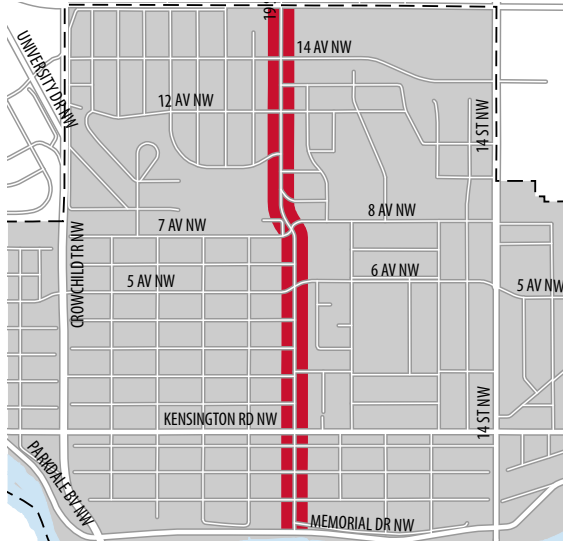
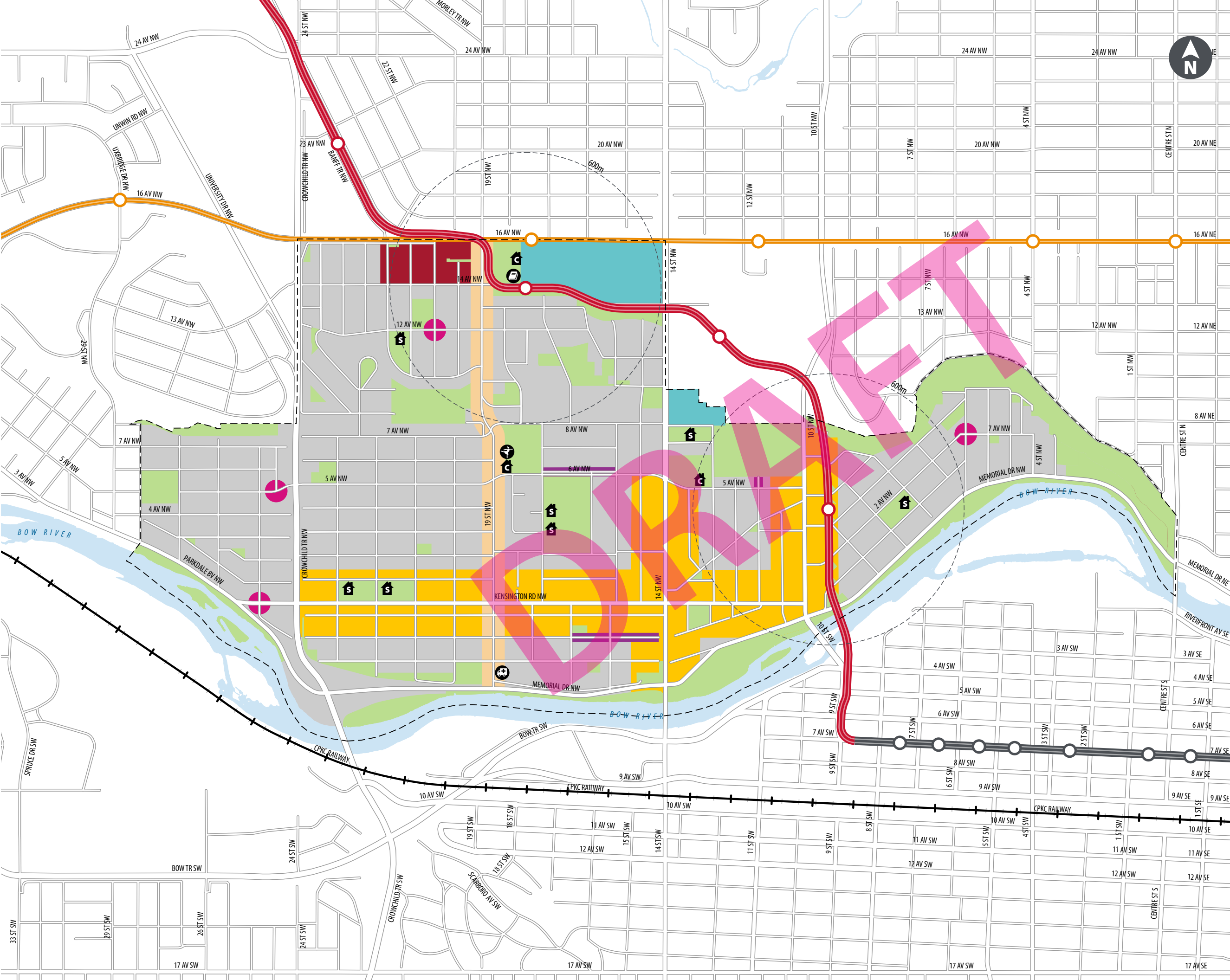




















Figure 24: Community Corridor

- b. Developments are encouraged to share mutual vehicle accesses.
- c. No additional vehicle access should be added to the laneway north of 2 Avenue NW and between 19 Street NW and 18A Street NW, known as Dairy Lane, to ensure it is retained and improved for pedestrian movement.
- d. Development that shares a property line or lane with parcels developed with single detached, semi-detached or duplex residential development should step back the building above the third storey along the shared property line with the lower density development.
- e. Development fronting onto 19 Street NW should provide a well-defined street wall, a widened sidewalk, street trees and contribute to an enhanced, pedestrian-oriented public spaces.
- f. Development on the commercial site located along 16 Avenue NW between 19 Street NW and 20A Street NW should provide for height transitions across the site towards adjacent low-density residential areas.
- g. Any future redevelopment or significant upgrades to the West Hillhurst Community Association building and/or adjoining open space should provide frontage and activity onto 19 Street NW that increases interaction and connection between the site and the street.
- h. Development of four storeys or more may require offsite provisions for improved pedestrian crossings and active modes connections across 19 Street NW and/or at adjacent crosswalks.
- i. Buildings located along 19 Street NW at the key intersections of Memorial Drive NW, Kensington Road NW and 16 Avenue NW should be designed to recognize these locations as gateway sites by developing the sites with prominent buildings as well as high-quality landscaping and lighting.
- j. New single-detached, semi-detached and duplex housing forms with front garages should not be located between Kensington Road NW and 5 Avenue NW.
- k. If the City-owned EMS site north of Westmount Boulevard NW, east of 19 Street NW and bound by lanes to the north and east is to be redeveloped, a map amendment will be required. New development should:
 - i. integrate non-market housing units; and,
 - ii. enhance adjacent public spaces.
- l. Consolidation of parcels is encouraged for greater development potential, to provide for comprehensively planned development and avoid isolating parcels that would restrict the feasibility of redevelopment on adjacent properties.

Map 5: Community Characteristics



Legend

-  Arena
-  Community Centre
-  EMS Station
-  Library
-  School
-  Red Line LRT
-  Multi Line LRT
-  MAX Orange
-  Distance from Station
-  Freight Rail Corridor
-  Heritage Boulevard
-  Community Corridor
-  Neighbourhood Activity Centre
-  Community Activity Centre
-  Urban Main Street
-  Neighbourhood Main Street
-  Parks, Civic and Recreation
-  Plan Area Boundary

2.6 Heritage

Heritage Resources and **heritage assets** are valued parts of our communities and Calgary as a whole. Both individually and collectively they contribute to community character and help create a sense of identity and place. Heritage tells the story of past generations for present and future generations. Heritage conservation is part of good city building and provides both economic and environmental benefits. Reuse of existing structures can reduce greenhouse gas emissions that would have been produced through construction-related activities including materials and transportation. Historic structures and districts can stimulate commercial activity and increase tourism activity and spending. Energy retrofits can improve the performance of older buildings, reducing greenhouse gas emissions, while preserving heritage character.

Heritage takes various forms in the Riley Communities. These include historic buildings that may be formally recognized on the **Inventory of Evaluated Historic Resources**, historic landscaped boulevards, as well as individual buildings and clusters of character homes (**heritage assets**) within **Heritage Guideline Areas**. This section provides policy for heritage in the Riley Communities.

2.6.1 Heritage Resources

Heritage Resources are defining characteristics of communities and should be retained or protected while balancing the ability to redevelop. New development within the context of **Heritage Resources (Inventory)** should consider opportunities to balance both new and historic forms of development. The City of Calgary recognizes that there are **Heritage Resources** other than buildings and landscaped boulevards that include archaeological and culturally significant areas.

Policy

- a. Property owners are encouraged to retain and conserve **heritage resources** through adaptive reuse. This may include, but is not limited to, additional commercial uses and the development of backyard suites.
- b. The Development Authority should support **Land Use Bylaw** relaxations to enable the retention of **heritage resources**.
- c. Property owners are encouraged to designate inventory properties as **Municipal Historic Resources**.
- d. Within areas identified as **transit station areas**, applications for height above those shown as per Map 4: Building Scale may be supported, subject to further analysis and engagement, as part of an application that includes **heritage resource** conservation. The following criteria shall be applied at the application stage:
 - i. **heritage resources** identified for **heritage resource** conservation should be located along **Main Streets, community corridors**, in **transit station areas**, in **activity centres**, or other locations deemed acceptable by The City;
 - ii. sites receiving additional height should be in **Core Zones of transit station areas**, but may also be considered within **Transition Zones of transit station areas**, or other locations deemed acceptable by The City;
 - iii. sites receiving additional height and sites identified for **heritage resource** conservation are encouraged to be within the same community;
 - iv. sites identified for **heritage resource** conservation are to be designated as **Municipal Historic Resources**; and,
 - v. a Direct Control District shall be required for the sites receiving additional height as well as those identified for **heritage resource** conservation.

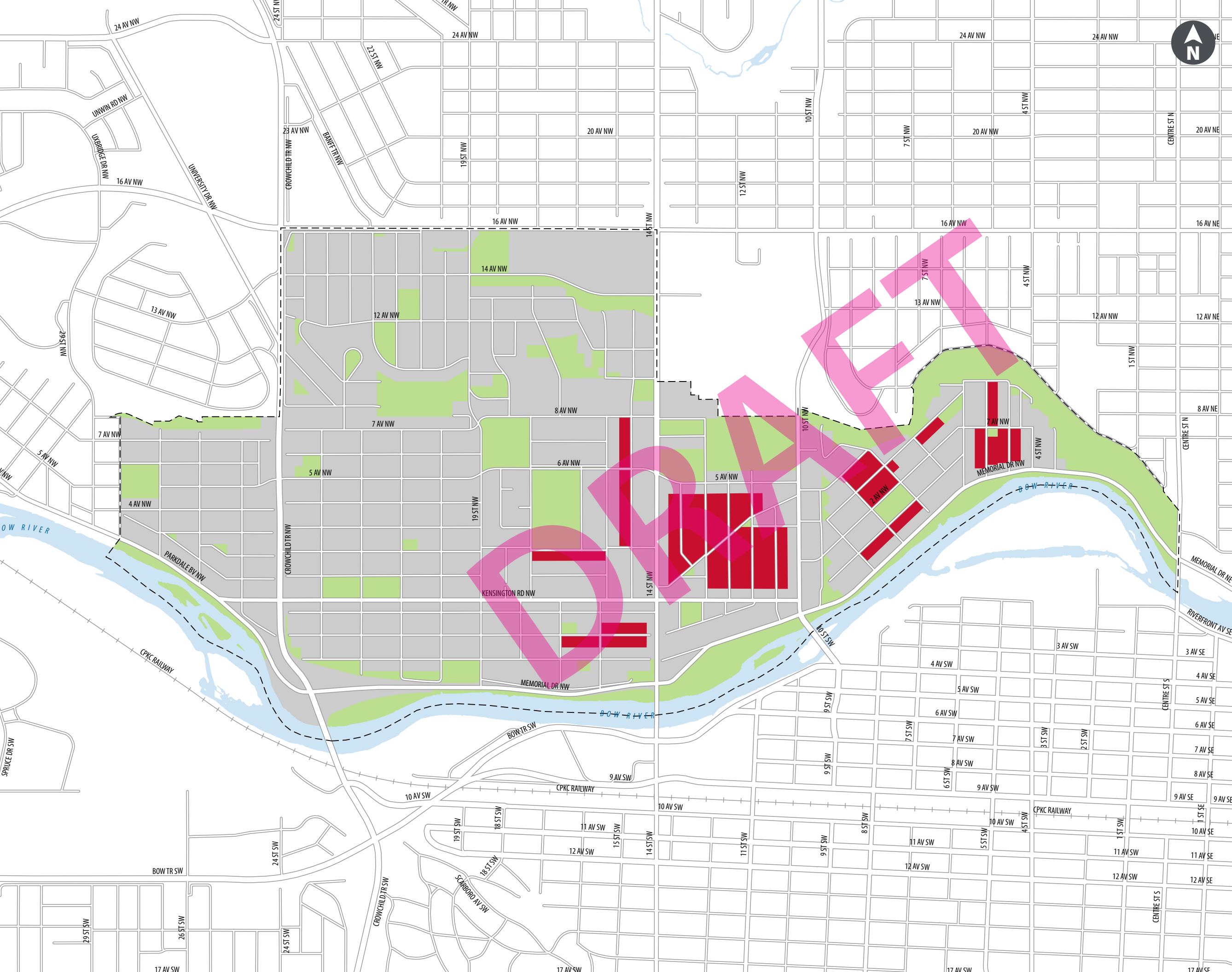
- e. Any proposed development on sites that include buildings identified on the Inventory of Evaluated Historic Resources should prioritize retention and incorporation of the **heritage resource** into the new development.
- f. An applicant shall provide photo documentation of inventory properties to The City prior to demolition or redevelopment. Interpretative or commemorative features should be incorporated into the new development.
- g. For redevelopment proposals that include inventory properties, other than that of single-detached, semi-detached or rowhouse development, the applicant should consult with the community and The City's Heritage Civic Partner to determine appropriate commemorative features. Single-detached, semi-detached or rowhouse development on sites with inventory properties should follow standard approved commemoration practices.
- h. Opportunities to mitigate or offset negative outcomes for heritage conservation should be explored at the time of a planning application, including, but not limited to:
 - i. retention and incorporation of the **heritage resource** into the new development; or,
 - ii. protection of another **heritage resource** within the surrounding area.
- i. Where there are groupings of **heritage resources**, methods to conserve and maintain the groupings should be explored.
- j. New development should be compatible with the context of abutting sites on the inventory using setbacks, massing, **street wall** height and landscaping. When there is new development adjacent to or nearby **heritage resources**, the development should draw design reference from the **heritage resources** and should not overwhelm the form and massing of adjacent **heritage resources**.
- k. Signage on buildings listed on the inventory of evaluated historic resources should be to an appropriate scale and style to not overwhelm the character defining elements of the building and to contribute to the historic nature of the building.
- l. New development is encouraged to integrate contemporary interpretations of historical design, detail and materials and not directly copy the design of heritage buildings in the area.
- m. New development is encouraged to conserve and integrate **heritage resources**, in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).
- n. Additions and alterations to **heritage resources** shall be evaluated in terms of the specific styles and details dictated by the character of the **heritage resource** and in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).

2.6.2 Heritage Guideline Areas

Portions of the Riley Communities have concentrations of **heritage assets** that warrant additional study and planning. These **heritage assets** are privately owned structures, typically constructed prior to 1945, that significantly retain their original form, scale, massing, window/door pattern and architectural details or materials. Individual **heritage assets** may not warrant inclusion on the **Inventory of Evaluated Historic Resources**.

To recognize and celebrate the unique history and resulting **built form** that is seen in parts of the Riley Communities, **Heritage Guideline Areas** have been identified in heritage-rich parts of the Plan Area. In the **Heritage Guideline Areas**, new development will be required to be contextually sensitive to surrounding **heritage assets**. Policy for this section includes direction for new development in these areas that provides direction items such as: roof pitch or style, front-yard setbacks; window and door patterns, front façade projections and general building massing.

Map 6: Heritage Guideline Areas



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

General

- a. Land use redesignations that would allow for development with permitted use dwelling units should not be supported in the **Heritage Guideline Areas**.
- b. Development should draw design references from nearby **heritage assets** within the applicable **Heritage Guideline Areas**.
- c. Redevelopment in **Heritage Guideline Areas** should allow for densities equal to or greater than that of existing developments.

Site and Landscape Design

- d. Notwithstanding the minimum **Land Use Bylaw** setback, front yard setbacks should be informed by the existing **heritage assets** on the block.
- e. Development should provide well-defined and direct pathway connections from front doors to the sidewalk and **public spaces**.
- f. Where a public boulevard with canopy trees is not present, landscaping should include at least one deciduous tree in the front setback area or within the boulevard that will contribute to a mature tree canopy.

Roofs and Massing

- g. Roof styles should be informed by and complement the **heritage assets** in the area.
- h. Flat roofs are strongly discouraged where visible from the street.
- i. The primary roofline visible from the street should have a minimum pitch of 6:12.
- j. Where new development is larger than nearby **heritage assets**, the visual impact of upper storeys of buildings should be reduced by employing design measures such as:
 - i. The use of compound roofs (e.g., cross-gabled) to hide the upper storey;
 - ii. Shifting massing away from smaller-scale buildings; or,
 - iii. Reduced building massing on upper storeys.
- k. Developments with more than one unit should have distinct rooflines that accentuate individual units.

- l. Buildings with a front façade width exceeding 12 metres or height exceeding two storeys should mitigate their visual impact through variations in:
 - i. massing;
 - ii. rooflines; or,
 - iii. materials.

Front Facades

- m. Development should provide a front projection on the main floor that may be covered or enclosed and that comprises at least a third of the width of the front main floor façade for each unit visible from the street. This front projection could include elements such as:
 - i. porches;
 - ii. patios;
 - iii. verandas; or,
 - iv. sunrooms.

Windows, Materials and Details

- n. Large uninterrupted floor-to-ceiling windows are discouraged.
- o. Horizontal window openings are encouraged to be divided into groupings of smaller vertically-oriented windows.
- p. Windows are encouraged to include wide casings or frames.
- q. The use of natural materials, natural-looking building materials, or masonry is encouraged.
- r. Where multiple building materials are used, heavier-looking materials (e.g., masonry or masonry veneer) should be used on the base of the building.

2.7 Density Bonusing Transition

This Plan recognizes that there are land uses approved prior to the approval of this Plan with density and bonus provisions that are no longer envisioned for the Plan Area.

- a. Existing direct control districts that allow for a density bonus to be earned by the provision of an urban design or off-site improvement should refer to the following off-site improvements:
 - i. 10 Street NW boulevards and sidewalks;
 - ii. 14 Street NW boulevards and sidewalks;
 - iii. 3 Avenue NW from 9A Street NW to 10A Street NW;
 - iv. 2 Avenue NW sidewalk from 10 Street NW to 9A Street NW; and,
 - v. **pedestrian** waiting area on the northwest of 10 Street NW and Kensington Road NW.
- b. Existing direct control districts that allow for a density bonus to be earned by contributions to the Hillhurst/Sunnyside Community Amenity Fund shall continue to provide contributions as outlined in each respective direct control district.
- c. Other contributions as deemed necessary by the Approving Authority may also be appropriate for off-site improvements.

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2.8 Mobility

People of all ages, genders, incomes, and abilities should be able to safely and conveniently move around the city. A well-connected mobility network that includes options for walking, cycling, taking transit and using personal vehicles provides people with mobility choices to meet a variety of needs and preferences year-round. Winter travel preferences and needs are unique and should be accounted for to ensure a safe and accessible mobility network.

The policies in this section provide direction for the development of mobility **infrastructure** that connect people to destinations. These policies guide the review of planning applications for developments that contribute publicly-accessible amenities, **infrastructure** or facilities.

The policies in this section provide direction for the development of mobility **infrastructure** that connect people to destinations and complement the Always Available for All Ages & Abilities (5A) **network** identified in Appendix C: Mobility. These policies guide the review of planning applications for development that contributes to publicly-accessible amenities, **infrastructure** or facilities.

2.8.1 Pedestrian

Pedestrian routes are a critical element of a well-connected mobility network. Both public and private **pedestrian** routes should be convenient, safe, comfortable and accessible and provide connections within developments, communities and to the city-wide network. The design of **pedestrian** routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

Policy

- a. **Pedestrian** routes should:
 - i. be universally accessible and provided on both sides of any street;
 - ii. be wide enough for the anticipated volume of **pedestrians** based on the street function and context and at minimum allow **pedestrians** to pass one another both on foot and using accessibility aids;
 - iii. provide continuous, unobstructed paths of travel that minimize conflicts with vehicular accesses;
 - iv. incorporate streetscape elements, including wayfinding signage;
 - v. be well-lit; and,
 - vi. be designed to accommodate year-round use and maintenance.
- b. **Pedestrian** routes should be appropriately sized for the anticipated number of **pedestrians**. This includes, but is not limited to:
 - i. requiring increased building setbacks from a property line shared with a street, where portions of a building below grade or in upper storeys may project into the additional building setback area; or,
 - ii. increasing the width of **public spaces** within the road right-of-way.
- c. New **pedestrian** crossings should be well-defined, well-lit and designed in a manner that is convenient and safe to minimize conflicts with vehicles.
- d. **Pedestrian routes** are encouraged to provide a buffer between the sidewalk and the road to enhance the comfort of all users, through strategies such as:
 - i. providing street furniture;
 - ii. landscaped boulevards;
 - iii. cycling **infrastructure**; and,
 - iv. on-street parking.

2.8.2 Cycling

Cycling routes are a critical element of a well-connected mobility network. Cycling **infrastructure** should be convenient, safe, comfortable, accessible and provide connections both to and within developments, communities and to the city-wide network. The design of cycling routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

Policy

- a. Cycling **infrastructure** should:
 - i. be wide enough for the anticipated volume of cyclists based on the street function and context;
 - ii. provide continuous, unobstructed paths of travel that minimize conflicts with vehicular accesses;
 - iii. incorporate streetscape elements, including wayfinding signage;
 - iv. be well lit;
 - v. be designed to accommodate year-round use for all ranges of cyclists;
 - vi. provide facilities to repair, maintain and securely store bicycles, where feasible; and,
 - vii. be designed to mitigate conflicts with pedestrians and vehicles around transit **infrastructure**.
- b. Opportunities to improve the safety and convenience of cycling **infrastructure** should be explored, such as:
 - i. separated, raised or protected bike lanes and intersections; and,
 - ii. bicycle-specific traffic signals.
- c. Secure bicycle storage is encouraged in **transit station areas**.
- d. Public bicycle parking facilities should be:
 - i. incorporated into development and public **infrastructure** and covered to support year-round and all-weather cycling; and,
 - ii. conveniently located, well-lit and prominent.
- e. Extensions to the regional pathway network should connect to the broader cycling network to serve a recreation and mobility function, where possible.

2.8.3 Transit

Transit service is a critical element of a well-connected mobility network, connecting people to destinations across the city. A range of destinations helps make transit a convenient and attractive alternative to personal vehicles.

Policy

- a. Transit routes and transfer points should be direct and convenient.
- b. Transit stops and **infrastructure** should be integrated with **pedestrian** and cycling **infrastructure** in a safe and convenient manner.
- c. Transit stops should provide high-quality transit **infrastructure**, including weather protection where feasible, that enhances comfort, safety and predictability for transit users.
- d. New transit station design should consider opportunities to incorporate integrated civic facilities and plazas.
- e. Development located adjacent to transit stops is encouraged to seamlessly integrate with these stops by providing on-site transit amenities or shelters.

2.8.4 Parking

The following parking policies support flexibility in how and where parking is provided to incentivize development in locations that support a range of mobility, housing and commercial options. Managing parking at a district scale, rather than site-by-site, may result in more efficient land use. Parking policies and regulations need to be adaptive to current needs while enabling communities to be more responsive to future trends.

Policy

- a. Applications for new multi-residential developments that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when the criteria from the Calgary Parking Policies are met.
- b. Parking requirements may be reduced or relaxed where development is located within one or more of the following:
 - i. **Activity Centres, Main Streets** or other areas of higher activity;
 - ii. **transit-oriented development** areas and **transit station areas**; or,
 - iii. **shared mobility operating areas**.
- c. Parking requirements should be reduced or relaxed for the following types of development:
 - i. development that retains historic buildings on the **Inventory of Evaluated Historic Resources**;
 - ii. development of **non-market housing**;
 - iii. development of care facilities; and,
 - iv. development that incorporates low carbon or climate resilient building measures.
- d. Parking requirements may be reduced or relaxed where development uses one or both of the following:
 - i. integrates **transportation demand management** measures; or,
 - ii. aligns with the principles and goals of this Plan.
- e. Parking regulations and user pricing should be used by Administration to support active modes of transportation and transit as viable and attractive mobility options.
- f. Provision of vehicle parking **infrastructure** should not inhibit desired **built form** outcomes or the principles and goals of this Plan.
- g. Development should provide **transportation demand management** measures to support the achievement of a desired **built form** outcome, including, but not limited to:
 - i. bicycle parking stalls beyond required minimums;
 - ii. bicycle lockers or higher quality designed bicycle storage facilities;
 - iii. bicycle repair facilities;
 - iv. dedicated vehicle parking stalls for car-sharing services; and,
 - v. active transportation supportive amenities, such as showers and change facilities.
- h. Surface parking should be discouraged. Where surface parking is provided, it should:
 - i. be located behind or at the side of a building;
 - ii. be accessed by a lane or lower order street;
 - iii. include **pedestrian** routes and landscaped areas to minimize visual and environmental impacts; and,
 - iv. support adaptive reuse or temporary use of space, such as parking for food trucks.
- i. Above-grade parking structures should:
 - i. be integrated into developments to minimize their visual impacts on the street;
 - ii. be accessed by a lane or lower order street;
 - iii. identify opportunities to incorporate commercial, residential and office uses on the ground floor; and,
 - iv. consider designs that support future adaptive reuse through strategies such as flat decks and floor-to-ceiling heights that allow for a range of uses.
- j. Shared use of parking facilities between developments should be encouraged to maximize the use of existing parking facilities.

2.8.5 Street Network

The street network is an important part of **public space** and should provide functional, safe and efficient connections throughout the city to support a range of mobility options.

Policy

- a. Streets in residential or commercial areas should be designed to be safe, accessible and inclusive of all mobility users by incorporating:
 - i. **pedestrian routes**;
 - ii. **cycling infrastructure**;
 - iii. **infrastructure** that considers the efficiency of **transit** service along Primary Transit Network (PTN) corridors; and,
 - iv. other improvements and upgrades, where identified elsewhere in the Plan or other applicable City policy or strategy.
- b. Corner cuts are encouraged to be provided where a lane intersects a street to improve safety and to accommodate vehicle turning movements.
- c. New public or internal publicly-accessible private streets are encouraged where connections are missing in a community.
- d. Street furniture, functional public art, and publicly-accessible amenity spaces, such as plazas, should be incorporated into the design of higher activity streets.
- e. Development adjacent to Crowchild Trail NW shall be reviewed for compatibility with planned Crowchild Trail NW long term upgrades.

3 Supporting Growth



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3.1 Overview

The Riley Communities share common amenities, services, parks and open spaces, natural areas and public facilities. Communities depend on their interconnectedness. There are a range of shared commercial amenities throughout the Riley Communities such as those in the Kensington Business Improvement Area along Neighbourhood **Main Streets**, North Hill Mall as an **Activity Centre**, and 19 Street NW, which is a **Community Corridor**. There are also a range of parks and recreation spaces enjoyed by the Riley Communities, including three community association sites, Riley Park and the network of parks, open spaces and natural areas that weave through the communities.

This chapter sets out the goals and objectives for current and future amenities and **infrastructure** related to the Vision and Core Values identified in Chapter 1: Visualizing Growth. It identifies local area plan specific objectives and implementation options for supporting growth. Section 3.2 of this Plan identifies high-level goals that align with key planning direction provided within the **Municipal Development Plan** and includes locally specific objectives that support the Plan's Vision and Core Values. The goals and objectives are long-term, connected to the time horizon of the Plan and represent the future or desired result that this Plan seeks to achieve and they apply community-wide and are intended to be actionable.



This chapter also provides high-level, strategic direction to inform investment in future community improvements. Further detailed analysis and study for each option identified will be required and will include engagement with area residents, community associations, business improvement areas, landowners, and industry, where necessary. The options in this chapter are statutory, while the ones identified in Appendix A are non-statutory.

Appendix A includes a list of additional community improvements that have been identified through the development of the Plan. These implementation options are examples of actions that could be taken by The City of Calgary, developers, business improvement associations, and residents to further the individual goals and objectives in this chapter.

To support the Riley Communities through growth and change, the suggested options identified in this chapter and Appendix A help inform future City business plans and budget decisions. As growth occurs in local areas, these suggested improvements should be regularly reviewed and updated to determine if they help manage growth related pressures that a community may experience, ensuring growth can benefit current and future residents and businesses. These are several

considerations for determining if an action merits inclusions in future business plans and budgets, including:

- the current status of **infrastructure** and amenities in the local area;
- the desired service and activity levels in the local area;
- the roles of different city builders in supporting the delivery of **infrastructure** and amenities;
- how the growth in this local area compares with city-wide growth and investment needs;
- alignment with City goals for creating carbon net-zero and climate resilient communities;
- equitable access to services and amenities;
- The City's corporate investment priorities and budget availability; and,
- the availability and use of appropriate planning and financial tools to support implementation.

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3.2 Goals, Objectives and Implementation Options

The Plan identifies five goal areas that align with the Plan's Core Values and are intended to frame and provide guidance for community improvements to support the Riley Communities' Vision.

3.2.1 Housing Choice

Expanding housing diversity will allow more people to live in the area and help support businesses, schools, services and amenities. This also includes recognizing a range of housing types and ages that allow a diverse population to live in the area. This also includes **heritage resources** across the Riley Communities, which are encouraged to be protected and maintained.



Objectives

The following objectives are intended to guide decisions for supporting housing choice in the Riley Communities:

- Provide and enable inclusive, diverse and equitable housing options across the Plan Area.
- Increase opportunities for **non-market housing** and **mixed-market housing** provision that meets the diverse and changing needs, life stages and financial abilities of individuals.
- Recognize and protect historic homes and buildings.

Implementation Options

The following identify actions to achieve the supporting growth objectives:

Affordable Housing

By providing **non-market housing** and **mixed-market housing**, it creates opportunities for those who may not otherwise be able to afford housing within the Riley Communities. Addressing housing needs across the housing continuum improves individual outcomes related to the social determinants of health and promotes self-sufficiency and builds equity in communities.

- a. To improve access to affordable housing in the Riley Communities, the following should be considered:
 - i. enable inclusion of **non-market housing** units in new residential and mixed-use developments, including mixed-market projects;
 - ii. include **non-market housing** in the redevelopment of vacant lands or City-owned lands that are considered to be underutilized;
 - iii. support the intensification, rehabilitation, and retention of existing **non-market housing** developments, ensuring no net loss of units;
 - iv. encourage strategic partnerships with private and public organizations to address unmet housing needs;
 - v. encourage strategic partnerships with private and public organizations, including opportunities to build Indigenous housing from local lenses involving local Indigenous governments, Indigenous community leaders and Indigenous focused housing organizations and service providers, to address unmet housing needs;

- vi. encourage co-location of **non-market housing** units within civic development;
- vii. support and encourage the development of **non-market housing** and **mixed-market housing** in areas that are well served by the Primary Transit Network and appropriate services, including access to grocery stores and schools;
- viii. support programs that work toward the implementation of the Calgary Housing Strategy; and,
- ix. encourage and incentivize the provision of **non-market housing** and **mixed-market housing** on identified comprehensive planning sites and in **transit station areas**.

Heritage

There is a range of **heritage resources** and **heritage assets** throughout the Riley Communities. Clusters of commercial heritage properties are located along the Neighbourhood **Main Streets** of 10 Street NW and Kensington Road NW. These are some of the most intact tracts of heritage along commercial streets throughout the city and provide economic, social and cultural value to the area and the city. There are also residential properties throughout the Plan Area with heritage value. Some of these buildings are identified on the **Inventory of Evaluated Historic Resources** and some have Municipal Heritage Designation. Others are captured within **Heritage Guideline Areas**, while there are also other historically significant buildings throughout the Riley Communities that may not be included on these registers.

- b. To help further support the retention and maintenance of heritage buildings in the Riley Communities, the following should be considered:
 - i. incentivize the retention of buildings with historic significance.
 - ii. develop a system to enable heritage density transfers;
 - iii. enable increased uses and development rights on sites with historically significant buildings, with the intent of maintaining heritage buildings;

- iv. actively encourage buildings to seek Municipal Historic Designation and registration on the Inventory of Evaluated Historic Resources;
- v. develop an incentive program specific to the retention of clusters of historic buildings along the 10 Street NW and Kensington Road NW Neighbourhood **Main Streets**;
- vi. seek Municipal Historic Designations and adaptive reuse of City-owned or public heritage properties, including school buildings;
- vii. investigate opportunities for placemaking and naming of existing features within the Plan Area, including, but **not limited** to streets, parks, open spaces, and public facilities, that recognizes and celebrates sustained Indigenous presences on these lands through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government as part of future upgrades; and,
- viii. investigate opportunities to recognize and celebrate historic boulevards, streetcar routes and train routes, such as the Grand Trunk train route, that shaped historical development in the Plan Area.

3.2.2 Moving to and Through the Riley Communities

Enhancing connectivity in the Riley Communities means improving the existing mobility network and the range of mobility choices that are available throughout the Plan Area. With the Red Line Light Rail Transit (LRT), the MAX Orange BRT line, a range of bike lanes and related **infrastructure**, the Bow River Regional Pathway, large pieces of vehicle **infrastructure** such as Crowchild Trail NW, as well as the **pedestrian** network through the area, the Plan Area offers a range of modes to move to and through the Riley Communities.

The Riley Communities generally follow a grid-based street network; however, there are several higher-order roadways that act as barriers and would benefit from improved crossing facilities for **pedestrian** and active modes of travel. Similarly, there are pieces of active modes **infrastructure** that are disconnected from the larger network or require upgrading to improve safety and efficiency.

Objectives

The following objectives are intended to guide decisions to support improved connectivity in the Riley Communities:

- Prioritize **pedestrian** and cycling connections and complete missing links to amenities and points of interest across the Plan Area such as **transit station areas**, **Main Streets**, community association sites, schools, parks and natural areas.
- Improve and expand upon the **pedestrian** and cycling **infrastructure** network, including the Always Available for All Ages and Abilities (5A) **Network**, to support active modes of travel.
- Enable and support improved transit service, including on Primary Transit Network corridors, throughout the Plan Area.
- Complete the Medium and Long-Term Crowchild Trail Improvements, specifically related to:
 - i. Improving active modes connectivity across Crowchild Trail NW;
 - ii. Enabling grade separation at Kensington Road NW and 5 Avenue NW over Crowchild Trail;
 - iii. Constructing the ultimate interchange configuration at 16 Avenue NW; and
 - iv. Creating a new active modes bridge across the Bow River, connecting 19 Street NW to the Sunalta LRT Station.

Implementation Options

The following identify actions to achieve the supporting growth objectives:

Improved Pedestrian and Cycling Connections

Prioritizing an integrated and complete multi-modal transportation network, including pathways and bikeways, is a goal of this Plan and the **Calgary Transportation Plan**. Existing cycling routes along streets such as 5/6 Avenue NW, 10 Street NW, 9A Street NW, 21 Street NW, 17A Street NW, 19 Street NW, Memorial Drive NW and 2 Avenue NW link the Riley Communities to one another as well as to adjacent communities and other destinations including downtown, the Bow River, the Southern Alberta Institute of Technology and the University of Calgary. Enhancing these routes and building upon the overall network will provide safer, more direct and convenient mobility options for residents in the Riley Communities.

The Always Available for All Ages and Abilities (5A) **Network** identified in the **Calgary Transportation Plan** intends to improve safety and create improved pathway and bikeway connections across the city.



- a. To improve overall **pedestrian** and cycling connectivity, comfort, and safety, comprehensive and complete connections across the Plan Area in both east-west and north-south directions should be provided that include:
 - i. continuous and widened **pedestrian** and cycling connections and **infrastructure** to Sunnyside and Lions Parks LRT stations and along the Primary Transit Network, while taking operational transit requirements into consideration;
 - ii. improved **pedestrian** and cycling connections linking **transit station areas**, and **Main Streets** as well as recreation facilities and parks and open spaces such as Riley Park, Grasshopper Hill and McHugh Bluff;
 - iii. enhanced **pedestrian** and cycling safety around schools throughout all communities using improvements such as curb extensions, rapid flashing beacons, marked crosswalks, speed humps, wider sidewalks, and protected bike lanes;
 - iv. separated and/or protected cycling connections along higher volume and higher speed roadways;
 - v. consider road classification, vehicle speeds, and volumes, such as along approaches to arterial roads and areas around Mains Streets, and incorporate design measures to mitigate mobility conflicts;
 - vi. traffic calming measures that focus on slowing vehicle speeds through school zones, along residential/neighbourhood streets, and along collector streets to minimize conflicts between different modes of mobility;
 - vii. clear, defined routes to schools and post-secondary institutions such as SAIT/AUArts and University of Calgary;
 - viii. completing missing **pedestrian** links by constructing sidewalks where they currently do not exist;
 - ix. completing missing cycling links by constructing cycle tracks, multi-use pathways, or equivalent facilities;
 - x. improved connections to the Prince's Island Bridge;
 - xi. improved connections to the Regional Pathway system along the Bow River;
 - xii. creating separated cycling **infrastructure** along 5/6 Avenue NW, connecting to the cycling lane at 29 Street NW;

- xiii. improved **pedestrian** and cycling facilities at crossings of large roads such as Crowchild Trail NW and 14 Street NW; and,
- xiv. providing a new active modes crossing of Memorial Drive NW between 14 Street NW and 21 Street NW and 21 Street NW.

Neighbourhood Main Streets Implementation



Streetscape improvements of identified Neighbourhood **Main Streets** across the Plan Area foster safe, inviting and active environments that support safe **pedestrian** and cycling movements and incorporates transit **infrastructure**. There are three Neighbourhood **Main Streets** in the Plan Area: 10 Street NW, 14 Street NW and Kensington Road NW. Each of the streets has a very different character, and therefore has unique requirements for its future design.

As the area continues to grow and change, it is envisioned that the **Main Streets** will see new mixed-use development and more **pedestrian** and cycling movement along them. Improvements and new development along **Main Streets** in the Plan Area should work toward achieving goals for Neighbourhood **Main Streets** such as developing a human-scaled active street environment.

- b. To enhance Neighbourhood **Main Streets**, the following should be considered
 - i. prioritize a comfortable, accessible, and safe **public realm** and include consistent streetscape elements to better visually unify the area;
 - ii. improve **pedestrian** and cycling conditions at crossing of major roads and across bridges;
 - iii. improve **pedestrian** areas along the **public realm** and **transit infrastructure**;

- iv. include cycling **infrastructure**, either along **Main Streets** or roads that run parallel;
- v. design **Main Streets** to mitigate conflicts between different modes of mobility, particularly at approaches to significant intersections; and,
- vi. green the street through tree planting, the provision of green boulevards and green **infrastructure**. Create conditions that support the growth of healthy mature public trees.

Kensington Road NW

Kensington Road NW is a unique neighbourhood boulevard providing a significant east-west connection between Crowchild Trail NW and 10 Street NW. Kensington Road NW has been identified for improvements west of 14 Street NW and enhancements should be considered for the entire corridor including improved **public spaces** and continuous active mode **infrastructure** that connects across the communities.

- c. To improve the **public space** experience and safety, design for this mobility corridor should:
 - i. provide safe, comfortable and continuous **pedestrian** and cycling **infrastructure**;
 - ii. enhance the southern side of Kensington Road NW with a focus to widen and improve the streetscape and **public space** for active modes;
 - iii. determine the modal priority along the corridor;
 - iv. identify if Kensington Road NW is an appropriate corridor for a segment of the future West Bow BRT line;
 - v. recommend the appropriate street classification and cross-section(s);
 - vi. consider road classification, vehicles speeds and volumes, and incorporate design measures to mitigate mobility conflicts;
 - vii. implement permanent traffic calming features appropriate to the function and design of the corridor which also consider transit operations; and,
 - viii. explore the opportunity to bury all overhead utilities.

14 Street NW

14 Street NW functions as an important north-south connection that links to Memorial Drive NW and further south to the downtown. The corridor's current

classification in the Plan Area ranges from an urban boulevard and arterial and carries a significant volume of vehicular traffic.



- d. To improve the function of 14 Street NW, design for this mobility corridor should:
 - i. account for the public realm setback identified in the **land use bylaw** with the purpose to prioritize **public space** improvements to enhance walkability, expand tree canopy and increase commercial viability along 14 Street NW;
 - ii. improve **pedestrian** and cycling **infrastructure** and connections across the Bow River along 14 Street NW;
 - iii. improve transit **infrastructure** along 14 Street NW;
 - iv. determine the modal priority along the corridor;
 - v. explore the potential for a future grade-separated active modes connection across 14 Street NW between 8 Avenue NW and 11 Avenue NW;
 - vi. improve **pedestrian** crossings;
 - vii. consider road classification, vehicle speeds and volumes, and incorporate design measures to mitigate mobility conflicts; and,
 - viii. establish appropriate street classification and cross-section(s).

10 Street NW

10 Street NW is a community hub within the Riley Communities, as well as a regional draw for many Calgarians. This Neighbourhood **Main Street** spans from Riley Park to Memorial Drive NW.

- e. To improve the function of 10 Street NW, design for this mobility corridor should:

- i. account for the public realm setback identified in the **land use bylaw** with the purpose to prioritize **public space** improvements to enhance walkability and increase commercial viability along 10 Street NW;
- ii. improve transit **infrastructure** along 10 Street NW;
- iii. improve **pedestrian** crossings;
- iv. determine the modal priority along the corridor;
- v. consider road classification, vehicle speeds and volumes, and incorporate design measures to mitigate mobility conflicts; and,
- vi. establish appropriate street classification and cross-section(s);

Crowchild Trail NW

Crowchild Trail NW is part of the skeletal roadway system that provides a link to corridors within the Riley Communities including Kensington Road NW, Memorial Drive NW, 5 Avenue NW and 16 Avenue NW. The need for additional **pedestrian** connections across Crowchild Trail NW has been identified, which will provide safer travel options for those choosing to walk or wheel their way across West Hillhurst.

- f. The future medium- and long-term improvements to Crowchild Trail NW should:
 - i. provide convenient and attractive transportation options that will reduce the number of trips that rely on the use of personal vehicles;
 - ii. ensure any new grade separated crossings of Crowchild Trail NW provide dedicated **pedestrian** and **cycling infrastructure** that minimizes interactions with vehicle traffic, are simple to navigate and prioritize **pedestrian** safety and accessibility;
 - iii. enhance **pedestrians** travelling experience by sheltering them from traffic noise and wind, as well as providing pathway lighting;
 - iv. provide an elevated bridge across Crowchild Trail NW at 2 Avenue NW that is dedicated to providing **pedestrian** and cycling connections;
 - v. create accessible well-defined connections to the larger **pedestrian** network and Regional Pathway system;

- vi. retrofit the existing **pedestrian** bridges at 14 Avenue NW and 9 Avenue NW connecting to St. Andrews Heights to improve accessibility and provide a ramp in order to accommodate universal and accessible cycling travel options and improved comfort and safety; and,
- vii. Provide interchanges at 16 Avenue NW, 5 Avenue NW and Kensington Road NW to remove bottlenecks on Crowchild Trail NW which serves as a critical transportation link and goods movement corridor.

Bridge Across the Bow River

In order to provide connection over the Bow River and to the Sunalta LRT Station, a **pedestrian** and **cycling** bridge between West Hillhurst and Sunalta has been identified. This connection is noted in other City documents such as the Crowchild Trail Study Long-term Recommended Plan. The ultimate location of the bridge and route to Sunalta LRT Station will likely be dependent on technical considerations such as bridge design requirements and how large roads such as Memorial Drive NW and Bow Trail SW are to be crossed.

- g. A potential future bridge over the Bow River should:
 - i. be designed to support **pedestrian** and cycling connections across the river;
 - ii. explore the feasibility of including transit service and EMS access;
 - iii. provide accessible, well-defined connections to the **pedestrian** network and Regional Pathway system to become an integral part of the **5A Mobility Network**;
 - iv. minimize impacts on surrounding riparian, habitat areas and wildlife corridors;



- v. be designed to minimize impacts to hydrological changes, morphology changes and river ice; and,
- vi. be located and designed to optimize connections to Sunalta LRT Station.

Memorial Drive NW

Memorial Drive NW is a unique roadway that spans the Riley Communities. Classified as a parkway, Memorial Drive NW is one of the few streets in the city that incorporates lane reversals in the afternoon peak hour to improve traffic flow and mitigate congestion.

- h. As an important mobility link, with the opportunity to enhance access to the river valley, a comprehensive review of the corridor has been identified including:
 - i. provide and enhance safe, comfortable and continuous **pedestrian** and cycling **infrastructure**;
 - ii. determine the modal priority along the corridor and an optimized design for uniformity and efficient movement of traffic;
 - iii. identify if Memorial Drive NW/Parkdale Boulevard NW is an appropriate corridor for a segment of the future West Bow BRT line;
 - iv. identify active mode crossing locations to access the Bow River pathway;
 - v. consider road classification, vehicles speeds and volumes, and incorporate design measures to mitigate mobility conflicts; and,
 - vi. establish appropriate street classification and cross-section(s);

14 Avenue NW

As a significant east-west connection, 14 Avenue NW connects across Hounsfeld Heights - Briar Hill and to the Lions Park LRT Station, SAIT/AUArts, North Hill Mall and a **pedestrian** bridge over Crowchild Trail NW. Improvements to this street provide opportunities to improve **pedestrian** and cycling conditions along the street, improved connections to destinations and better integration with **transit infrastructure**.

- i. To improve **pedestrian** and cycling connectivity, comfort, and safety, design for this mobility corridor should:

- i. improve **pedestrian** and cycling connections to Lions Park LRT Station and SAIT/AUArts;
- ii. connect to the **pedestrian** bridge at Crowchild Trail NW;
- iii. review the number of lanes on the corridor dedicated to vehicles;
- iv. connect to Lions Park and active modes routes in the surrounding area, such as 17A Street NW and 19 Street NW;
- v. provide sidewalk on the south side of 14 Avenue NW between 19 Street NW and 14 Street NW;
- vi. improve **pedestrian** and cycling conditions across the bridge at 14 Street NW;
- vii. include **transit infrastructure** and account for transit operations along 14 Avenue NW; and,
- viii. design the corridor to allow for multiple transportation modes (transit, vehicle, cycling and **pedestrian**) while mitigating potential conflicts between the various modes.

19 Street NW

19 Street NW has long been a commercial hub for West Hillhurst and an important north-south connection that spans from Memorial Drive NW to 16 Avenue NW. As the street sees continued redevelopment and commercial uses, the **public spaces** and mobility options along and around 19 Street NW should highlight it as a key gathering area and corridor for the area.

- j. To improve **pedestrian** and cycling connectivity, comfort, and safety, design for this mobility corridor should:
 - i. enhance 19 Street NW to provide a high-quality **public space**, functional public art, enhanced landscaping and streetscape, expanded boulevard, and widened sidewalks;
 - ii. improve **pedestrian** crossings across 19 Street NW to safely facilitate east-west movements through measures such as curb extensions;
 - iii. improve north-south **pedestrian** and cycling connections to Lions Park LRT station and the Bow River. Parallel north-south streets should be explored to accommodate cycling **infrastructure** to improve cycling connectivity, comfort, and safety, if 19 Street NW is no longer feasible to account for cycling connections;

- iv. have a cohesive and continuous active modes connection to a future active modes bridge over the Bow River;
- v. retain and improve the walkway north of 2 Avenue NW and between 19 Street NW and 18A Street NW, with a priority on **pedestrian** movement between 19 Street NW and 18A Street NW through resurfacing, enhanced lighting, seating and other placemaking solutions;
- vi. explore opportunities to improve the geometry of the skewed intersections at 7/8 Avenue NW and 5/6 Avenue NW; and,
- vii. review safety and vehicle speeding along 19 Street NW north of 7/8 Avenue NW.

West Bow BRT Line

The City's Route Ahead Plan has identified a new BRT Line along the Bow River to improve transit service between new and developed residential communities in northwest Calgary and the downtown. The West Bow BRT Line may run through the Riley Communities; however, the exact routing will be determined through a functional planning study.

- k. To improve transit connectivity through and beyond the plan area, a functional planning study is required to:
 - i. determine exact routing of the BRT;
 - ii. determine mode progression based on capacity, ridership growth and land development; and,
 - iii. consider the classification, function and modal priority of corridors within the Plan Area to identify routing and bus **infrastructure** facilities most appropriate and aligned with this Plan.

3.2.3 Parks, Recreation and Public Space

Natural areas, parks, open spaces and public and private green **infrastructure** contribute to the ecological health of the Riley Communities by providing cooling and shading, wildlife habitat, **public space** and stormwater management. These spaces also contribute to mental and physical health, a sense of belonging and general wellness. They are essential in mitigating and adapting to the impacts of climate change. Certain natural areas, parks and open spaces also provide opportunities for structured and unstructured recreation activities to support active lifestyles.

Objectives

The following objectives are intended to guide decisions for enhancing parks, open spaces and natural areas in the Riley Communities:

- Improve the functionality of existing parks and open spaces so that these spaces can do more for more people.
- Improve the ecological functionality of existing parks and open spaces within the ecological network.
- Explore opportunities for new parks and open space throughout the Plan Area.
- Enhance community facilities and activate outdoor spaces through the inclusion of **infrastructure**, such as lighting, access to electricity, drinking fountains and washrooms, where appropriate.
- Enhance existing civic facilities and community spaces in the Plan Area.
- Support accessible, inclusive and year-round amenities for parks and open spaces.
- Protect, maintain and enhance riparian areas along the Bow River to facilitate wildlife movement, biodiversity and overall health while improving resilience to erosion, flooding and impacts to water quality.



Implementation Options

The following identify actions to achieve the supporting growth objectives of enhancing parks, open spaces and natural areas:

Parks and Public Space Improvements

Public parks and other spaces are important assets in the Riley Communities as they provide a range of outdoor recreation, socializing and education experiences. Parks also act as a natural **infrastructure** feature, improving air quality, reducing the urban heat island effect, increasing groundwater recharge and contributing to the ecological network and biodiversity. Where possible, the feasibility of additional parks and open spaces should be explored and implemented.

- a. To support future investment and enhancement of parks and other **public spaces**, the following should be considered:
 - i. work to upgrade the condition and design of existing parks spaces to best suit the needs of the community, prioritizing improvements to parks in communities that are below parks provision targets and/or see relatively high amounts of use;
 - ii. formalize and enhance the pathway connections and amenities to knit together the communities on the top and the bottom of the escarpments that are found throughout the Plan Area;
 - iii. invest in winter design and amenities at public parks and support winter use through the provision of amenities such as strategically located lighting, wind breaks, and warming huts;

- iv. provide a range of amenities and opportunities to support a range of structured and unstructured recreation opportunities in all seasons to enable the health, well-being and active lifestyles of all individuals;
- v. include amenities to support cultural and entertainment programming in all seasons through in the inclusion of **infrastructure** such as lights, electricity, and water servicing;
- vi. support planting of native vegetation that requires low to no maintenance and is resilient to extreme weather and climate change;
- vii. support naturalization of boulevards and park spaces, where feasible;
- viii. work with school boards to improve open spaces at school sites to better suit the needs of the community and schools;
- ix. close segments of underutilized road rights-of-ways to facilitate the provision of new parks and open space in parts of the Plan Area that are underserved in terms of access to parks;
- x. where road rights-of-way are wider than required for vehicular movement, reallocate portions of the roadway to provide for increased landscaping and tree planting in boulevards, rain gardens, green stormwater **infrastructure** or other solutions as space allows;
- xi. investigate creating new Parks spaces on remnant City-owned parcels;
- xii. provide design options and activation in Lions Park that increases safety and use in the park. Investigate options such as providing improved lighting, enhanced entrance points to the park, and additional park amenities;
- xiii. upgrade parks across the Plan Area where there is underutilization or where additional amenities may better suit community needs;
- xiv. provide improved connections to Riley Park and surrounding area, including crossing of 10 Street NW on the east side of the park, connection to SAIT/AUArts, improved entrance features, as well as improved **pedestrian** and cycling connections to the park from the surrounding community;
- xv. explore opportunities for Indigenous placemaking, landscape designs, and cultural spaces in the Plan Area, that establish places for cultural practice and learning on the land through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government;
- xvi. seek funding mechanisms and pilot opportunities to modernize **indoor** and outdoor spaces at the three **community** association sites, focusing on providing equitable access to **programs** and facilities for all members of the **community**; and,
- xvii. prioritize the acquisition of school sites using first right of refusal as outlined in the Joint Use Planning Agreement, where a school site is declared surplus by the respective school board. Consideration for adaptive reuse of buildings on a surplus school site should be given, where feasible.



West Hillhurst Green Corridor

To support an increase of parks and open spaces in West Hillhurst, there is an opportunity to develop a green corridor. This type of initiative offers an innovative change and modification to the mobility network for active modes north-south and support climate resiliency goals for the Plan Area.

- b. Explore opportunities to reimagine north-south streets in West Hillhurst between 7 Avenue NW and the southern plan boundary. To support future investment and the development of a green corridor in West Hillhurst, the following should be considered:

- i. identifying two adjacent streets to be converted from two- to one-way vehicle travel;
- ii. closing portions of the road right-of-way to vehicles to enhance the **pedestrian** realm, implement separated bicycle facilities, naturalized green space and increased tree planting;
- iii. enhancing safe routes to Louise Dean and Madeleine D’Houet schools;
- iv. reviewing the feasibility of this green conversion and the impacts to traffic, parcel access, stormwater drainage and **infrastructure**.
- vii. support naturalization within the park excluding the sports field area; and,
- viii. explore opportunities for Indigenous placemaking, landscape designs, and cultural spaces adjacent to the library, that establishes places for cultural practice, learning and library programming on the land through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government.

Louise Riley Library Site

The Louise Riley Library is located next to the Lions Park LRT station and has been a community landmark for generations. Given the age of the existing building, there is a need for building upgrades and retrofitting to ensure it can provide community services for generations to come.

- c. To support changes to the site for a range of community amenities and uses, the following should be considered:
 - i. undertake a feasibility study for the renovation, expansion, redevelopment, or relocation of the Louise Riley Library into a mixed-use development;
 - ii. retain a minimum 1.75 acres of contiguous reserve land for the provision of a sports field;
 - iii. improve the interface between the library and North Hill Mall Site, if library remains in current location, by providing **pedestrian** routes, access and frontage onto adjacent streets and bicycle parking in well-lit and highly visible areas;
 - iv. improve the interface between the library and the adjacent BRT station and LRT station in order to facilitate ease of transfer and **pedestrian** movement between both stations by providing **pedestrian** routes across the site;
 - v. improve the interface between the library and the adjacent sports field by providing direct access from the library to the outdoor park space;
 - vi. provide compatible uses adjacent to the outdoor park area including eating and drinking, or outdoor seating areas at grade with entrances facing the park;

3.2.4 Climate Resilience

Riley Communities are already and will continue to experience the impacts of climate change hazards, which are increasing in intensity and frequency. Climate-related hazards may also impact population groups differently due to community locations and the condition of the built and natural environment. It is critical that the Riley Communities are aware of and ready to identify, adapt and mitigate impacts to support the well-being of residents and the ecological health of the area.

The implementation options contribute to reducing greenhouse gas emissions and/or reducing risk and improving adaptability to climate change.

Objectives

The following objectives are intended to guide decisions for supporting climate action in the Riley Communities:

- Reduce greenhouse gas emissions in all development and redevelopment.
- Reduce climate risks by addressing vulnerabilities to climate change hazards.
- Emphasize the economic, social and environmental benefits of green **infrastructure**, civic facilities, riparian areas, the urban forest and open spaces.
- Maintain, enhance and expand the existing tree canopy on public and private land.

Implementation Options

- a. To improve public health and support climate adaptation and mitigation in the Riley Communities, the following should be considered:
 - i. prioritize **pedestrians**, cycling, and transit as preferred modes of transportation to reduce greenhouse gas emissions;
 - ii. encourage the development of **net zero** emission buildings for public facilities;
 - iii. promote the adaptive re-use of existing buildings and **infrastructure**;
 - iv. explore the feasibility of renewable energy generation and district energy systems, **low impact development**, green **infrastructure** and integrated water management in the Plan Area;
 - v. protect, maintain and enhance riparian areas along the Bow River and in natural areas to facilitate wildlife movement, biodiversity and ecological health while improving resilience to erosion, flooding and water quality impacts;
 - vi. continue to protect and enhance the Bow River valley as a primary corridor within the ecological network and support the enhancement of secondary corridors connecting to it;
 - vii. support naturalization of green spaces and the planting of native species that are appropriate to support local conditions and contribute to habitat;
 - viii. protect community members from severe winds using wind screens and strategically planted vegetation; and,
 - ix. encourage large-scale development in locations well-served by local amenities, transit, and active mobility **infrastructure** to provide more affordable transportation methods and reduce greenhouse gas emissions.



Urban Forest and Tree Canopy

The urban forest provides green **infrastructure** and ecosystem functions including improving air quality, reducing stormwater runoff, providing shade and cooling, wildlife habitat and creating stress-reducing environments for residents. The Riley Communities currently have 17.6% tree canopy coverage, which is above the city average. The goal for this area is to increase the canopy to 18.5% by 2030, 19.6% by 2040 and 19.9% by 2050, through retention of the existing canopy and planting new trees. To ensure the canopy continues to thrive and grow, it is critical that The City, developers and residents contribute to consistent and continuing urban forest management.

- b.** To support and expand the urban forest in the Riley Communities, the following should be considered:
 - i.** increase the amount of public trees and plantings in boulevards and on residential streets, ensuring **sustainable planting infrastructure** for the trees to become self sufficient in the planting area, including sufficient soil volume and characteristics, adequate **moisture** inputs and retention, and appropriate locations with sufficient setbacks or mitigation to protect from salt and underground utilities, particularly on arterial and commercial roads;
 - ii.** protect trees on public lands from all ground disturbance activities within 6 meters;
 - iii.** invest in ongoing maintenance and succession planting of public trees;

- iv.** protect trees on private lands wherever possible from all development activities that may impact roots, any tree parts, surrounding soil, and hydrology during construction. Trees that cannot be retained during redevelopment should be either relocated, if feasible or replaced with an equivalent amount of canopy to avoid net loss in the tree canopy;
- v.** align planting locations with the functional utilities that a specific tree species can provide and create viable sites for a significant number of large shade **canopied trees** greater than 10 m in diameter or height;
- vi.** invest in passive green **infrastructure** systems that utilize trees and other woody plant material for stormwater management, heating and cooling, and phytoremediation;
- vii.** support tree planting programs for private lands;
- viii.** encourage planting of diverse plant species and maintenance of aging specimens on public and private land, especially species friendly to pollinators and those supportive to habitat creation; and,
- ix.** encourage drought-resistant vegetation, appropriate soil characteristics, and sufficient soil volume and holding capacity for trees on public and private property.

Zero Carbon Neighborhoods

A **net zero** emissions neighbourhood is a community that has greatly reduced energy needs through energy efficiency and relies on zero emissions electricity, heating and transportation fuels. The buildings and renewable energy aspects have been addressed in this Plan in previous themes. The zero carbon neighbourhoods theme focuses on the land use planning and transportation aspects of **net zero** emissions neighbourhoods. The following policies are intended to enable the transition of the Riley Communities toward this outcome:

- c.** As public facilities are constructed or renovated, they should incorporate:
 - i.** improved building envelope insulation;
 - ii.** renewable power generation; and,
 - iii.** connections to district energy, where available.

- d. Future public investment in transportation **infrastructure** should support:
 - i. **public space** and street designs that encourage active, low carbon travel options including walking, cycling and biking; and,
 - ii. deployment of car sharing programs, low-carbon and electric vehicles.
- e. Future public investments are encouraged to explore opportunities to assist building owners with planning and funding major renovations and retrofits to improve overall energy usage and reach **Net Zero** emissions, which could include providing:
 - i. improved building envelope insulation to improve heating and cooling energy efficiency;
 - ii. improved **net zero** technologies for building operations;
 - iii. bicycle and end-of-trip facilities;
 - iv. solar canopies on rooftops or with new and existing at-grade parking areas; and,
 - v. electric vehicle charging **infrastructure** or electric vehicle charging ready stalls, if charging **infrastructure** is not warranted.
- f. The City should explore opportunities to create a public subsidy program intended to assist low-income households with preparing and responding to climate risks.

Stormwater Retention and Mitigation

In established neighbourhoods, such as those in the Riley Communities, redevelopment tends to cover more land with buildings and hard surfaces, reducing the areas which can absorb, retain and filter water. This results in an increase in both the volume and contamination of storm water runoff, placing a greater burden on stormwater management **infrastructure** in the same communities where opportunities for large-scale **infrastructure**, such as ponds, are limited. With climate change increasing the intensity and frequency of heavy rainfall events, the risk of stormwater flooding is rising significantly. However, with redevelopment, there are opportunities to integrate stormwater management into both private property and public property.



- g. To mitigate the impacts of stormwater runoff, the following practices should be considered:
 - i. strengthen protection and enhancement measures for riparian areas through rehabilitation and conservation designations (prioritizing areas with the lowest health scores); and,
 - ii. include provisions for permeable surface cover and green **infrastructure** for existing and new commercial land (as well as parking lots, undeveloped areas);
- h. Stormwater mitigation practices should be integrated on public property through improvements such as rain gardens, bioretention areas, underground storage, green roofs, increased landscaped areas and other permeable surfaces on existing impervious surfaces. Such improvements should consider the following:

- i. coordinate stormwater improvements with **pedestrian** safety improvements, through landscaped curb extensions, midblock crossings and other similar improvements;
- ii. investigate reductions in travel lane widths on streets to accommodate additional landscaped areas in boulevards;
- iii. eliminate slip lanes and other areas where excessive roadway space can be reduced and replaced with permeable surfaces;
- iv. redirect building and surface runoff, especially from impervious areas, to landscaped or bioretention areas, where feasible;
- v. investigate the reduction of parking lanes to allow for landscaped areas;
- vi. investigate the closure of roads or portions of roads to provide additional open space and permeable surfaces;
- vii. explore using pervious, permeable and semi-permeable materials, such as open joint bricks, grass-concrete pavers, gravel and stone aggregate, and porous bricks, where applicable, such as **pedestrian** and cycle paths, plazas and lightly trafficked roads and parking spaces;
- viii. investigate opportunities to align stormwater features with other uses of space, such as for recreation or biodiversity;
- ix. improve route drainage, especially from impervious areas, to support trees and other vegetation using soil cells and bioretention; and,
- x. coordinate stormwater and other utility upgrades, where feasible and appropriate, with other **infrastructure** improvements, particularly along **Main Streets** and in **transit station areas**.

Flood Resilience

As river-adjacent neighbourhoods, the Riley Communities will always need to prepare, respond and adapt to floods. This is especially true with climate change expected to bring a greater risk of more severe and frequent flooding. Permanent **infrastructure** like flood barriers along with floodplain land use policies and regulations guide how we plan and develop in river communities.



- i. As redevelopment occurs in established neighbourhoods, such as the Riley Communities, additional opportunities beyond what is required in the **land use bylaw** to improve the resilience of properties at risk of flooding should be explored including:
 - i. elevating utilities (i.e. furnaces, hot water tanks);
 - ii. improving lot grading so that it slopes away from the house foundation; and,
 - iii. using landscaping techniques that allow more rain to soak into the ground.
- j. The City and external partners should explore opportunities to assist owners of existing buildings, including low-income households, with planning and funding retrofits and preparedness to improve overall flood resilience.
- k. The City and external partners should explore opportunities to create a public subsidy program intended to assist low-income households with preparing and responding to flood and climate risks.

3.2.5 Safe and Accessible Communities

Great communities rely on individuals being able to safely and easily fulfill their daily needs. Making the area accessible and safe for all means considering all needs at all times of day, throughout the year. There are opportunities to help promote this kind of experience address through community design.

Objectives

The following objectives are intended to guide decisions for increasing the safety and accessibility of the Riley Communities:

- Design **public spaces** to be welcoming to everyone regardless of age, gender expression or mobility.
- Limit barriers to movement and participation for those with limited mobility.
- Improve **pedestrian** and cycling safety around key destinations such as schools, parks and transit stations.



Implementation Options

- To improve safety and accessibility in the Riley Communities, the following should be considered:
 - improve lighting and provide **pedestrian** prioritized signalization at high volume intersections and along key **pedestrian** and active modes routes;
 - enhance intersection design through improvements such vehicle and **pedestrian** prioritized signalization, lighting, crosswalks and curb extensions;
 - the design of new or renovation of existing public facilities should align with accessibility best practices;
 - explore opportunities to use design features and landscape design to enhance social connections and belonging, and sense of place in the design of parks, open spaces and public facilities;
 - explore slope adaptive designs, particularly on 14 Street NW, to address significant grade changes and improve access and **public space**;
 - explore partnerships with not-for-profits to prototype programming and initiatives to attract a range of users to parks and open spaces throughout various times of day and seasons;
 - prioritize safe routes to encourage increased walking to and from schools; and,
 - explore options to improve vehicle circulation and school pick-up/drop-off activities.

Transit Station Area Improvements

Comprehensive station area **public space** planning that considers both mobility connections and **public space** can identify opportunities to enhance and create safe, welcoming environments in and around **transit station areas**.

- The following should be considered to support the safety and vibrancy of Sunnyside LRT Station:
 - provide an expanded, accessible **pedestrian** crossing of the LRT tracks at 3 Avenue NW;
 - explore the feasibility of closing 9A Street NW between 3 Avenue NW and 4 Avenue NW to vehicular traffic with the intent of increasing **public space** to the west of the station; and,
 - where there is a shared property line with the LRT platform or surrounding **public space**, support commercial uses that activate **public spaces**.
- The following should be considered to support the and vibrancy of Lions Park LRT Station:
 - with any future station improvements, increase visibility between the train platform and 14 Avenue NW;
 - widen the sidewalk to the north of the station that runs along 14 Avenue NW;
 - provide raised **pedestrian** crossings of 14 Avenue NW; and,

- iv. as the North Hill Mall site redevelops, explore providing additional crossings of the LRT tracks to provide convenient, safe and accessible **pedestrian** routes to the larger community.
- d. To support and foster vibrant **transit station areas**, the following should be considered:
 - i. provide protected cycling storage facilities at LRT Stations;
 - ii. prioritize access to transit stations through safe and convenient transit, walking, and cycling connections;
 - iii. enable **transit-oriented development** on City-owned lands to support Calgary's economic, social, and climate resilience;
 - iv. locate new civic services and amenities in proximity to **transit station areas**;
 - v. ensure efficient local and regional transit operations around transit stations;
 - vi. support interim uses within **transit station areas** that promote activity around the stations such as seasonal markets and events;
 - vii. improve parks and **public spaces** around transit stations to activate the spaces, provide places for people to gather, as well as to create connections to transit and other destinations;
 - viii. incorporate transit priority measures to improve travel time and reliability, which may include signal priority, queue jumps, transit-only lanes or links, or stop configuration that limit transit delays;
 - ix. account for wayfinding elements to assist residents and visitors in locating key amenities in the area; and,
 - x. integrate areas for sitting and gathering as well as drinking fountains and public washrooms.

4 Implementation and Interpretation



4.1 Policy Framework

The Municipal Government Act outlines the purpose and scope of powers for municipalities. The Riley Communities Local Area Plan is a statutory document, approved as an area redevelopment plan, that establishes a long-range framework for land use, urban design and mobility for the Riley Communities. The Plan has considered and is in alignment with the South Saskatchewan Regional Plan, and the Regional Growth Plan. The Plan must be read in conjunction with the **Municipal Development Plan** (Volume 1) the Calgary Transportation Plan (Volume 3) and other City of Calgary policy and guiding documents, unless otherwise indicated.

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4.2 Local Area Plan Interpretation

Map Interpretation

- a. Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines, roads or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the approving authority at the time of application, unless specified in section (e) below.
- b. No measurements of distances or areas should be taken from the maps in this Plan.
- c. All proposed urban form areas, additional policy guidance, building scale, road and utility alignments and classifications may be subject to further study and may be further delineated at the outline plan or land use amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan.
- d. Any change to the text or maps within this Plan shall require an amendment to the Plan that includes a Public Hearing of Council.
- e. Where the Neighbourhood Connector urban form category, as indicated on Map 3: Urban Form, is shown within the limited building scale area, as indicated on Map 4: Building Scale, the Neighbourhood Connector urban form category should be interpreted to extend for a distance of 41 metres (approximately two parcels) from the property line along the road identified as a Neighbourhood Connector, unless the boundary of the Neighbourhood Connector urban form category is clearly delineated by a lane.

Policy interpretation

- f. The South Saskatchewan Regional Plan (SSRP) establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use and watershed management to achieve Alberta's economic, environmental and social goals. This Plan allows The City to encourage and incentivize more progressive policies related to sustainability and the environment.
- g. The Calgary Metropolitan Region Board's Growth Plan provides a policy framework for managing growth and implementing a long-term vision to accommodate the next million residents and about half a million jobs in the region. The Growth Plan provides strategies and policies for planning and managing future population and employment growth to help achieve vibrant inclusive communities while protecting and enjoying the environment. This Plan builds on and is in alignment with the policies of the Growth Plan. Placetypes are elements of the Growth Plan that describe generalized land use categories at a regional level. The Plan Area is predominantly the Infill and Redevelopment Placetype as shown on Map B3: Growth Plan Placetype Alignment.
- h. Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.
- i. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with **Municipal Development Plan** and **Calgary Transportation Plan** policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.

- j. Policies that use the words “shall,” “will,” “must” or “require” apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.
- k. All illustrations and photos are intended to illustrate concepts included in the Plan and are not exact representations of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan’s policies and guidelines.
- l. Building scale modifiers shown on Map 4: Building Scale are intended to inform future land use redesignation applications. In cases where this policy and a land use designation conflict, the land use on the parcel prevails.

Figure Interpretation

- m. Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.
- n. Unless otherwise specified within this Plan, where actual quantities or numerical standards are contained within the figure, these quantities or standards shall be interpreted as conceptual only and will be determined at the detailed design stage.

Appendix Interpretation

- o. The appendices do not form part of the statutory portion of this Plan. The intent of the appendices is to provide information and guidelines to support the policies of this Plan.

Plan Limitations

- p. Policies and guidelines in this Plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. Detailed site conditions or constraints must be assessed on a case-by-case basis as part of an outline plan, land use amendment, subdivision or development permit application.

Existing Caveats/Restrictive Covenants

- q. Some parcels in the Plan Area may have registrations on the certificate of title, called restrictive covenants, which may restrict development. These restrictions may include, but are not limited to, restricting development to one or two-unit dwellings. Where the restrictive covenant is not in alignment with the goals and objectives of this Plan, The City of Calgary supports the direction of this Plan.

4.3 Local Area Plan Implementation Monitoring, Review and Amendments

- a. New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where such new concepts and ideas respond to and meet the intent of the vision and core ideas of the Plan found in Chapter 1, or offer a creative solution to a particular problem, amendments may be supported. To make any change to the text or maps within this Plan, an amendment that includes a Public Hearing of Council shall be required.
- b. The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary by Administration, these policies shall be updated through the plan amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act.
- c. Where an amendment to the Plan is requested through a planning application, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the **Municipal Development Plan** and other relevant policy documents.

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4.4 Glossary

5A mobility network – The Always Available for All Ages & Abilities (**5A**) **Network** is a city-wide mobility network that consists of off-street pathways and on-street bikeways. It aims to provide safe, accessible, affordable, year-round options for transportation and recreation mobility network.

Active Uses – commercial uses, such as **retail** and restaurants, on the main or ground floor of buildings adjacent to the sidewalk or street that generate frequent activity in and out of a building or business entrance.

Activity Centre – an urban typology as described in the **Municipal Development Plan** and conceptual identified in the Plan.

Built-out Areas – all communities that have gone through at least their first stage of development and are no longer actively developing as defined by The City's Suburban Residential Growth report.

Built Form – the engineered surroundings that provide the setting for human activity and includes buildings, streets, and structures (including **infrastructure**).

Community Corridors – **pedestrian**-focused streets identified on Map 2: Community Characteristics of this Plan that connect the Riley 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. **Community Corridors** in the Riley Communities include 19 Street NW.

Core Zone – the area typically within 200 to 300 metres of transit station that is the focus of a **transit station area** is identified in the Plan.

Ecosystem services – the benefits people obtain from ecosystems, including provisioning services such as food and water; regulating services such as regulation of floods, drought, land degradation and disease; supporting services such as soil formation and nutrient cycling, and cultural services such as recreational, spiritual, religious and other nonmaterial benefits.

Flood Fringe – lands abutting the **floodway**, the boundaries of which are indicated on the **Floodway/Flood Fringe Maps** that would be inundated by floodwaters of a magnitude likely to occur once in one hundred years.

Flood Inundation Area – parcels that are located within the 1:100 flood risk area, as identified by the City and Government of Alberta. Development should be flood resilient to the 1:100 flood elevation.

Floodway – The river channel and adjoining lands indicated on the **Floodway/Flood Fringe Maps** that would provide the pathway for flood waters in the event of a flood of a magnitude likely to occur once in one hundred years.

Gateway Site – sites strategically located a key entrance to a community, such as major intersections and transit stations.

Heritage Asset – a privately-owned structure, typically constructed before 1945, that significantly retains the original form, scale, massing, window/door pattern and architectural details or materials. Individual **heritage assets** may not warrant inclusion on the **Inventory**.

Heritage Guideline Area – a grouping of **heritage assets** in concentrations of 25% or greater that has been identified in the Plan with associated discretionary heritage design guidelines.

Heritage Resource – includes historic buildings, bridges, engineering works and other structures; cultural landscapes such as historic parks, gardens or streetscapes, culturally significant areas, Indigenous traditional use areas and sites with archaeological or paleontological resources. These can be managed by municipal, provincial or federal authorities.

Infrastructure – the technical structures that support a society, including roads, transit, water supply, sewers, power grid, telecommunications, etc.

Inventory of Evaluated Historic Resource (Inventory) – a growing (non-exhaustive) list of sites that have been assessed by the Heritage Calgary according to the Council-approved Historic Resource Evaluation System.

Land Use Bylaw – legislative document that regulates development and land use in Calgary and informs decisions regarding planning applications.

Low Impact Development – an approach to land development that works with nature to manage stormwater runoff. It includes a variety of landscaping and design practices that slow water down and improve the quality of stormwater entering the City's waterways.

Main Street – an urban typology as described in the **Municipal Development Plan**.

Mixed-Market Housing – **Mixed-market housing** means rental or for-sale housing that has a mix of **non-market housing** and **market housing**.

Municipal Historic Resource – sites that are legally protected in compliance with the Alberta Historical Resource Act, which includes a designation Bylaw passed by City Council.

Municipal Development Plan – The City of Calgary's Vision for how the city grows and develops over the next 30 to 60 years.

Net Zero (or Net Zero Ready) – developments that produce as much clean energy as they consume by way of a highly efficient building envelope, energy efficient appliances, lighting, and mechanical systems and a renewable energy system. **Net Zero Ready** development is built to **Net Zero** standards except that the renewable energy system (e.g., solar panels) has not yet been installed.

Non-Market Housing – **Non-market housing** means rental or for-sale housing that is subsidized for needs not served by the private market.

Pedestrians – the term often used for people walking on the street but should be read inclusively for people with mobility challenges.

Public Space – the space between and within buildings that are publicly accessible, including streets, squares, parks, and open spaces. These areas and settings support or facilitate public life and social interaction as well as cultural spaces.

Retail – commercial uses that includes a range of businesses that depend on public traffic, such as shops, personal services, eating and drinking establishments, or other uses that generate frequent activity in and out of a building or business entrance.

Solar Canopy – a freestanding or overhanging structure with solar photovoltaic panels attached on top that provide shelter for the uses underneath.

Shared Mobility Operating Area – the geographic area that an approved shared mobility service designates where customers are allowed to start or end a trip. Shared mobility services can include, but are not limited to, shared electric scooters, shared bikes and electric bikes, or shared car services.

Street Wall – the portion of a building façade at the base of a building facing a street.

Transit-Oriented Development – a compact, mixed-use area of a community within walking distance of a transit station, that mixes residential, retail, office, open space, and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.

Transit Station Area – the area surrounding a transit station along a primary transit line, such as a Light Rail Transit or Bus Rapid Transit route, that includes enhanced amenities.

Transition Zone – the area that extends from the outer edge of the **Core Zone** up to an additional 300 metres and provides a transition of form and activities between the **Core Zone** and the surrounding community as identified in the Plan.

Transportation Demand Management (TDM) – programs, services and products to encourage a shift in travel behaviour from single-occupant automobiles to more sustainable modes of travel, including walking, cycling, transit, car sharing and carpooling. Examples of TDM measures include changing the time of day people travel, parking spaces allocated for carpooling or car sharing and enhanced bicycle stalls and facilities.

Urban Agriculture – A use where plants are grown outdoors for a commercial purpose.

Work-Live Units – units designed to be used as a dwelling unit or commercial space concurrently or separately, offering flexibility and a more direct relationship to the public realm (e.g., sidewalks) than traditional dwelling units. These spaces are designed to be highly flexible and adaptable in design and allow for a variety of professional and commercial uses such as markets, artists' studios, instructional facilities, consulting firms, or artisanal production space.

A Appendices

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Appendix A: Investment Options

In addition to the Implementation Options provided in Chapter 3, the following implementation actions have been identified by participants through a series of public engagements conducted during the drafting of this Plan. As noted in Chapter 3, these actions represent steps community members identified to achieve the supporting growth objectives of the Plan. This Appendix is non-statutory and is intended to be revised over time as local growth occurs, actions are evaluated or completed and/or new options are identified through subsequent engagement and City department prioritization. As a non-statutory part of the Plan, updates to this Appendix do not require a Public Hearing of Council.

Supporting Core Values	Implementation Options (What We Heard)	Location(s)
Housing Choice	Explore incentives and methods to better support construction of backyard suites and laneway homes.	Varies
	Explore incentives to encourage the provision of three-bedroom units in multi-residential development.	Varies
	Identify remnant City-owned parcels that can be utilized for non-market housing development.	Varies
	Support public-private partnerships to develop non-market housing on City-owned lands.	Varies
	Exclude non-market housing units from density calculations of developments.	Varies
	Where new civic services are being proposed on City-owned lands, develop sites as integrated civic facilities that can provide housing, prioritizing the delivery of non-market housing .	Varies
	Explore incentives for the inclusion of non-market housing, mixed-market housing and subsidized housing in new developments.	Varies
	Explore opportunities for more non-market housing for seniors by encourage aging-in-place options (i.e., fully accessible housing styles).	Varies
	Explore reductions in setback requirements and parking requirements to make redevelopment more affordable.	Varies
	Explore opportunities for partnerships with not-for-profits to develop co-housing projects.	Varies
Explore partnerships with SAIT to prototype new housing options.	Varies	

Supporting Core Values	Implementation Options (What We Heard)	Location(s)
Moving To and Through the Riley Communities	Improve vehicle traffic on 10 Street NW by creating new a roundabout that provides access to SAIT/AUArts.	10 Street NW
	Explore the feasibility of relocating Lions Park LRT Station platform further to the east to ease congestion at the intersection of 19 Street NW and 14 Avenue NW.	Lions Park LRT Station
	Improve integration of Princes Island Bridge pedestrian connection with Sunnyside 5A mobility network on north side of Memorial Drive NW, including connection to a separated bike lane along 2 Avenue NW.	Sunnyside
	Rethink 8 Avenue NW to be a multi-modal street, including signalized crossings of large roads and providing connection to adjacent park spaces such as Riley Park and McHugh Bluff.	Riley Park
	Explore the feasibility of pedestrian prioritized lights at intersection of 10 Street NW and Kensington Road NW.	10 Street NW / Kensington Road NW
	Improve the north-south laneway located north of 4 Avenue NW, between 9A Street NW and 10 Street NW. Make the lane pedestrian-oriented , well lit and landscaped and examine feasibility of burial of overhead utilities.	9A Street NW
	Provide upgrades to the lane between 10 Street NW and 10A Street NW, north of Kensington Road NW and south of 3 Avenue NW. Focus on facilitating safe traffic movement and providing pedestrian facilities.	10 Street NW
	Provide improved active modes connection through the Sunnyhill Cooperative Housing between 4 Street NW and 3 Street NW.	
	Explore the conversion of Kensington Crescent NW to an active modes only roadway.	Kensington Crescent NW
	Explore dedicating a portion of Memorial Drive NW as open space that includes pedestrian and cycling infrastructure .	Memorial Drive NW
	Provide improved pedestrian pathway connections on the slope between Riley Park and SAIT.	Hillhurst
	Provide missing link pedestrian sidewalk on 1 Avenue NW and west of 19 Street NW.	West Hillhurst
	Provide pathway connections between natural areas across the Plan Area such as Grasshopper Hill McHugh Bluff and Karl Baker Off-leash Park.	Hounsfield Heights-Briar Hill
	Integrate new transit priority measures such as signal priority, queue jumps, transit only lanes and transit supportive stop configurations.	Varies
	Enhance bus pads and add bus stop shelters and benches.	Varies
	Provide traffic calming on streets adjacent to Crowchild Trail NW to minimize or prevent vehicle traffic cut-through.	Varies
	Integrate wider pedestrian waiting areas at the intersections of large roads.	Varies
	Facilitate transfers between the BRT station on 16 Avenue NW and the Lions Park LRT station by creating direct active mode connections and address missing links between the stations.	Hounsfield Heights-Briar Hill
	Provide missing link pedestrian sidewalk on 15 Street NW north of 8 Avenue NW.	Hounsfield Heights-Briar Hill
	Provide a cycling route and improved pedestrian facilities on 17A Street NW between 8 Avenue NW and Lions Park.	Hounsfield Heights-Briar Hill
Continue the multi-use pathway on the east side of 19 Street NW and north of 10 Avenue NW.	Hounsfield Heights-Briar Hill	

Supporting Core Values	Implementation Options (What We Heard)	Location(s)
Moving To and Through the Riley Communities	Provide missing link pedestrian sidewalk on the south side of 8 Avenue NW between 19 Street NW and 18 Street NW.	Hounsfield Heights-Briar Hill
	Review how to optimize public realm setback space for corridors in Riley, review cross sections of key corridors.	Varies
	Provide weather shelter and amenities, such as water fountains and shaded rest areas, near transit areas, and along pedestrian routes.	Varies
Parks, Recreation & Open Space	Investigate improvements to McHugh Bluff that include increased slope stability and pathway enhancements.	McHugh Bluff
	Explore the provision of additional winter design amenities along the bow river pathway (i.e. cross country skiing track setting).	Varies
	Explore reintroducing poppies along Memorial Drive NW and within the centre median.	Varies
	Establish a pathway/stairs connection from the Memorial Drive NW - Field of Crosses up to Centre Street Bridge through considering the current desire line.	Sunnyside
	Explore opportunities to expand the linear park adjacent to Memorial Drive NW, by moving existing fences closer to the carriage ways.	Varies
	Encourage arts and culture microgrant programming.	Varies
	Identify city-owned assets that could be utilized for public art and cultural programming opportunities.	Varies
	Encourage the development of a Riley Communities public art map.	Varies
	Encourage and facilitate community-led arts initiatives.	Varies
	Create pedestrian -only streets, or close streets to vehicles during certain times of the year.	Varies
	Provide comprehensive pathway or trail connections, adjacent to and though the existing natural area on the east side of 17A Street NW between 12 Avenue NW and 10 Avenue NW, to facilitate improved pedestrian connectivity.	Hounsfield Heights - Briar Hill
	Provide a staircase on the west side of Grasshopper Hill to improve trail accessibility in the park.	Hounsfield Heights - Briar Hill
	Explore the feasibility of a new indoor recreation centre on North Hill Mall site or Louise Riley Park.	Hounsfield Heights - Briar Hill
	Provide additional amenities within Lions Park in order to better activate the space.	Lions Park
	Expand the urban tree canopy and landscaping in Lions Park.	Lions Park
	Provide a new plaza space near Sunnyside LRT Station.	Sunnyside, Hillhurst
	Integrate enhanced lighting options along the north side of 6 Avenue NW between 18 Street NW and 16 Street NW to illuminate the existing walkway.	Hillhurst
	Explore the feasibility of converting underutilized sloped park east of 18A Street NW between 10 Avenue NW and 9 Avenue NW into a programmable public amphitheatre.	Hounsfield Heights - Briar Hill
Investigate opportunities to support public access to Broadview Park.	West Hillhurst	
Explore the feasibility of piloting play streets on underutilized portions of streets in the Riley Communities.	Varies	

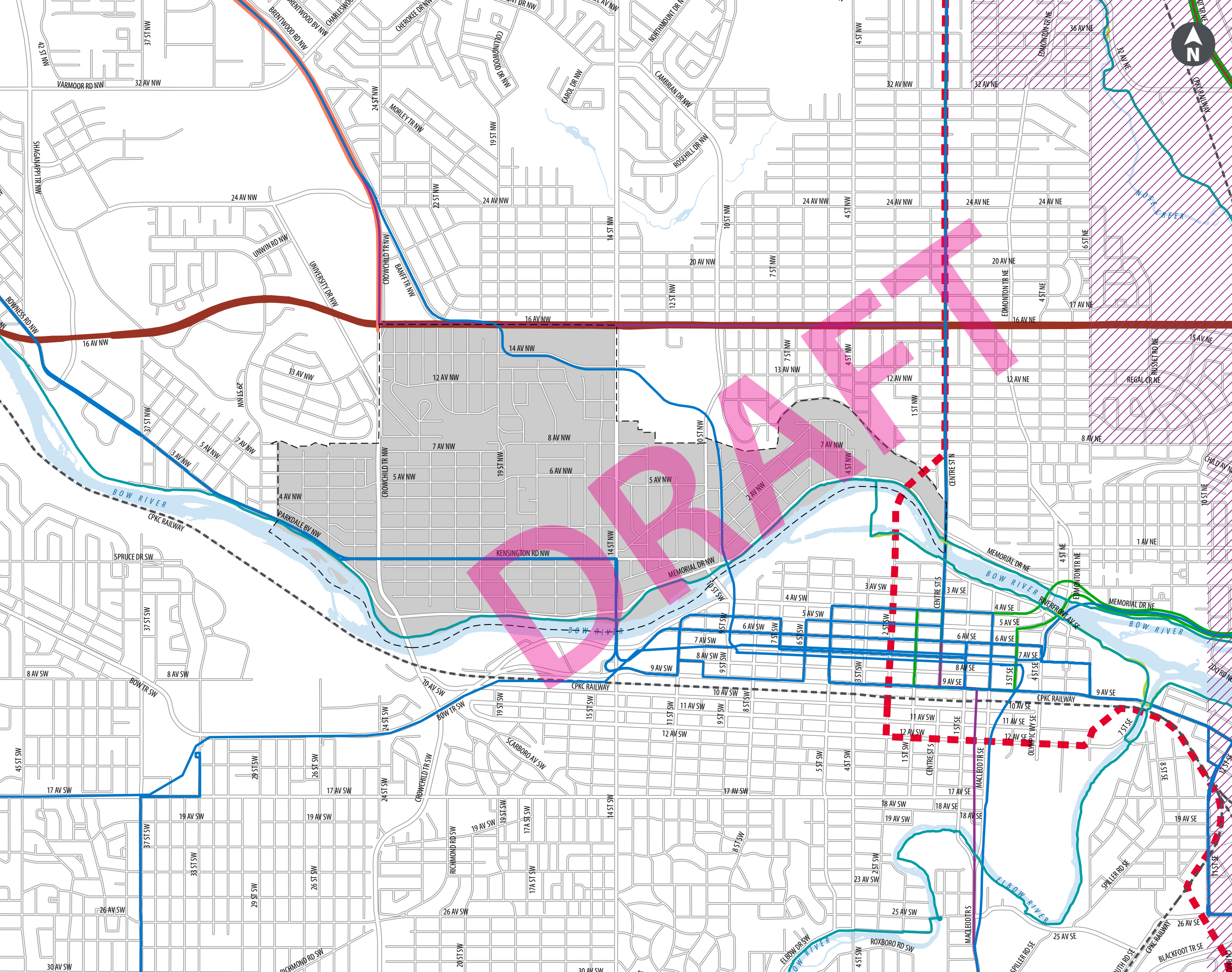
Supporting Core Values	Implementation Options (What We Heard)	Location(s)
Parks, Recreation & Open Space	Create purpose-built community gathering spaces that support and facilitate local arts and culture programming.	Varies
	Improve pedestrian access and design of Poppy Plaza.	Poppy Plaza
	Create a mural program to activate public spaces with murals.	Varies
	Explore potential opportunities for year-round amenities within Riley Park.	Hillhurst & Sunnyside
	Create a cafe with outdoor patio in Riley Park.	Riley Park
	Upgrade the stairs going up McHugh Bluff, north of the Calgary Curling Club.	McHugh Bluff
	Partner with SAIT to provide a stairway connection between Riley Park and the main campus area to the north.	Hillhurst
	Identify and establish additional toboggan hills in the Plan Area.	Varies
Climate Resilience	Explore opportunities to increase urban tree canopy by focusing on open spaces areas where trees are near the end of their life.	Varies
	Support naturalization of boulevards and road rights-of-ways.	Varies
	Explore pilot project for idle-free parking regulations along Main Streets .	10 Street NW, 14 Street NW and Kensington Road NW
	Implement EV charging at all City operated parking lots and parkades.	Varies
	Explore closing or dedicating portions of select residential streets to naturalize streets and provide green infrastructure .	Varies
	Support naturalization and low-water landscaping solutions on private land.	
	Explore creating a community orchard network from underutilized open spaces to address food security and placemaking with a connection to historical uses of the neighbourhoods.	Varies
Support home retrofits to allow on-site solar power generation.	Varies	
Safety & Accessibility	Improve safety along the Regional Pathway by providing physical barriers between the Regional Pathway and Memorial Drive NW.	Memorial Drive NW
	Complete a corridor review of Kensington Road NW to enable more permanent safety and traffic calming measures.	Kensington Road NW
	Enhance lighting in appropriate parks and open spaces.	Varies
	Increase the amount of public washrooms across the Plan Area, specifically around parks and recreation amenities.	Varies
	Provide emergency call stations at bus stops along Main Streets .	Varies
	Remediate defunct curb cuts to improve pedestrian conditions.	Varies
	Provide pedestrian wayfinding elements to guide people to key destinations across the Plan Area.	Varies
	Winterize public amenities such as public washrooms to allow for year-round use and enjoyment of public spaces .	Varies

Appendix B: Regional Corridors and Context Map

The Calgary Metropolitan Region Board's Growth Plan identifies regionally significant corridors and placetypes. Regionally significant corridors, including mobility corridors and transmission corridors, are depicted on Map B1: Regional Transmission Corridors and Context Map and Map B2: Regional Transportation Corridors and Context Map as identified by the Growth Plan. Map B3: Growth Plan Placetype Alignment shows the Plan Area that is predominantly categorized as the Infill and Redevelopment and Employment Area Placetypes. Placetypes are elements of the Growth Plan that describe generalized land use categories at a regional level.

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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

Appendix C: Mobility

Map C1: **Pedestrian** Corridors and Map C2: Cycling Network identify existing **pedestrian** and cycling mobility connections and recommended mobility improvements within and surrounding the Heritage Communities. The maps are based on, but also inform, The Always Available for All Ages & Abilities (5A) Map of the **Calgary Transportation Plan** (CTP) and show existing and recommended connections identified in the CTP at the **local area plan** level.

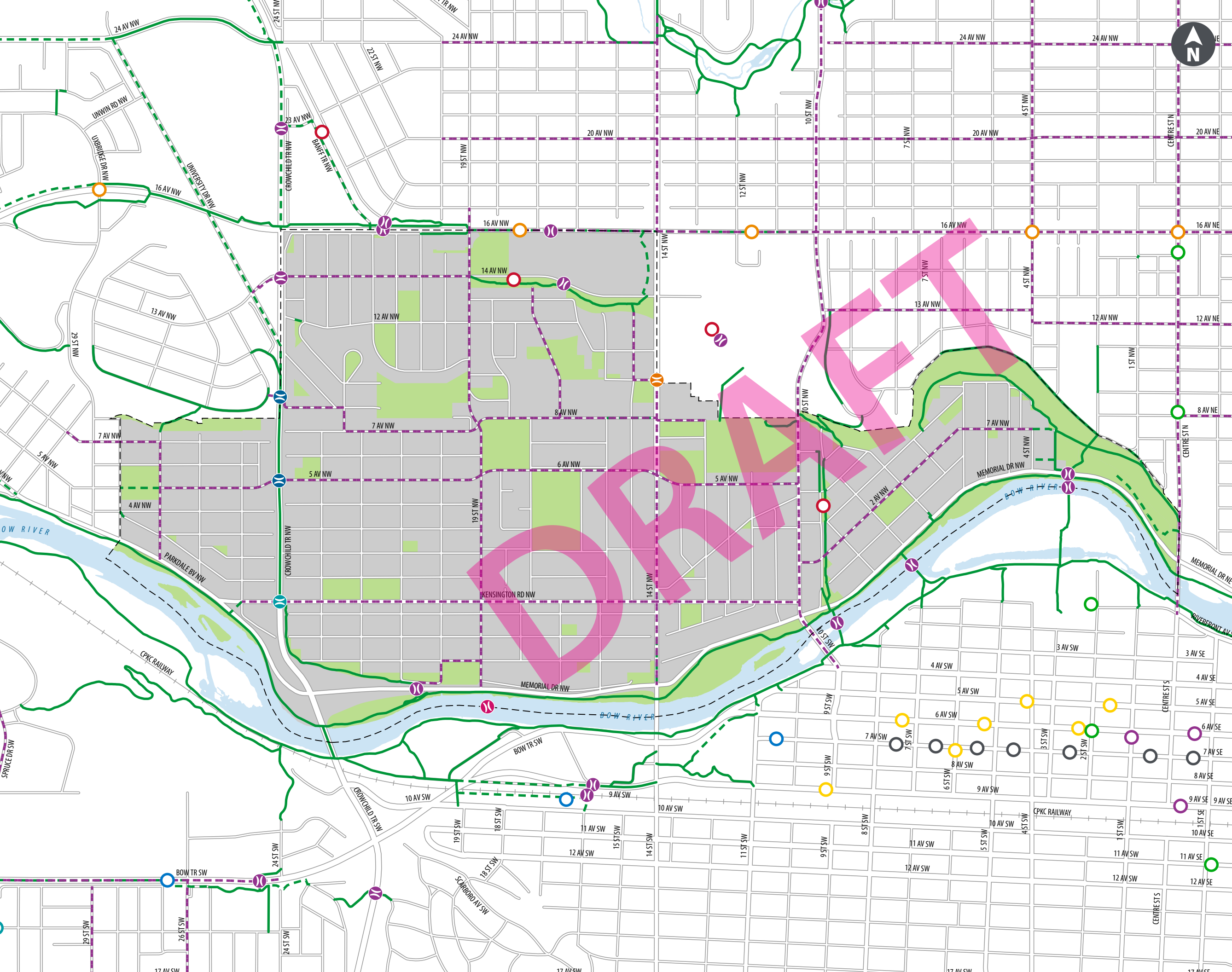
Improvements to the mobility network will prioritize **pedestrians** and cyclists where possible, by providing accessible pathway and bikeway connections between the communities and to local and regional destinations. This includes supporting the Future Growth Concept with appropriate facilities in the public right-of-way. Improvements identified on Maps C1: Pedestrian Corridors and C2: Cycling Network will take time and will be phased as budget allows, subject to technical feasibility. This map is intended to compliment and inform the investment priorities identified in Section 3.2.3 “Connecting the Heritage Communities” as well as future mobility improvements and investment.

The recommended **pedestrian** corridors depicted on Map C1: Pedestrian Corridors inform specific streets where an enhanced **pedestrian** realm space is desired. An enhanced **pedestrian** realm may include elements such as wider sidewalks, furniture zones, seating, plantings and other features that support the envisioned street activity and the Future Growth Concept. All other streets, without the recommended **pedestrian** corridor designation, will still provide standard residential sidewalks to create a complete walking network.

The recommended cycling network conceptually shown on Map C2: Cycling Network identifies corridors, not specific streets. The map is not intended to make any recommendation about the specific type of cycling connection that would be built, but rather the conceptual locations for those connections. The Future Growth Concept and existing right-of-way space will be used to refine the location of the specific cycling connection and help determine the type of facility/**infrastructure** to be built.

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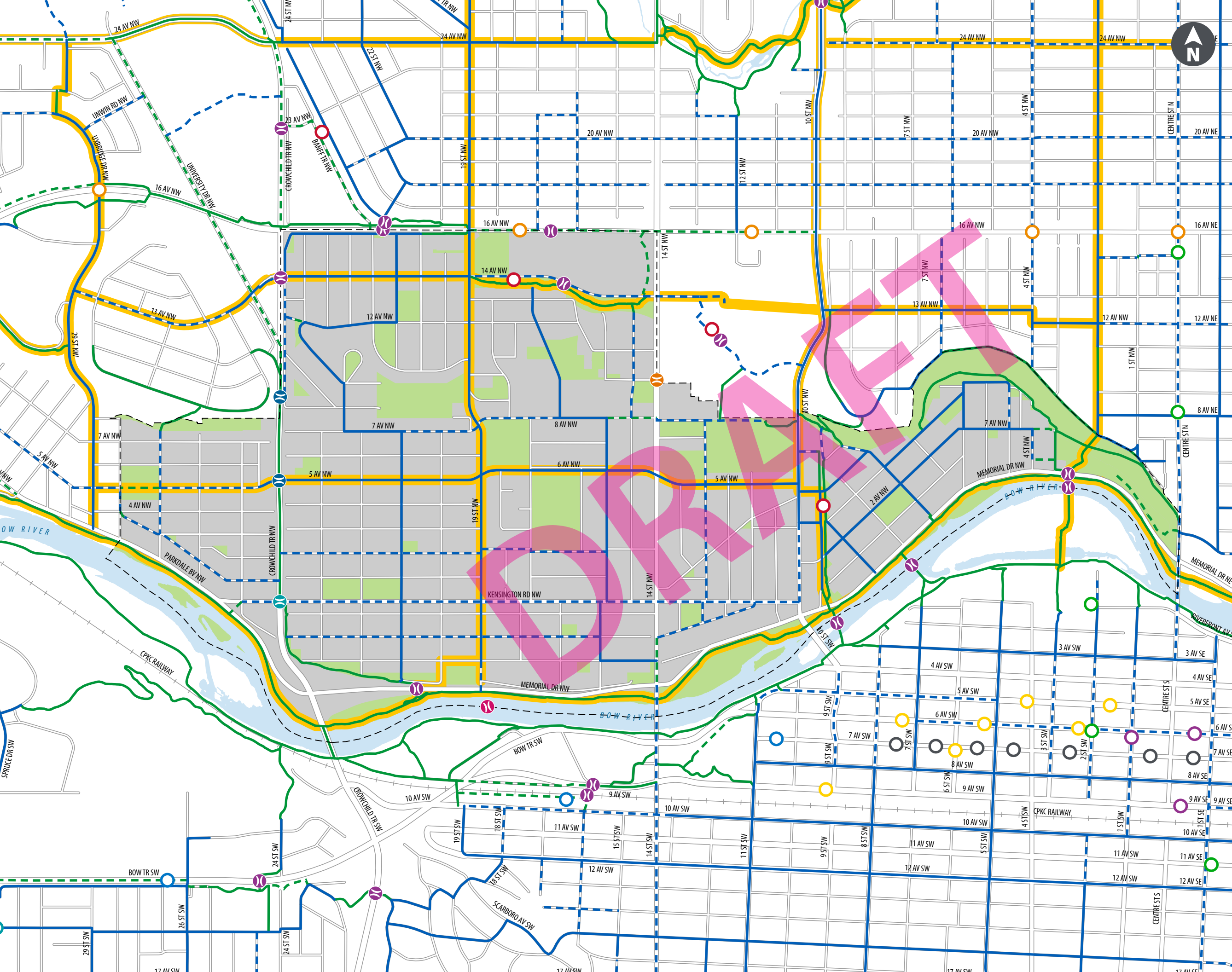
Map C1: Pedestrian Corridors



Legend

- Existing Pathway
 - - - Proposed Pathway
 - - - Recommended Enhanced Pedestrian Corridor
- DESCRIPTION
- ⊗ Existing Pedestrian/Cycle Crossing
 - ⊗ Future Pedestrian/Cycle Crossing Upgrade
 - ⊗ Future Pedestrian/Cycle Crossing
 - ⊗ Future Pedestrian/Cycle Crossing Location to be Determined
 - ⊗ Potential Pedestrian/Cycle Crossing Location to be Determined
 - 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

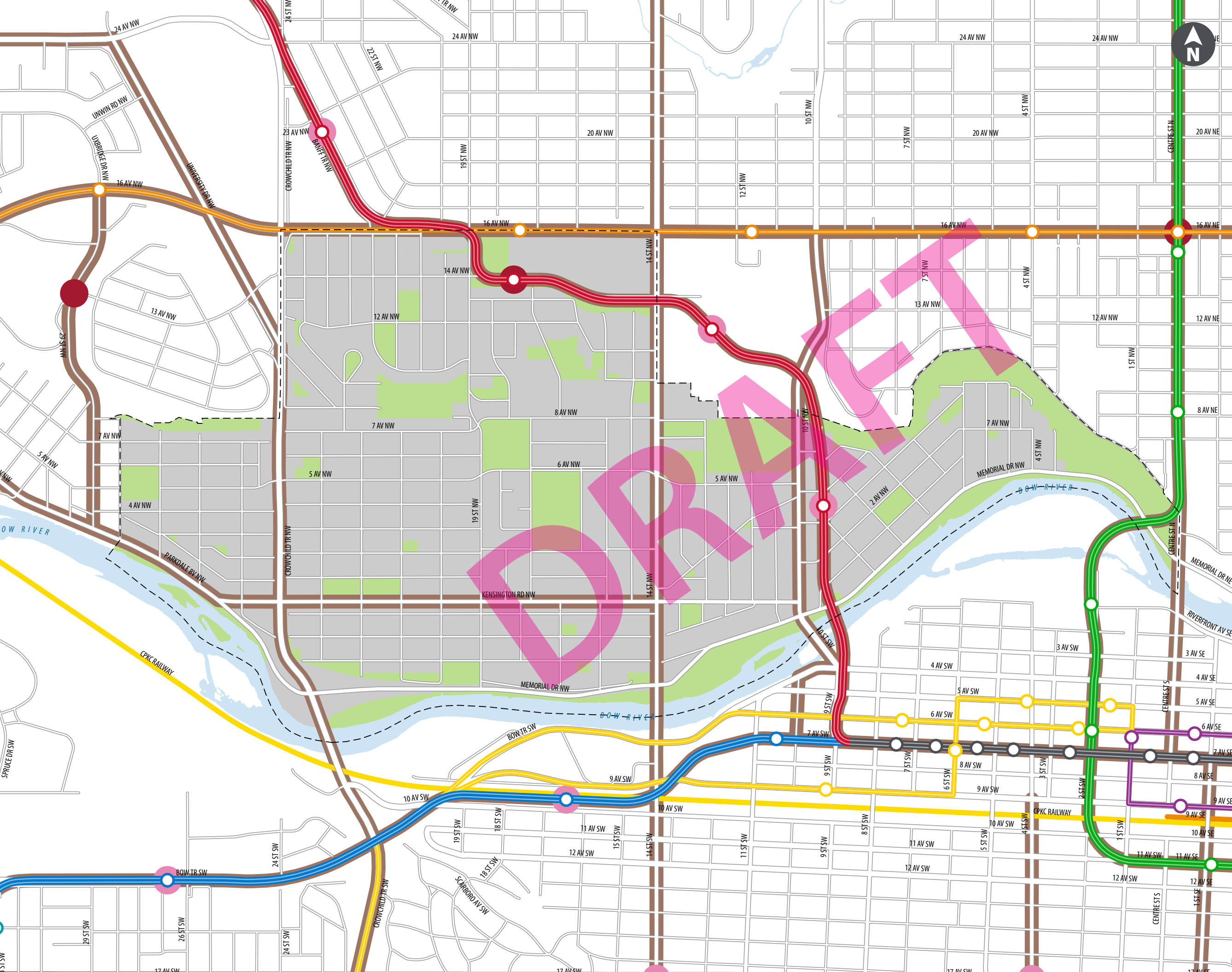
Map C2: Cycling Network



Legend

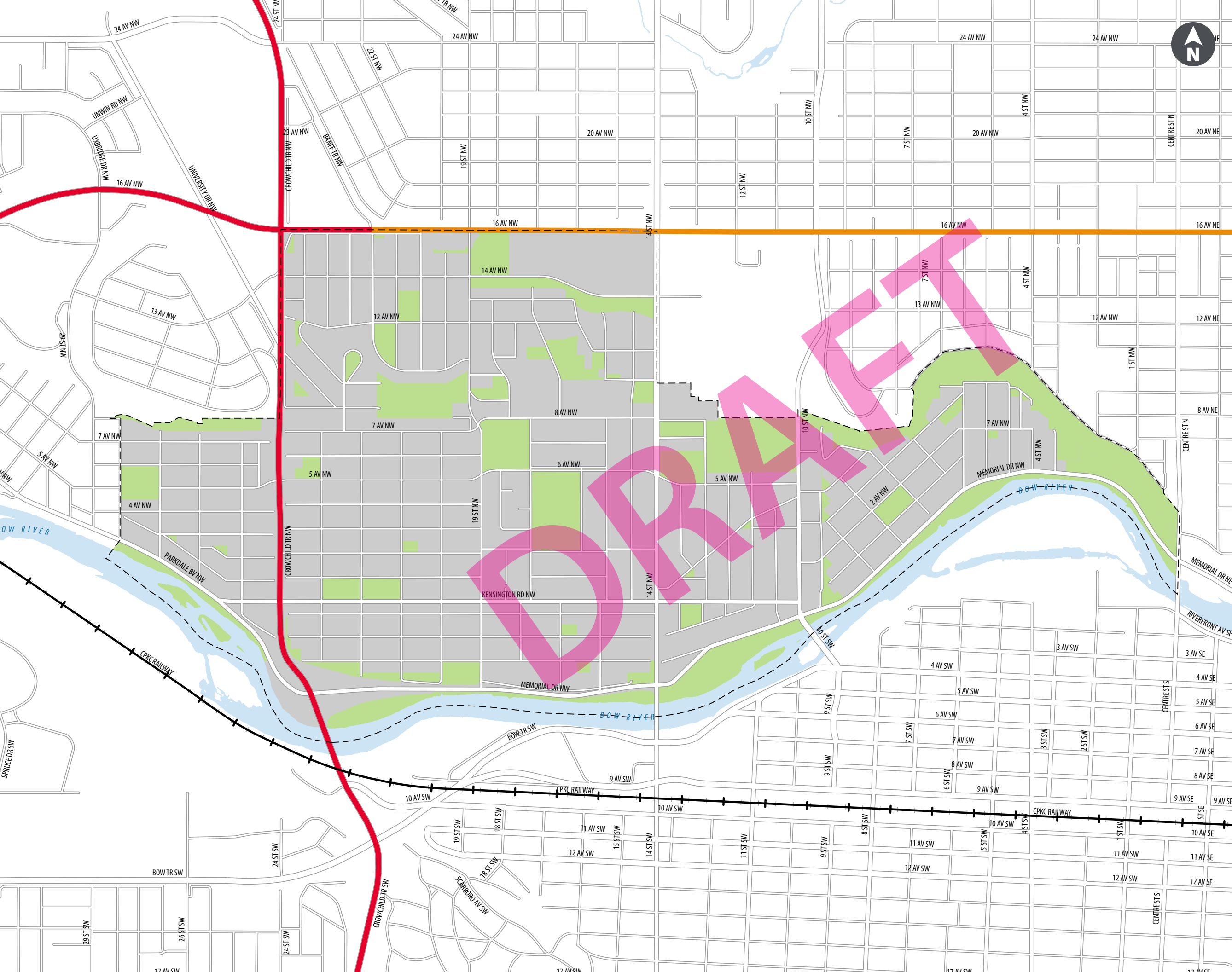
- Existing Pathway
- - - Proposed Pathway
- Existing On-Street Bikeway - 5A*
- - - Proposed On-Street Bikeway
- X Existing Pedestrian/Cycle Crossing
- X Future Pedestrian/Cycle Crossing Upgrade
- X Future Pedestrian/Cycle Crossing
- X Future Pedestrian/Cycle Crossing Location to be Determined
- X Potential 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

Map C3: Transit Network



- Legend**
- Primary Transit Network
 - Regional Commuter Rail Future
 - High Speed Rail Corridor Calgary-Edmonton
 - Primary Transit Hub
 - Transit Centres
 - 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 C4: Goods Network



- Legend**
- Main Goods Movement Corridor
 - Supporting Goods Movement Corridor
 - Freight Rail Corridor
 - Parks, Civic and Recreation
 - Plan Area Boundary

Appendix D: Constraints

Map D: Constraints identifies development constraints that should be considered for development applications. Specific development constraints are summarized here.

Flood Inundation

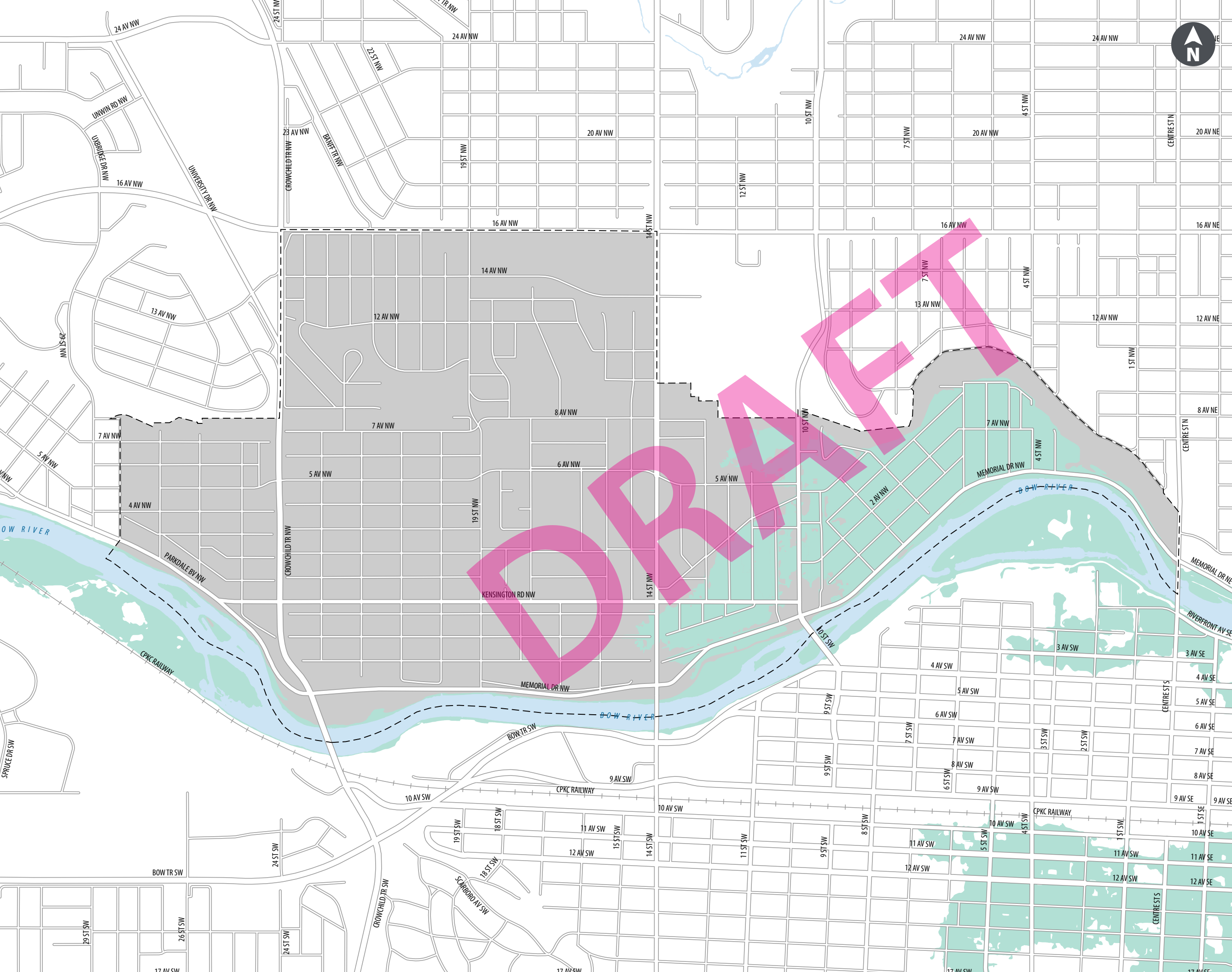
The Plan Area falls within the Bow River Basin Watershed. Development occurring adjacent to the Bow River may be subject to flooding as these areas are identified as part of the 1:100 Inundation Boundary. The 1:100 Inundation Boundary is outlined below.



Powering our Communities

Electrical power is an essential service that must be considered in planning for growth in both new and existing areas our City. ENMAX Power is responsible for the electrical distribution system for The City of Calgary and is regularly evaluating the current capability with forecasted electrical demand. Developers are encouraged to reach out to ENMAX Power early in their planning process for collaborative discussions on how best to power communities.

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Map D: Constraints



- Legend**
-  1:100 Flood Inundation Boundary
 -  Plan Area Boundary

Appendix E: Additional Historical Information

Hillhurst (1904)

Prior to residential or commercial development in the community, Hillhurst was the site of industry, utilities, and services activities. The Calgary Water Power Company, which supplied electric power to the city in the 1890s, built one of Calgary's first hydroelectric power plants in present-day Hillhurst. The Calgary Hydraulic Company's short-lived irrigation system traversed Hillhurst until it was badly damaged in the 1897 flood.

In 1904, Ezra Riley registered Plan 5609J and named it Hillhurst. The subdivision included portions of the former Indigenous trails, which were named Morleyville Road (the present 10 Street NW) and Gladstone Avenue NW (the present Gladstone Road NW).

Tenth Street NW follows the traditional route that the Îethka Nakoda Wicastabi Stoney Nakoda First Nations used to travel to the Rocky Mountains. The route was renamed the Morleyville Trail after Methodist missionary George McDougall established his mission at Morley. Gladstone Road NW parallels another trail that Indigenous peoples used to travel northeast from the Bow River.

In the interest of marketing this new neighborhood to potential buyers, Ezra's subdivision included a slough, which appears on the subdivision plan as a lake. The street names used in this subdivision recalled the Riley family's British heritage. Most streets and avenues were numbered either upon development or soon after, and only the names of Gladstone and Kensington roads remain. In the 1990s, street signage displaying both the names as well as the current day numbering system was installed to celebrate the history of the Riley family's impact on the area.

In 1906, Ezra registered Plan 51790, which completed the southern portion of Hillhurst east of the section line formed by 14 Street NW. Ezra's fondness for British culture was also reflected through Ezra's endowment for St. Barnabas Anglican Church, where members of the Riley family are buried, through Bishop Pinkham College, a private Anglican boys' school that Ezra commissioned, and the ongoing presence of a cricket pitch in Riley Park, a park that Ezra donated to The City in 1910. Parks Superintendent William R. Reader installed three

cricket pitches in the park in 1919 at Ezra's request.

Also in 1906, Georgiana subdivided land west of 14 Street NW as Plan 6219L, which was originally named Upper Hillhurst. This subdivision continued the British motif and imparted the notion of empire with the names of Colonial and Imperial avenues. That same year, Joseph Wilburn Campbell established a greenhouse and market garden, which was later repurposed as a florist business, on a four-acre site in 1710-8 Avenue NW. It closed in 1980.

Construction of the current-day Louise Bridge occurred in 1906, The City's annexation of the area and the advent of the Calgary Municipal Railway in 1909, set the conditions for the Riley Communities' emergence as an established mixed-use district with transit access.

Within months of its inauguration, the streetcar network extended over the Louise Bridge and north along 10 Street NW to 5 Avenue NW, where a loop allowed electrically powered cars, connected to overhead power lines by a trolley pole attached to the roof, turn around and make the return trip downtown. By 1912, the streetcar formed a loop around Hillhurst (along 10 Street NW, 5 Avenue NW, 14 Street NW, and Kensington Road NW). The system also extended north along 10 Street to 16 Avenue (and from there to Crescent Heights), east to Sunnyside (along 2 Avenue NW, 7 Avenue NW, and 6 Avenue NW), and west along Kensington Road through Hillhurst and Grand Trunk (today's Hillhurst and West Hillhurst) and further to Parkdale and on to distant Bowness Park. By 1919, a larger loop encircled Upper Hillhurst (which is now the part of Hillhurst between 14 Street NW and 18 Street NW) and Grand Trunk along 14 Street NW, 7 Avenue NW, 8 Avenue NW, 24 Street NW (now Crowchild Trail NW), and Kensington Road NW.

As a result of the streetcar network, Kensington Road NW and 10 Street NW quickly became the mixed-use commercial and residential streets that remain to this day. Tenth Street NW, the area's main shopping district, became known as The Bridges. This nickname likely derives from a period in the 1920s when there were two bridges in the area: the original Louise Bridge and the adjacent Hillhurst Bridge. The Louise Bridge was eventually demolished, but the remaining Hillhurst Bridge carried its namesake until 1970 when it was officially renamed to the Louise (Hillhurst) Bridge.

The streetcar era ended in the late 1940s, when the renamed Calgary Transit System pulled up the streetcar tracks and introduced electric trolley coaches that used tires for the main routes and buses powered by internal combustion engines for other routes. By 1950, electric trolley routes were established across the Louise Bridge (and north on 10 Street NW to distant Rosemount), west on Kensington Road to Parkdale, west on 5 Avenue and 6 Avenue NW to what is now Crowchild Trail NW, and east on 2 Avenue NW into Sunnyside. An original trolley turnaround still exists in Sunnyside, encircling what is now a small park (748–5 Street NW). Calgary Transit withdrew its electric trolley fleet in 1974.

By the 1970s, traffic intensified on the major roads in the area, namely 10 Street NW, 14 Street NW and Memorial Drive. In response to this growing traffic management issue both within the Riley Communities and Calgary as a whole, Calgary Transit introduced the C-Train Light Rail Transit system with the inauguration of the southern portion of the Red Line in 1981. Calgary then won the bid for the XV Olympic Winter Games in 1988, which spurred development of the northwest portion of the Red Line, which served the Olympic venues at and near the university campus. Planning work soon commenced, but community concern over track alignment through Sunnyside and Hounslow Heights resulted in a Council decision to pause construction of the northwest line and instead build the northeast portion of the Blue Line where the right-of-way land had already been established. When planning resumed for the northwest Red Line, City council-initiated community consultation and input, resulting in a new track alignment that reduced Sunnyside house demolitions and the loss of park space in Lions Park. The two stations in the planning area, Sunnyside and Lions Park, were designed on a smaller scale that complemented their respective neighbourhoods.

A variety of architects were engaged to design the different stations, and urban designer Gary Andrishak provided overall direction regarding the scale and style of the Red Line, including bridges, substations, sound barriers, and other functional elements. Sunnyside and Lions Park stations were reduced in scale and designed to complement their respective neighbourhoods. Service began on September 4, 1987, in advance of the Winter Olympics in February 1988. The C-Train has benefited the Riley Communities, but it has also created a physical barrier between Hillhurst and Sunnyside.

Hillhurst, West Hillhurst, and Sunnyside include a natural open space between Memorial Drive and the riverbank. The Bow River pathway spans this area, providing an important active transportation link for both residents of the Riley Communities and the city at large.

The Riley Communities are some of the oldest developed areas in Calgary and as such, there are several historic buildings and sites within Hillhurst and other plan area communities, with notable examples including:

- Hillhurst Baptist Church (1110 Gladstone Road NW) was built in 1907.
- Fire Hall No. 6 (1111 Memorial Drive NW), built in 1909 as one of three identical satellite fire stations, remained in service until 1964 and has since seen adaptive re-use as a city garage and then as an outdoor recreation facility.
- AGT Building—Hillhurst Exchange (1510 Kensington Road NW), built in 1922, controlled telephone service in Hillhurst, Parkdale, Sunnyside, and West Hillhurst for six decades.
- Plaza Theatre, which was built in the late-1920s as a self-serve automobile mechanic's garage and was converted into a neighbourhood cinema during the Great Depression. In 1977, it became a popular repertory cinema.

Sunnyside (1907)

City Auditor Arthur Bennett (1865–1946), in partnership with businessman William Ross (1858–1914), subdivided Sunnyside and expanded it to the east in 1907. Both plans included roads and blocks aligned with the compass directions as well as areas positioned on an angle to follow a curve in the Bow River. The easternmost portion of the 1907 addition was originally named New Edinburgh. In 1907, Bennett and Ross also created the Broadview subdivision on a small portion of land across Kensington Road NW from what was then Hillhurst. Construction of the Louise Bridge in 1906, the annexation of this area to Calgary in 1907, and the inauguration of the Calgary Municipal Railway in 1909 (and its extension to Sunnyside by 1912) provide the context for the neighbourhood's establishment and development as a working-class residential district in the years leading up to the First World War in 1914. Some infill continued in the 1920s and the decades that followed.

In 1911, William Ross built two landmark buildings in the area. The Ross Block remained a significant building until it was destroyed by a fire in 1988. The Sunnyside Grocery, which his son William Ferguson Ross owned until 1939, remained a local landmark until it was demolished in 2018.

Sunnyside is partially located in the Bow River floodplain and contained several sloughs when it was first developed but have since been drained. The area was affected by floods that occurred in

1897 and 1902 (prior to development) as well as 1915, 1929, and 1932. Instability of the slope in Sunnyside created problems for residents in the 1930s and 1940s, including a notable landslide in May 1948. Construction of the Bearspaw Dam in 1953 allowed for better flood control, but subsequent floods in 2005 and 2013 have caused extensive damage.

Historically the bluff located along the north boundary of Sunnyside was informally known as the North Hill Escarpment. In 1990, the bluff became a new public park named McHugh Bluff, after Felix Alexander McHugh (1851–1912). McHugh was one of two homesteaders who settled on adjacent riverbank farms in the future Sunnyside district in 1883. Indigenous encampments had been situated here up to 1880, but on at least one occurrence in 1892, after the two men homesteaded, an Indigenous or Métis encampment was located on the riverbank at this point. Exposed sandstone led to a limited amount of quarrying activity on both McHugh property and this contributed to Calgary's emerging character in the late-19th century and early 20th as Canada's Sandstone City.

Sunnyside's rich history has a tangible benefit for its residents and Calgarians at large. In 2022, 22 of the buildings and sites on the City's Inventory of Evaluated Historic Resources are located in the neighbourhood. Notable examples include:

- The Smalley residence (440 Memorial Drive NE) which was once the home of James Smalley who built many of Sunnyside's original homes through his Calgary Home Building Company.
- The Cappy Smart Residence (446 Memorial Drive NW) was the final home of longtime fire chief James Smart (1865–1939), who had a fire alarm bell installed in the residence to alert him to any emergency. He kept it after his 1933 retirement, but from then on it was switched off at nighttime.
- The King Residence (518–7 Avenue NW) was the childhood home of Violet King (later Violet King Henry, 1929–1982), the first Black woman lawyer in Canada, the first Black person to graduate law in Alberta and the first Black person to be admitted to the Alberta Bar. When articling in Calgary in 1954, Violet publicly spoke out against racism as she broke barriers and continually acknowledged the struggle of people of colour in the workplace.
- Other historic buildings include apartment blocks along Memorial Drive and small commercial buildings on the east side of 10 Street NW. Two luxury apartment buildings on Memorial Drive, the Glenwood Manor and Donegal Mansions, added a touch of luxury living in 1928 and 1930

respectively. The elaborate Lido Cafe sign, retained before the cafe at 144–10 Avenue NW was demolished, recalls the fondly-remembered mid-century cafe that began as a fish and chips shop in the 1930s and that Chinese-Canadian owners Henry Fong, Len Hong, and Ken Lee converted into the Lido in the early 1960s.

The Calgary Curling Club, established in 1888 elsewhere in the city, first opened in Sunnyside in 1953. The club, which is located north of the Bow River, was rebuilt in the same location following a fire in 1976. North and east of the club is Sunnyside Bank Park, an open area established as a park in 1990. Each November since 2011, the park has been the annual site of the Field of Crosses, a charity-funded project that sees the temporary placement of thousands of markers, each with the name of an Alberta soldier who died while serving their country.

West Hillhurst (1906)

Agricultural settlement in present-day West Hillhurst began in the 1880s, when the area was settled by Thomas Riley (1842–1909), Samuel William Trott (1847–1891), Lawrence Herchmer (1840–1915), and William Duncan Kerfoot (1856–1908).

The northernmost portion of West Hillhurst was part of Thomas and Georgiana's original homestead, on which they settled in 1888. Samuel Trott's land was immediately to the south and east, stretching from 14 Street NW to Crowchild Trail NW between 8 Avenue NW and Westmount Road NW. Trott came from Collingwood, Ontario in 1883 and opened the Trott Brothers Drugstore on Stephen Avenue.

Most of present-day West Hillhurst was initially granted by the Crown to the Canadian Pacific Railway (CPR), including the area between Westmount Road NW and the Bow River (from 14 Street NW to Crowchild Trail NW) and the land west of Crowchild (from 8 Street NW south to Parkdale Boulevard NW and Westmount Road NW). By 1884, Archibald McNeill settled on part of the CPR land south of Westmount Road NW and east of Crowchild Trail NW. Lawrence Herchmer, a former commissioner of the NorthWest Mounted Police, acquired the property at an unknown date and turned it into a horse ranch. He also built a home for himself there.

William Duncan Kerfoot, hired in 1882 as manager of Cochrane Ranche, also owned what is now a small parcel framed by the Bow River, Crowchild Trail NW, and Westmount Road NW where a former ENMAX building that was later converted in 2001 to an extension building of the Calgary Drop-In Centre.

Subdivision development began in 1906, when lawyer Clifford Teasdale Jones (1873–1948) created two nameless subdivisions on the western portion of Trott's land (plans 3710 and 710N). The area quickly became known as Grand Trunk, evidently for the Grand Trunk Railway or its proposed western extension, the Grand Trunk Pacific. Construction of the Grand Trunk Pacific started in 1905 and the new transcontinental line reached Calgary in 1914.

This land was annexed by the City of Calgary in 1907 and it was further subdivided in 1909 by plan 330AB into Happy Land (William Ross) and in 1910 by Plan 331AB into Parkdale (Scott and Hartront). The future West Hillhurst area comprised Upper Hillhurst (between 14 Street NW and 19 Street NW), Grand Trunk (from 19 Street NW to 24 Street NW, now Crowchild Trail NW), Westmont (south of Westmount Road NW), Happy Land (west of Crowchild Trail NW), and a portion of Parkdale (north of Happy Land).

Road-paving began in 1910, and the streetcar network reached Upper Hillhurst by 1911. The following year, a new streetcar line traversed the neighbourhood along Kensington Road on its way to distant Bowness Park. In 1913, the Grand Trunk loop was added to the transit network, providing a circle route around the area framed by Kensington Road NW, 14 Street NW, 7 Avenues NW, 8 Avenue NW, and 24 Street NW (Crowchild Trail NW).

Nineteenth Street NW remained lightly developed before the Second World War and did not completely connect the top and bottom of the hill until after such time. It first developed as a residential street, and businesses began locating there in the late 1940s. The landmark Dairy Lane Milk Bar (319–19 Street NW) opened in 1950, becoming the popular neighborhood business that it is today.

In 1927, residents of Grand Trunk successfully petitioned The City to change the community's name to West Hillhurst. The driving force behind the change was the fact that the district's namesake railway no longer existed. As a result of a federal decision to nationalize all railways during the First World War, the Grand Trunk Railway became part of the Canadian National Railway.

The original community association, the West Hillhurst Community Club was formed in 1927 and later became defunct. In 1945, a new West Hillhurst Ratepayers Association was formed, spurring interest in potential neighbourhood improvements. Out of this interest, the Grand Trunk Hot Shot League was formed to spearhead playground improvements. This league became the precursor to the present-day West Hillhurst Community Association, which was organized

in 1948. Through community organizing with the City of Calgary, the land that is now known as West Hillhurst Park was granted in 1950, and the association's community hall in constructed in 1951. An arena was built in 1971 and the community hall was redeveloped in 1982. The tradition of revitalizing park space continued in 2009, with the West Hillhurst Community Association, The City as well as corporate and private donors redeveloping an existing playground as Helicopter Playground, a helicopter-themed tot lot inspired by the work of STARS Air Ambulance.

There are four buildings within West Hillhurst that are on the City of Calgary's Inventory of Historic Resources:

- Grand Trunk Cottage School (2422–5 Avenue NW). Built in 1911, Grand Trunk was one of seven cottage schools that the public-school board built for temporary use and were designed to be convertible for residential use when they were no longer needed. In the event, the school remained in operation until 1958.
- Riley Lodge (843–27 Street NW). Built in 1911, this is the last remaining home of members of the Riley family. The house was moved to this site in 1987 from its original location at the northwest corner of 5 Avenue NW and Crowchild Trail NW to accommodate street widening.
- Fire Hall No. 6 (1940 Westmount Boulevard NW). Built in 1964, this building is a good example of Modern-style architecture.
- Guide-Scout Service Centre (2140 Brownsea Drive NW). Built in 1967, this building is a tangible symbol of the Boy Scout and Girl Guide movements within Calgary. This building is also representative of the national Centennial Building program as it was expressed in Calgary during the Centennial of Confederation.

Hounsfield Heights/ Briar Hill (1910)

The land containing the existing Community of Hounsfield Heights was first used as part of a cattle range operation owned by two cousins, George Alexander (1858–1930) and Henry Bruen (Harry) Alexander (1860–1932). The Alexanders left Calgary permanently in 1901, selling this parcel to Georgiana Riley, wife of Ezra Riley, in 1902. Her sons Thomas C.W. Riley (1868–1927) and Edmund Riley (1880–1942)—inherited the property when she died in 1907. When The City annexed this land in 1910, the brothers subdivided the land, borrowing from their late mother's maiden name when naming the subdivision: Hounsfield Heights. The land was promoted as an exclusive neighbourhood with a commanding view.

Only eleven houses were built during the economic boom leading up to World War One. It was not until after the Great Depression and Second World War had passed that the neighborhood as well as most of the Riley Communities, started developing again.

A notable exception that occurred just outside the plan area was the development of the Provincial Institute of Technology and Art (PITA) campus or “The Tech” as it was colloquially known. PITA included the Calgary Normal School, which was a teachertraining college. The Tech and the Calgary Normal School were displaced from 1940 to 1945 while the campus was used for the British Commonwealth Air Training Plan for its No. 2 Wireless School. After the war, the Tech and the Normal School—and, later, its university branch successor—made use of temporary wooden buildings constructed during the war that continued to dot the campus into the 1950s. The Calgary Normal School became a Calgary branch of the University of Alberta’s Faculty of Education in 1945. With the growing need for a larger university presence in Calgary, this branch relocated in 1960 and by 1966, became the University of Calgary that we know of today.

The PITA art department eventually separated and by 1973, was known as the Alberta College of Arts and had its own purpose-built facility. In 2019, ACAD became an accredited university and was renamed to the Alberta University of the Arts (AUArts).

The Walter Hargrave Residence (1732–13 Avenue NW), is one of two Hounsfield Heights buildings on The City’s Inventory of Evaluated Historic Resources. Built in 1913, this arts and crafts-style house represents the community’s origins. Three other original homes belonged to members of the Riley family, and only one of them remains. Thomas Riley lived as a widower in Hounsfield Lodge (17 Street NW and 8 Avenue NW), which was built in 1906–07 on a 4.75-acre lot. It remained a family home until 1945, when the Lutheran Welfare Society turned it into the Bethany Home for seniors. It was demolished a decade later. Harold Riley (1877–1946), another son of Thomas and Georgiana’s, lived in a 1912 home at 1011–17 Street NW (later redesignated 17A Street NW) with his wife, Maude (née Keene, 1882–1962).

After the Second World War, development in Hounsfield Heights restarted and its western portion, Briar Hill, started to develop in the early 1950s. Hounsfield Heights and Briar Hill comprised of primarily single-detached homes with a commercial zone along 16 Avenue NW, which was designated as part of the Trans-Canada Highway in advance of the national highway’s formal completion in 1962.

In that context, Motel Village and the University of Alberta in Calgary (later renamed the University of Calgary) emerged nearby. Just outside the plan area, the Southern Alberta Jubilee Auditorium was completed in Hillhurst in 1957 and was followed by Calgary’s first purpose-built indoor shopping mall, the Calgary Centre (later renamed the North Hill Shopping Centre) in Hounsfield Heights in 1958. In 1959, The City partnered with the North Hill Lions Club and the Hounsfield Heights/Briar Hill Community Association to develop and beautify Lions Park, which was named for the club and included a floral planting depicting a lion. The Tech campus was further developed, and, at its southeast edge, the Senator Patrick Burns Memorial Garden was created in 1956.

Sixteenth Avenue NW, a section road that forms the northern boundary of Hillhurst and Hounsfield Heights, emerged as a major thoroughfare and commercial corridor. In the 1950s, it was designated as part of the Trans-Canada Highway. By contrast, 14 Street NW and 24 Street NW, despite being section roads, were slow to develop as major thoroughfares, as neither had a bridge across the Bow. The Mewata Bridge linked 14 Street NW with its counterpart across the Bow in 1953, and 24 Street NW was transformed into Crowchild Trail NW, complete with the Crowchild Bridge across the Bow, in the mid-1960s. Several automobile-related businesses located in the planning area after the Mewata Bridge opened.

The city’s first purpose-built indoor shopping mall, Calgary Centre (later renamed North Hill Shopping Centre), opened at 14 Street NW and 16 Avenue NW in 1958. The former Simpsons Sears department store (1616–14 Avenue NW), the mall’s original anchor tenant, is the second of two neighbourhood buildings on The City’s Inventory of Evaluated Historic Resources. It represents the shift of commercial and retail activities from the city core to outlying neighbourhoods. North Hill Theatre, Calgary’s only Cinerama movie theatre, opened in a stand-alone building north of the mall in 1967. Cinerama, a 1950s innovation, featured a screen curved at both ends to create a more immersive effect for viewers. The cinema was demolished in 1999 for mall expansion.

The Louise Riley Library (1904–14 Avenue NW) opened in Briar Hill in 1959. Its namesake, librarian Louise Riley, was a granddaughter of Thomas and Georgiana Riley, and this branch library is fittingly located on their original homestead. Louise ultimately became the Calgary Public Library’s Assistant Chief Librarian. Both chief librarians under whom she served, Alexander Calhoun (1879–1979) and his successor, William R. Castell (1908–2004), lived in Hounsfield Heights.

Briar Hill School opened early in the 1950s, and the Bethany Auxiliary Hospital, controversial at the time it was built, opened in the late 1960s. The community association collaborated with The City in the 1980s to influence the routing of the northwest LRT through the neighbourhood to reduce the loss of park space in Lions Park. In 2006, the twin-tower Renaissance condominium project adjacent to North Hill Shopping Centre and Lions Park LRT station brought the transit-oriented development (TOD) planning concept to Hounsfeld Heights.

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