RILEY COMMUNITIES

Local Area Planning Project

Phase 2: EXPLORE - What We Heard Report

Fall 2023

Riley Communities
Local Area Planning Project

Phase 2: EXPLORE
Engagement & Communications Summary

Report Back – Fall 2023

Table of Contents

Riley Communities Local Area Planning Project 2
Project overview 3
Communications and engagement program overview 3
Phase 2: EXPLORE overview 6
What did we do and who did we talk to? 7
About the Riley Communities Working Group 9
Working Group Feedback Summary 11
Riley Communities Heritage Guidelines Sub-Working Group 12
Riley Communities Industry Representatives Meetings 13
Phase 2 Community Association Touchpoint Meetings 14
What did we ask through engagement? 16
What did we hear throughout engagement? 16
Summary of input received 20
What did we do with the input received? 49
Project next steps 49
Appendix A: Public engagement verbatim comments 50
Appendix B: Phase 2 – Riley Working Group Feedback 143
Riley Working Group Session 5: Small-Scale Growth 143
Riley Working Group Session 6: Draft Urban Form and Building Scale Maps 165
Riley Working Group Session 7: Map Refinement and Small-Scale Growth 181
Appendix C: Riley Communities Local Area Plan: Riley Communities Heritage Guidelines Sub-Working Group 199
Appendix D – Riley Communities Industry Representative Phase 2 Meetings 206
Industry Meeting #1 206
What We Asked 206

What We Heard.....206
Verbatim Feedback: 207
Industry Meeting #2.....211
What We Asked.....211
What We Heard.....211
Appendix E: Phase 2 – Community Association Summary of Session Feedback.....218
Riley Communities Local Area Planning Community Association Meetings(s) Summary.....218

Project overview

The Riley Communities Local Area Planning project includes the communities of: Hillhurst, Hounsfield Heights/Briar Hill, Sunnyside and West Hillhurst.

Through the local area planning process, we'll work together to create a future vision for how land could be used and redeveloped in the area – building on the vision, goals and policies outlined in Calgary's Municipal Development Plan and the Guide for Local Area Planning.

The Riley Communities Local Area Plan will identify gaps in areas where no local plan currently exists and replace other plans that need to be updated.

Communications and engagement program overview

The integrated communications and engagement program for the Riley Communities provides participants the opportunity to participate in meaningful engagement where we seek local input and use it to inform and successfully achieve city-wide planning goals at the local level. We also ensure the program allows participants to effectively navigate and access information on local area planning to raise their capacity to productively contribute to the project.

The communications and engagement program for this project has been created to allow participants to get involved and provide their input, which helps City Council understand people's perspectives, opinions, and concerns before concepts are developed. They will consider public input and will report on how feedback has influenced decisions. Public input is an important part of the local area planning process and is one of many areas of consideration in the decision-making process.

Some of the considerations that influenced our overall communications and engagement approach are listed below. Our objective is to provide multiple ways for participants to get involved, learn about, and provide input on the project.

Phased program

The engagement process for multi-community plans has been designed as a multi-phased approach where we will collect input at key intervals throughout the planning process. This project includes four phases of engagement where:

- In Phase 1 we gained a high-level understanding of the strengths, challenges, opportunities, and threats of future redevelopment in the area from the broader public.

- In Phase 2 we explored where and how growth and change could happen in the area.
- In Phase 3 we will continue to work to further refine the plan and confirm investment priorities.
- In Phase 4 we will share the final proposed plan and show how what we've heard throughout the engagement process has been considered in the final plan.

Raising the capacity of the community

Prior to starting formal engagement, we began the project with an educational focus to increase knowledge about planning and development to enable participants to effectively contribute to the process. We started the conversation with why growth and redevelopment are important and how local area planning fits into our city-wide goals. We also took a plain language and transparent communications approach in our materials.

Increasing participation and diversity

Recognizing that planning can be a difficult subject matter to navigate, we have employed different tactics and approaches to increase participation in the project. We also recognized that the Riley Communities are made up of a unique and diverse population, and after consulting with local community associations at the project launch, customized our approach to ensure we remove barriers to allow for a diversity of participation.

We used multiple methods to share engagement information in order to reach as many community residents as possible and give them the opportunity to provide feedback:

- **Direct mail**: People within the Canada Post walking routes in the plan area received an engagement booklet in the mail starting January 17, 2023. This engagement booklet contained information on and questions to consider about the area's draft vision and core values (which were developed from feedback gathered during Phase 1 engagement), potential focus areas for moderate-to large-scale growth, and small-scale growth. The booklets included a feedback form (with postage pre-paid) to mail responses to the questions posed back to the project team.

- **"My Idea Stations"**: Working together with community associations in the Plan area, we installed "My Idea Stations" – similar in look to Little Libraries – for people in the community to pick up an engagement booklet. The "My Idea Stations" were installed before the first phase of engagement and used again for Phase 2 booklets.

- **The City of Calgary Engage page**: Participants were able to visit calgary.ca/Riley to review the content included in the engagement booklet and respond to the same questions included in the booklet's feedback form.

We also shared project updates to subscribers via our email subscription list, as well as during our community conversation series which, in addition to info sharing, also gave community members the opportunity to have their questions answered by the project planners.

Inclusive process

Throughout our engagement we work to ensure an inclusive process that considers the needs of all participants and seeks to remove barriers to participation. We do our best to make public engagement accessible and welcoming to all, despite resource levels or demographics that might prevent some from being included in the process. We ensure that, at the very least, all

participants in the Plan area are aware of the opportunity to participate and know that we are interested in hearing from them.

Participation interests & intensity

Our engagement program has been created to cater to the different participation interests and intensity that participants are willing to commit to a project. This includes having a variety of communications and engagement tactics available so that people can get involved at the level that best meets their needs.

Riley Communities Working Group

One of the foundational pieces of our program includes the development of a multi-community participant working group (designed to accommodate those with more committed interests and more time to offer to the project) where we can have more technical conversations, dive deeper into planning matters and build off the knowledge gained at each session.

Through a recruitment process, 31 members from the broader community, local community associations and the development industry were selected to participate in a dialogue on the broader planning interests of the entire area. Throughout the project, the working group participates in one pre-session exercise and nine sessions where they bring different perspectives and viewpoints to the table and act as a sounding board for The City as we work together to create the Riley Communities Local Area Plan.

Working with the Community

Throughout our engagement program, we use multiple tactics to ensure community members can become aware of the Local Area Plan and can participate in a variety of ways. We achieve this with:

- Walking tours
- Community association touchpoint meetings and community committee meetings (e.g., Transportation Committees, Planning and Development Committees, etc.) as requested
- Community pop-ups
- My Idea Stations
- Coffee Chats with interested groups and community members
- The Community Conversation Series and Planners in Public Spaces which make our project team accessible and available in the Plan area to meet with residents and hear their thoughts and concerns
- Project team attendance at local events

Phase 2: EXPLORE Overview

Phase 2 occurred in winter-spring 2023 and focused on expanding knowledge of the local area and exploring where and how growth might happen. Phase 2 public engagement was divided into three topics:

Topic 1: Draft Vision & Core Values

Participants could review the Plan's draft vision and core values which were developed out of Phase 1 engagement with the public, working group and Riley area community associations. Contributors could provide input on what they might add or change to the draft vision and core values.

Topic 2: Moderate-to Large-Scale Growth

Moderate-to-large-scale growth represents homes and businesses four storeys or more in height. These can be completely residential or mixed-use with both residences and businesses. Participants were able to review a draft Potential Focus Areas for Growth Map and provide feedback on what they might remove, change or add. Maps were provided as an engagement tool on the project webpage and in mailed-out engagement booklets.

Topic 3: Small-Scale Growth – Three Storeys or Less

A small-scale home is any structure that is three storeys or less containing one or more units with individual exterior entrances. Examples of small-scale home types (e.g., single detached, semi-detached, rowhouses, fourplexes) and their benefits were outlined. Participants identified opportunities and challenges related to welcoming a variety of small-scale homes into the plan area and were able to explain their perspectives.

Additional Feedback: Draft Chapters

Online and open house participants could review and provide feedback on the Riley Communities Local Area Plan draft chapter 1 and draft chapter 2.

Engagement spectrum of participation

The engage spectrum level for Phase 2 public engagement was 'Listen & Learn' which is defined as, "We will listen to participants and learn about their plans, views, issues, concerns, expectations and ideas."

Phase 2: EXPLORE Objectives

In Phase 2: EXPLORE, we looked to:

- Educate participants about the importance of growth, change and redevelopment with opportunities to learn more, and comment on, different types of growth and change that communities experience over time.
- Continue to create awareness of local area planning and The City's planning process.
- Consult with the working group as a sounding board with a focus on connectivity of communities, transition areas and opportunities for future growth.
- Provide a variety of opportunities for people to learn about the project and share their feedback, attend an information session or open house, and speak with project staff.

What did we do and who did we talk to?

Phase 2 focused on where and how growth and change might happen. Engagement booklets were mailed to each household in the Riley Communities Plan area and contained engagement maps to help area residents consider where different types of growth should be focused and explore opportunities for additional moderate-to large-scale homes and businesses.

Engagement took place with targeted participants starting in the fall of 2022. Engagement with the general public kicked off on January 17, 2023. We held three online events and one in-person open house at Hillhurst School; all events took place between January 25 and February 9, 2023. Online engagement was open for 28 days with mailed-in engagement booklet feedback forms being accepted until the first week of March.

A comprehensive communications plan was developed and executed to inform the community about the project and all engagement opportunities.

In total, our ads promoting the project and the opportunity to get involved were displayed approximately **599,000** times across various mediums. Additionally, we connected with over 600 participants online or in-person and received over 750 ideas and contributions across this phase.

The following is an overview of all the channels The City employed throughout Phase 2:

- Eight large format signs placed throughout the communities and at high-traffic intersections
- Community association posts, website updates, news articles
- Ads in each of the Riley Communities community association newsletters
- Councillor Ward email updates
- Mailed engagement packages
- Paid social media advertisement campaign on Facebook, Instagram and Twitter
- Organic social media posts on NextDoor
- Paid geo-targeted digital advertisement campaign on YouTube as well as banner ads
- Digital elevator ads
- Email newsletter campaign through Riley Communities subscriber list
- Five My Idea Stations and an information board through the area also supported awareness building

The following is an approximate number of individuals reached through all the channels during Phase 2, with a focus on the communications of engagement:

- Direct mail (engagement package): 11,395
- Community newsletters / websites / emails (distributed): unknown
- Community association newsletter ads: 11,400
- Bold signs & information boards: unknown
- Social media (Facebook, Instagram, Twitter, NextDoor): 274,915 impressions
- Digital ad impressions (YouTube, banner ads and digital elevator ads): 301,046

- Email subscribers: 228
- Information boards in community: unknown
- My Idea Stations: unknown

Virtual Q&A Sessions with the Public	Metrics
We hosted three online Microsoft Teams events with community members.	• In total, 59 people registered for the online Q&A sessions in January and February 2023.
Engagement & Communications	**Metrics**
The project launched Phase 2 on January 17, 2023, with both online and in-person tactics used to share information aimed at increasing awareness about local area planning with the Riley Communities.	• We received 2,067 unique website visitors and had 147 online contributors providing 433 submissions through the engagement portal. • 108 paper feedback forms were returned. • We spoke with 65 people in-person at our public open house.
Targeted Engagement	**Metrics**
Community Associations Prior to each phase of the project, and launch of public engagement, we host joint community association meetings where we invite all the Plan area community associations to meet and work through exercises with the team.	• We held two community association meetings on May 29 (in-person) and May 30, 2023 (online). • 29 people registered to attend between both opportunities.
Riley Communities Working Group Throughout Phase 2, the working group participated in three workshop sessions (two in-person and one online). These are detailed below in the working group section.	• 31 working group members. • Three workshop sessions were facilitated during Phase 2.
Industry Representative Meetings Two meetings for industry representatives were held during Phase 2. These meetings focused on understanding and collecting the perspectives of development industry members to support development of the Riley Plan.	• February 22, 2023, 19 industry representatives registered to attend a session with the project team. • June 7, 2023, there were 13 representatives registered.
Community Conversation Series An opportunity open to all community members and email list subscribers. The project team popped up in the Old Fire Hall (1111 Memorial Dr. N.W.) on June 12 and 13 from 3 – 7 p.m. to chat with community members about the Riley Communities and discuss the developing Local Area Plan.	• 51 members of the public registered to attend our first Community Conversation Series in the Riley Communities Plan area.

About the Riley Communities Working Group

What is the Working Group?

The working group serves as a sounding board to The City's project team and participates in more detailed dialogue about the broader planning interests of the entire area including connectivity of the communities with a focus on big ideas and actions/opportunities for future growth.

Members of the working group will participate in nine focused sessions throughout the project, where they will engage in dialogue and discussion about the broader planning interests of the entire area as we develop the new Local Area Plan. To review the terms of reference for the working group, please click here.

How was the Working Group Created?

At project launch, The City conducted a recruitment campaign for participants to apply to be a member of the working group, as a general resident or a development industry representative. Community associations had the opportunity to nominate and select their own representative. Through the recruitment campaign, we received over 100 applications. The project team reviewed all the applications received and efforts were made to ensure the selected members group included:

- both renters and owners
- a balance of male and female participants
- a diverse range of ages
- student, family, and single professional perspectives
- business owners and those who work in the area
- both new-and long-term residents

The spots per community were allocated based on the community's population distribution relative to the entire plan area population.

Unlike a research-based focus group, this group is not meant to be statistically representative of the area, but best efforts were made to ensure a broad demographic representation and a range of perspectives were included based on the applications that were submitted.

Who is on the Working Group?

The working group is comprised of a broad range of participants and has 31 members. Membership is comprised of:

- 21 members representing the general community
- Six members from community associations and the BIA in the Plan area
- Three members from the development industry.

Phase 2 Working Group Sessions

As part of Phase 2, the working group completed three focused workshop sessions. A summary of each session is provided below with a feedback summary and verbatim provided in the Appendix section.

Working Group Session 5: Small-Scale Growth

On Wednesday, February 15, 2023, the working group met to discuss types of small-scale homes, the benefits and challenges of small-growth growth and how it might be integrated into the Riley Communities.

At this session working group members reviewed work done to date with the project team and participated in small group discussions. We asked each group the following questions:

- Given the unique context of each of the Riley Communities, what benefits and challenges do different types of small-scale homes present in each of the communities? How may they be viewed by:
    - New or potential residents to the area
    - Adjacent residents to a proposed development
    - Existing residents in the wider community
    - Local businesses and services
- Given the benefits and/or challenges that you've noted from the above question, how could different types of small-scale growth be integrated into the Riley Communities?

Presentation from the session can be found here: Session 5 – Small-Scale Growth

Working Group Session 6: Urban Form and Building Scale Introduction

On Wednesday, April 19, 2023, the working group participated in its sixth session. The focus of the session was on the Plan area's draft Urban Form and Building Scale Maps. Participants were provided with a presentation to help them understand the form and scale categories in relation to what was proposed as a first draft of the Urban Form and Building Scale Maps.

The session activity focused on six key discussion areas that were identified through public engagement, technical investigation and other City projects. The areas were:

- Lions Park Station Area (16th Avenue N.W. to 12th Avenue N.W., 20a Street N.W. to 14th Street N.W.)
- Kensington Road (14th Street N.W. to 27th Street N.W., First Avenue N.W. to Parkdale Boulevard)
- 19th Street N.W. (from Seventh/Eighth Avenue N.W. to Memorial Drive)
- 14th Street N.W. (from Eighth Avenue N.W. to Memorial Drive)
- Sunnyside Station Area + 10th Street N.W. (McHugh Bluff to Memorial Drive)
- Sunnyside Station Area + Second Avenue N.W. (9a Street N.W. to 5a Street N.W.)

Each key area was discussed in participant breakout groups. The discussion questions were:

- What will each key area look like 30 years from now?
- UFC Map: Did we get it right? If no, what additional changes should we consider and why?
- Scale Map: Did we get it right? If no, what additional changes should we consider and why?

Working group members' feedback was captured and used as an input for revised maps that were brought forward at the Working Group Session 7 meeting in June 2023.

Presentation from the session can be found here: Session 6 – UFC and Building Scale

Working Group Session 7: Map Refinement and Small-Scale Growth

On June 14, 2023, working group members were presented with an overview of work completed to date and a session 6 recap. Session 7 focused conversation on the Urban Form and Building Scale Maps within the entire Plan area. Session 6 concentrated on key areas and corridors.

The project team provided an overview of Urban Form and Building Scale Map changes made since Session 6. Participants could provide feedback through an Urban Form and Building Scale Maps refinement exercise. A small-scale growth activity, which was an extension of Session 5 content, was also facilitated at the session.

The mapping exercise was conducted at tabletop groups and focused on each neighbourhood within the Plan area:

- Hillhurst / Sunnyside
- Hounsfield Heights/Briar Hill
- West Hillhurst

Breakout groups discussed the following questions regarding each community:

- Did we get the Urban Form Map right? If not, what changes should be considered and why?
- Did we get the Building Scale Map right? If not, what changes should we consider and why?

A second session activity focused on small-scale growth (three storeys or less) which can include single-detached homes, semi-detached homes, rowhouses and triplexes or fourplexes. Following a small-scale growth presentation from the project team, breakout groups discussed the following question:

- What criteria can we use to describe where buildings with small-scale (3 or more units) homes can be welcomed in each community?

Session 7 concluded with information about community improvements that would comprise part of the Riley Communities Local Area Plan Chapter 3. Members were promised a homework assignment over the summer months focused on community improvements. Feedback from that homework assignment will appear in the Phase 3: REFINE What We Heard Report.

Presentation from the session can be found here: Session 7 – Map Refinement and Small-Scale Growth

Working Group Feedback Summary

To review an overall summary of feedback provided by working group members throughout the three sessions, please click here.

Riley Communities Heritage Guidelines Sub-Working Group

Riley Communities Heritage Guidelines Sub-Working Group Session 3: Character Defining Elements and Draft Guidelines (Online)

The Riley Communities Heritage Guidelines Sub-Working Group meets over the course of the project to review and refine the Heritage Guidelines Policy to reflect the specific needs of the identified communities that meet Heritage Guidelines criteria. The communities that meet these criteria are Hillhurst and Sunnyside.

On March 15, 2023, the Riley Communities Heritage Sub-Working Group met to revisit the guidelines area boundaries, identify character defining elements, and discuss draft focus areas for the guidelines. The session also provided background information on how Heritage Guidelines fit into other heritage incentive programs.

A facilitated group discussion regarding character defining elements moved through the following questions:

- How should the massing and site design of new developments respond to surrounding heritage assets?
- What components of front setbacks and landscaping can support the heritage feel of the area?
- What front façade and front projection elements should be reflected in new development?
- How should the Heritage Guidelines direct the roof style of new developments?
- What building details of heritage assets should new development reference?
- Are there any other built form elements that the Heritage Guidelines should consider?

The session ended with next steps and sharing information in preparation for Session 4. Feedback from Session 3 will be considered and integrated into the presentation of materials at Session 4.

Presentation from the Session: Session 3 – Riley Communities Heritage Guidelines Sub-Working Group

For detailed notes and group responses that were recorded at Session 3, please go to Appendix C: Riley Communities Heritage Sub-Working Group

Riley Communities Heritage Guidelines Sub-Working Group Session 4: Emerging Themes and Draft Guidelines (Online)

On May 25, 2023, the Riley Communities Heritage Sub-Working Group met to review emerging themes to date and provide feedback on the draft Heritage Guidelines as prepared by the project team. The session also provided background information on how Heritage Guidelines fit into other heritage incentive programs and the approach specific to the Riley Communities Local Area Plan.

Following a presentation of the draft Heritage Guidelines, the sub-working group members discussed two questions as a group:

- Is there anything you would change in the draft Heritage Guidelines?
- Is there anything that we missed?

The session ended with information about alignment of the Heritage Guidelines to the Local Area Plan, next steps and upcoming dates.

Presentation from the Session: Session 4 – Riley Communities Heritage Guidelines Sub-Working Group

For detailed notes and group responses that were recorded at Session 4, please go to Appendix C: Riley Communities Heritage Sub-Working Group

Riley Communities Industry Representatives Meetings

Riley Communities Industry Representatives Phase 2 Meeting Summaries

Session 1 – February 2023

On February 22, 2023, industry representatives were invited to an online session to learn about the Riley Communities Local Area Plan. The session was organized into the following sections:

- Part 1: Project Introduction
- Part 2: What We've Done So Far: Phase 1 Recap
- Part 3: What We Need Input On: Growth, Policy and Bonusing
- Part 4: Next Steps & Questions

Once an overview of work and public engagement conducted to date was provided by the project team, the session moved to a facilitated discussion that capitalized on industry experience and expertise. There were four broad topics explored in the discussion:

- Potential Focus Areas for Growth
- Learning from Existing ARP Policies
- Density Bonusing Amenities
- Enabling Low-Rise Development

The full set of questions and industry participants' responses can be found in the appendix link below.

Presentation from the session can be found here: Riley Communities Industry Representatives Session 1

For detailed notes and feedback that were recorded at the Industry Representative Session 1, can be found in Appendix D.

Session 2 – June 2023

On June 7, 2023, industry representatives were invited to an in-person session to learn about how the Plan had developed since the initial industry session in February. The session focused largely on presenting the draft Urban Form and Building Scale Maps and was organized into the following sections.

- Part 1: Recap of What's Happened So Far
- Part 2: Understanding Urban Form and Scale Categories
- Part 3: Draft Urban Form and Scale Categories
- Part 4: Key Areas Map Activity
- Part 5: Next Steps

The session activity focused on six key discussion areas that were identified through public engagement, technical investigation, and other City projects. The areas were:

- Lions Park Station Area (16th Avenue N.W. to 12th Avenue N.W., 20a Street N.W. to 14th Street N.W.)
- Kensington Road (14th Street N.W. to 27th Street N.W., First Avenue N.W. to Parkdale Boulevard)
- 19th Street N.W. (from Seventh/Eighth Avenue N.W. to Memorial Drive)
- 14th Street N.W. (from Eighth Avenue N.W. to Memorial Drive)
- Sunnyside Station Area + 10th Street N.W. (McHugh Bluff to Memorial Drive)
- Sunnyside Station Area + Second Avenue N.W. (9a Street N.W. to 5a Street N.W.)

For each key areas listed above, industry representatives broke into tabletop groups to discuss the following questions:

- DRAFT UFC Map: Did we get it right. If not, what additional changes should we consider and why?
- DRAFT Scale Map: Did we get it right. If not, what additional changes should we consider and why?

The full set of questions and industry participants' responses can be found in the appendix link below.

Presentation from the session can be found here: Riley Communities Industry Session 2

For detailed notes and feedback that were recorded at the Industry Representative Session 2, can be found Appendix D.

Phase 2 Community Association Touchpoint Meetings

Purpose of Community Association Touchpoint Meetings

On May 29 and 30, 2023, community association representatives were invited to meet with the project team either in-person or online. The main objective of the meetings was to update community association participants on the work completed to date, collect input on draft Urban Form and Building Scale Maps based on key areas and inform them of Phase 3 public engagement planned for Fall 2023. The session was organized into the following components:

- Part 1: Recap of What's Happened So Far
- Part 2: Understanding Urban Form and Scale Categories
- Part 3: Draft Urban Form and Scale Maps
- Part 4: Key Areas Map Activity
- Part 5: Next Steps

You can find a copy of the presentation from the session here: Community Association Touchpoint Meeting May 2023

What did we ask?

Participants were provided with a pre-reading document which provided detailed information on urban form categories and building scale so participants would be prepared to discuss the draft maps.

In-session questions

The session's feedback component focused on specific key areas of the Riley Communities Plan area that have been identified through public engagement, technical analysis, existing policy and working group feedback.

The six key areas were:

- Lions Park Station Area (16th Avenue N.W. to 12th Avenue N.W., 20a Street N.W. to 14th Street N.W.)
- Kensington Road (14th Street N.W. to 27th Street N.W., First Avenue N.W. to Parkdale
- Boulevard)
- 19th Street N.W. (from Seventh/Eighth Avenue N.W. to Memorial Drive)
- 14th Street N.W. (from Eighth Avenue N.W. to Memorial Drive)
- Sunnyside Station Area + 10th Street N.W. (McHugh Bluff to Memorial Drive)
- Sunnyside Station Area + Second Avenue N.W. (9a Street N.W. to 5a Street)

Key considerations for participants reviewing maps and answering questions:

- Draft vision and core values.
- Activity level currently in the area and the level of activity we might expect in the future.
- What are the problems and opportunities in the area that the urban form categories can assist with?

Questions asked specifically about each key area were:
1. DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?
2. DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?

For detailed notes and feedback recorded at the community association sessions, please go to Appendix E.

What did we ask through engagement?

We asked participants questions to understand their thoughts on the draft vision and core values developed through Phase 1 engagement. Through Phase 2 public engagement, we started to look at where and how growth and change could happen in the area as well as receive draft chapter feedback.

What did we hear throughout engagement?

Public Engagement

Public engagement was held between January 17 - February 12, 2023. Participants were asked to provide comments and thoughts on the following topics:

1. **Draft Vision & Core Values** which summarize the big ideas, hopes and priorities for the area's evolution and are used as a foundation for discussions as the Plan is created.
2. **Moderate-to Large-Scale Growth** which represented homes and business that are four storeys or more in height. They can be completely residential or mixed-use with both residences and businesses. Public input was collected regarding existing focus areas for this growth and additional potential focus areas.
3. **Small-Scale Growth** which represents homes that are three storeys or less containing one or more units with individual exterior entrances (e.g., single-detached homes, semi-detached home duplexes, rowhouses, triplexes and fourplexes and other forms with similar characteristics).
4. **Draft Chapter Feedback (online only)** responded to draft Chapter 1 and 2 of the Local Area Plan. A refined version of Chapter 2 will be shared in the next phase of engagement and will be further refined based on input collected in Phase 3: REFINE.

These questions were also presented at three virtual public Q & A sessions held on January 25, February 1 and 9, 2023.

The questions raised during the sessions were reflective of the online public responses. For a verbatim listing of all input provided, please see Appendix A: Public engagement verbatim responses section.

Overall, there was a high level of interest in the project and a wide range of input was received from the community. The high-level themes that emerged throughout all the comments received in Phase 2 are summarized below.

Topic 1: Draft Vision & Core Values

When thinking about the Riley Communities and how the area could evolve over the next 30 years, do the vision and core values resonate with you? Please share your thoughts and let us know what you would add and/or change and why? Please review the draft vision and core values to answer this question.

- Participants provided general support for the vision and core values as presented.
- Housing as a topic was important to participants with comments centred on affordable housing and diverse housing choice.

- Respondents looked to integrate sensitive densification and transition zones in core value language.
- Mobility, walkability and year-round utilization were frequent topics of interest.
- Participants referenced specific corridors, parks or streetscapes that highlighted core values.
- Respondents disagreed with the core values often citing neighbourhood differences or indicating the vision and core values did not resonate.
- Parks and recreation maintenance, investment and preservation were emphasized by participants as important for incorporation with the Riley Communities vision and core values.
- Participants offered additional consideration to the climate resiliency core value.
- Area context and heritage management were emphasized as important features to be considered in the values.
- Higher intensity of land use in Briar Hill and adjacent to the Lions Park LRT station was an opportunity some respondents indicated was important to consider and reflect in the Plan and its values.
- Inclusion of the local business community in the Plan's values.
- Participants posed questions or feedback regarding the engagement and planning process.
- Some contributions denoted the need to further emphasize safety in the core values with suggestions such as road safety and site activations.
- More room for people-focused, human-scale language about how people experience life in the Riley Communities.
- Public realm investments and project suggestions were presented by some contributors in this engagement question.
- Some participants wanted single-family home preservation presented as a core value in the Plan.

Topic 2: Moderate-to Large-Scale Growth

Please review the Focus Areas for Growth Map above, specifically what is outlined in pink (additional potential focus areas for growth). Would you add additional or remove any of the areas that are being proposed in pink for moderate-to-large-scale growth? Please tell us where and why.

- Participants provided corridor-specific insight, observations and feedback regarding where growth and height should be removed or added.
- The Lions Park Station, North Hill Mall site and neighbourhood of Briar Hill received responses indicating more growth was needed and could be managed in these areas.
- Respondents identified areas for additional growth often connecting responses to amenity proximity.
- General support was a significant theme in response to the Focus Areas for Growth Map.
- Respondents expressed concerns specific to potential building height, and privacy loss and brought forward suggestions around transition zones.
- Comments and questions were received about traffic patterns and mobility impacts in the Riley Area.
- Questions and comments about the development, planning and LAP process were provided as responses to the Topic 2 questions.
- Participants expressed concerns that larger buildings might adversely affect the community heritage, content, and character of the Riley Communities.
- Respondents wanted to know how moderate-to large-scale growth would support housing affordability and choice.
- Participants provided specific street and location references and observations related to streets and open spaces.
- New business and service growth was brought forward by participants as a positive outcome of increased population and housing choice within the area.
- Participants expressed concerns that local services (e.g., roads, schools, garbage collection) might be taxed by moderate-to-large-scale growth.
- Development that supports existing transit infrastructure, such as Lions Park Station, was a key theme heard in this phase of engagement.
- Environmental and climate considerations (e.g., tree canopy preservation, low-impact building materials, green space provisions) were presented by participants.

Topic 3: Small-Scale Growth - Three Storeys or Less

What opportunities and challenges exist when thinking of welcoming a variety of small-scale homes into the plan area?

- Support for more housing choices and policies was the most frequent feedback theme.
- Participants want small-scale growth to consider the aesthetics and community character of the local area.
- General support was a top theme with participants indicating small-scale housing growth improved housing options in the Riley Communities.
- Respondents indicated massing, setback, lot coverage and transition area all needed to be considered when planning for small-scale growth.

- Participants expressed concern about impacts on parking availability and vehicle flow through the area.
- Contributors submitted questions about the planning and development process in response to this question.
- Participants mentioned the importance of infrastructure and local amenities investment to support community growth.
- Comments cited the importance of housing affordability and housing choice in the Plan area.
- Respondents communicated the importance of greenery, vegetation, boulevards and tree canopy preservation when redevelopment is occurring.
- Participants provided observations and feedback related to current conditions and perspectives on where small-scale home allocations made sense.

Topic 4: Additional Feedback - Draft Chapters (online only)

Do you have any feedback on the initial draft Chapter 2 or refined draft Chapter 1 of the Riley Communities Local Area Plan?

Draft Chapter 2 can be viewed HERE.

Refined Chapter 1 can be viewed HERE.

Participants identified the following areas as important for consideration and inclusion in the Plan:

- Public infrastructure investment
- Community character preservation
- Community impact information
- Proposed growth not equitable across the Plan area
- Site-specific feedback and observations
- Public transit and LRT amenities as critical infrastructure in Riley
- Support for and inclusion of local businesses
- Clear language regarding climate and open space planning

For a full summary and description of individual themes broken down by each question with examples, please see the Summary of input recieved section. For a verbatim listing of all the input that was provided, please see the Appendix A: Public engagement verbatim comments section.

Summary of input received

Below is a summary of the main themes that were most prevalent in the comments received for each question, across all methods of engagement. Each theme includes summary examples of verbatim comments. These are the exact words used. To ensure we capture all responses accurately, verbatim comments have not been altered. In some cases, we utilized only a portion of a comment that spoke to a particular theme.

TOPIC 1 – DRAFT VISION & CORE VALUES

When thinking about the Riley Communities and how the area could evolve over the next 30 years, do the vision and core values resonate with you? Please share your thoughts and let us know what you would add and / or change and why? Please review the draft vision and core values to answer this question.

Theme	Description and sample verbatim
General support	Support for the draft core values was the top theme received. Many comments indicated the significance of considering the heritage context, green space, and public transit elements as well as the importance of infrastructure investment to support incoming growth. Sample comments: *"Full support. The area should have more density as it can support it and will make the community better/more resilient. Note: Emphasize mobility equity in the mobility one. Public street space and infrastructure should be allocated in equitable ways."* *"Yes, the core values resonate with me. One of the Riley Communities' greatest assets is walkability and an abundance of parks. I think it makes great sense to continue to enhance some of the best features of the area. Because the community is so walkable, I'd suggest continuing to create community hubs for mingling such as great playgrounds, sports areas like skating rinks, basketball courts, or fields for play, or seating areas with comfortable benches."*
Affordable housing, housing choice and diverse population language should be included as well as emerging housing choices and trends.	Comments regarding housing affordability and consideration of diverse populations represented the second most common theme. Comments indicated that housing variety is important, but measures to ensure affordability and accessibility need to be integrated and implemented. These comments were also connected to the importance of public space investment to ensure open spaces,

	the public realm and public transit met the needs of a changing area. Some respondents sought explicit mention of low-income housing in the core values. Sample comment: *"As described, vision is acceptable. Key beyond these need to also address: commitment to maintain affordable units that are needed to actually have a diverse community in terms of youth, renters, spaces as families shift to downsizing; recreation facilities-much of the talk is about parks but there is no public access facility comparable to outlying suburbs (indoor); exploring ways to ensure business rents are affordable to stem the loss retail diversity in this community."*
Sensitive densification, transition, and shadowing zones	Participants submitted comments that expressed a need for densification that was sensitive to the context of what already exists in Riley communities and wanted to see that referenced in the core values. Some comments indicated the difference between the three neighbourhoods that compose the LAP. Respondents communicated achieving density targets in a way that managed height and contextual building aesthetics and reference other municipalities that had done this growth well. Sample comment: *"Development transitions. Considering the relationship of commercial development to residential zones when determining potential uses, commercial building scale, setbacks, and landscaping buffers."*
Mobility focus and walkability, improved accessibility and active transportation as an asset to highlight	Participants indicated mobility for both cars and active modes as well as consideration for the public realm that supports residents and visitors. Some respondents wanted to see the inclusion of universal design and all-season management to ensure walkability and access for all modes of travel. Sample comment: *"Yes, the vision and core values resonate with me. I think if we follow these, the community will improve and become more vibrant. I walk to work everyday. As such, I look forward to updates and improvements to infrastructure that accommodates*

	and encourages people to be more active day to day. I hope that the sidewalks are improved and made wider, along with the creation of more pedestrian bridges. As a home owner, I'm excited for all of these changes because I think this will increase the overall value of my property over time."
Specific corridor, site, park or streetscape reference	Participants in this category cited specific streets and areas of the plan area. These comments were often about observations that fed into a core value or recommendations for streets that might support the realization of the core values in some way. These contributions often touched on several themes. Sample comment: *"I worry about the development along Kensington Road, and 14th street specifically. Those are high volume roads that should prioritize the moving of cars. By also attempting to make them highly developed for commercial purposes centred around pedestrian experience you are creating competing goals.* *I think that focusing on commercial development along quieter streets like 19th street, and 10th street along with opening up commercial development along many other streets that are perpendicular to 14th and Kensington would serve the two separate goals better. If the focus is on commercial development then i 22elievee That the more narrow and slow streets should be given priority. It feels safer, more walkable and in general more appropriate that way. To sum up my stance, I would love to see less commercial development focused on pedestrian traffic along Kensington road and 14th street, and more of it along the slower and narrower streets that are adjacent to it, so that jaywalking feels safe, and traffic noise doesn't ruin the vibe, and people feel more comfortable with slowing down there.* *I would up take it an extra step further and encourage mixed zoning in all parts of all neighbourhoods EXCEPT for the major streets that should focus on moving traffic. For trying to honour those competing goals leaves us with the futon of a road. It honours the competing goals of neither cars nor pedestrians well."*
Disagreement on core values	Participants in this category offered disagreement regarding the core values. Some contributions

	focused on the unique issues facing neighborhoods within the LAP area while others expressed concern about the vagueness of the core values and existing residential and heritage context being negatively impacted through increased density and intensity of land use. Sample comment: "*No. The vision and values do NOT reflect Hillhurst. There is already housing choice here. Our TOD area absorbed over a dozen condo developments in the last 8 years with no increase in City services. The amenity charge is a ridiculously low $17. For years, we've asked for a transportation impact study. No City response. 10th St. & Kensington is already a congested intersection and rush-hour is worse. With so many users, open space is taxed. Riley Park gets beaten down and littered, & visitors use the bushes as toilets. Climate resilience means no concrete towers. Concrete generates 6% of GHGs, while towers need energy-expensive elevator banks, and deep underground concrete parking. Towers do not attract users without cars because tower residents want to escape towers for the mountains."*
Parks and recreation maintenance, investment, and preservation	Contributions in this category emphasized the importance of park spaces as amenities in the Riley area and there was general agreement with the core value. Some participants requested more specific language pertaining to park maintenance (e.g., native plants and pollinator-friendly areas). Parks and open space comments were also linked to the importance of tree preservation and greenery in the Riley area and perceptions that infill development has led to degradation of the tree canopy. Sample comment: *"We have to be careful that our vision of cutting down pollution and traffic actually does not backfire. When you build two infills on a former one house lot, the site that previously had 1-2 cars now often has 4. The new residents may use public transit and bike but they also drive and you have not cut down pollution much. When you increase density that may sound ideal for keeping local business vibrant and for s sense of community. However with that density often comes loss of trees and greenspace. WIth it*

	comes loss of parking to the point where signs prohibit on street parking for visitors. The welcoming community spirit starts to be a snobby area of restricted access and counter to sense of community."
Climate, biodiversity, energy efficiency and low carbon lens	The climate resiliency core value attracted comments regarding the practical application of this value and looked for wording to demonstrate how this might be implemented. Sample comment: *"The current vision is vague and is not visionary. I would suggest "The variety of housing, amenities, attractions and mobility options will form a foundation to further the area as one of the most inclusive, environmentally friendly, responsible and community oriented parts of the city. The area will see continued improvements and investments that enhance the progression of this area to an environmentally responsible, inclusive community."*
Homogenous development and risk to community character	Contributions in this category indicated concern with "cookie cutter"-style redevelopment that does not respect the esthetic and character that makes the Riley area special. Some of these comments indicated the need to preserve and protect RC1 housing. Sample comment: *"I would like to ensure that we have a diversity of neighborhoods and not turn into a concrete jungle. There is a lot of history and some streets are beautiful and already provide for those families that rather keep the greenery on their lots. We should aim to preserve those as well - providing many options to meet the community needs as stated. I would like to see that noted for special consideration."*
LRT access and Lions Park density focus	Participants indicated the draft vision omitted higher intensities in Briar Hill and near the Lions Park LRT station which many indicated was prime for intensification. Some described the draft as inequitable for not promoting more density in Briar Hill. A subset of these comments also cited the importance of public transit in the Riley area and its role in accommodating a growing and changing population.

	Sample comments: *“The draft vision appears to ignore putting higher intensity land uses in Briar Hill. This doesn't seem equitable to the rest of the communities.”* *“I characterize the draft vision and core values as "agreeable". What I don't see addressed throughout the different points is wealth disparity. Some of the communities within this area are wealthier than others, and that influences what is built, where, and for what purposes. For instance, little new development seems to occur around the Lions Park LRT Station, especially south of the train line in Hounsfield Heights - Briar Hill. One can readily contrast this with Sunnyside LRT Station, where new condo complexes are built out at a steady pace. Neither situation is better or worse than the other, it simply isn’t consistent across the board.* *Wealth is also a key issue affecting how one makes individual decisions. Housing Choice is characterized in the plan as based on "evolving needs, life stages and household compositions”, but not income or material resources, which is a glaring omission. I guarantee most folks' housing choice is based mostly on what they can afford. It’s more and more difficult for middle to lower income people - workers, students, families, seniors, new Canadians, AISH recipients, and others - to find reasonable rent and adequate housing in the Riley area. What is affordable is frequently torn down for new builds (with much higher rent or to-buy options only), displacing the groups mentioned above to make way for those better off. The artwork in the engagement booklet shows a variety of people - different ages, backgrounds, occupations, etc. - but the reality is that our communities are becoming more homogenous.* *Above all, I'd like to see this trend - the homogeneity, the exclusivity - consciously acknowledged, resisted, and reversed so that we keep and attract more of those who make communities interesting places to live. Students and artists - through public pieces (like murals), ongoing projects (like markets and festivals), and culture (coffee shops, performances, etc.) - developed much of the Kensington we know and love today.*

	As a freelance artist, I find that my community of Sunnyside strongly informs my professional practice, providing visual inspiration and peer support. It hasn't been easy to remain in the community financially. My partner and I were reno-evicted out of our rented century home, which was torn down to make way for a proposed condo. (It remains an empty, overgrown lot). Our current apartment has been subject to almost yearly rent increases; this year, 19%. Being a student and freelancer, respectively, we spend nearly all our income on housing, utilities, and groceries/household essentials. Not having cars, we are dependent on transit and active transportation. (Not only a priority, but essential!) Buying property of our own in Calgary seems distant to impossible, especially in the inner city. *Nonetheless, the benefits of living in the Riley area outweigh the downsides. I hope the city planners can see that not everyone - far from everyone - who lives and works these communities is a homeowner, a vehicle owner, a property tax payer, or a businessperson. Many are A-OK with new and mixed development - to me, it's welcome! - as long as we can still afford to stay."*
Inclusion of business community, specifical locally owned businesses	Participants emphasized the importance of the business community in the Riley area. Some comments indicated growth in population will provide great support and usage of the growing business base. Some comments wanted specific mention of local businesses in the core values. Sample comment: *"Yes, these values resonate. In particular, I'm glad to see safety as a core value as I've begun to feel slightly less safe in this neighborhood over the last few years. Something I love about living in this neighborhood that I don't see reflected in the current draft is the unique assortment of small businesses that make the Kensington area. I hate to see these local businesses being driven out by high rents and replaced with generic chain businesses. What can we do to keep the independent vibe of our shopping/dining options."*
Planning and engagement process suggestions	Contributions in this category offered questions or observations regarding the planning process in Calgary and this engagement as connected to the

	core values presented. A few comments in this category asked about the current ARP status in relation to the developing Local Area Plan. Sample comment: *"Being honest and doing what you say you are going to do is a "core value" that the City should adopt. Stop pushing growth into the inner city. Instead of "transit oriented development" the city needs "development oriented transit". There are many established communities in Calgary that were built and populated with the promise that the City would delivery transit and it never happene" because that is a cost that would have to be borne by the City . Instead, the City would prefer to push the costs onto developers. It is not fair or right for those developers and homeowners who made a decision based on where to live on an empty promise from the City that they would provide transit to their new subdivision/neighbourhood."*
Further emphasis on safety, site activation and road safety	Participants indicated a stronger emphasis on safety, especially near LRT stations, might need to be included in the draft vision and values. A few respondents also indicated that road safety requires explicit inclusion as a value in the LAP and provided their own experiences and observations. Sample comment: *"In answering this question I have a specific neighbourhood of the Riley communities in mind. The neighbourhood is the two city blocks north of the Sunnyside LRT station, along the west side of the LRT tracks. It is my neighbourhood and I have lived on the south block of the two for the past 23 years.* *My long-term vision for these blocks is for the laneways to be transformed into a "woonerf" (i.e. "laneway mews"), a crosswalk across 10th street to Riley Park and renovation of the small park on the north block, amongst other improvements. With respect to the draft vision and core values of the Riley local area plan, I would say, yes, I do agree with them because they nicely align with my own vision of my neighbourhood, explained as follows.* *Draft Vision*

	"… to further the area as one of the most vibrant parts of the city." *This two block neighbourhood is not vibrant. It is plagued with drug users and the homeless sleeping in covered parking areas and the park on the north block. Creating a woonerf, along with new developments including commercial establishments that will come in the future, will clean the area up, drive the vagrants out and create a vibrant area out of what is currently known as the "ghetto of Sunnyside".* *Housing Choice* *"Expand the range of housing options in the Riley Communities …"* *My neighbourhood is a prime location for affordable high density housing, or housing of any sort for that matter. Since it is right next to the Sunnyside LRT station there is potential to build apartments that do not have parking spaces, reducing the costs.* *Moving to and through the Riley Communities* *"Prioritize walking, transit and active modes … by building upon existing infrastructure such as the Red Line LRT system,"* *Again, since my neighbourhood is right next to the Sunnyside LRT station and within walking distance of downtown this core value perfectly suites my own vision.* *Parks, Recreation and Open Space* *"Expand and enhance the inventory of parks, recreation facilities … and public spaces …"* *"Focus on providing a range of parks and recreation spaces near all living in the Riley Communities."* *Renovating the small park on the north block fits nicely with this core value, as does creating a crosswalk across 10th Street to Riley Park.* *Creating a woonerf in the laneways creates a pleasant public space away from the dust and noisy traffic on 10th Street.* *Climate Resilience* *"… supporting low-carbon lifestyles …"* *My neighbourhood is prime territory for parking-less dwelling - a paradise for ultra low-carbonites.* *"… expand the urban tree canopy."* *Creating a woonerf in the laneways, with trees, expands the urban canopy.* *Aligning Improvements to Growth*

	"Enable continued mixed-use development along Main Streets and corridors such as 10th Street N.W. … as well as transit-oriented development around the Sunnyside and Lions Park LRT stations." *"Facilitate the creation of public amenities that support growth and change and further enhance the sense of place within these communities."* *I couldn't have written this core value better myself. My neigbourhood is prime territory for TOD. Creating a woonerf in the laneways will, I think, create a sense of place for this part of Sunnyside.* *Safe and Accessible Communities* *"Promote community safety and accessibility for all."* *Creating a woonerf in the laneways, along with properly designed future developments, will, I believe, reduce the number of drug users, homeless people and the crime they bring with them, in the neighbourhood."*
The importance of heritage preservation and questions about heritage management	Contributions in this theme often reflected a concern with how new development might clash with existing heritage and context. Participants were looking for stronger language regarding heritage and historic spaces into the future. Sample comment*:* *"No. I have significant concerns with how the vision and core values are worded. I live on 10a st NW and am completely against going higher than 8 stories for 10th st and Kensington rd* *I want to recognize that Kensington is a diverse, historical residential community. And any extreme heights within our community would significantly change the dynamic.* *TOD building heights around lions park are welcome as they do not overshadow residential communities. TOD heights around Sunnyside station are more concerning."*
People focus needed	Respondents wanted to see a human-scale value reflected in the document. Sample comment: *"On moving to and through the community, it says that the city will "prioritize walking, transit, and active modes as key ways to move around". My comment is that the city rarely prioritizes these*

	modes currently and if this is the vision than we have a long ways to go, even in this community. *Within the section on "aligning improvements to growth" I would say that this heading is a bit jargony. What kind of improvements do we desire and what is the level of trade-off the community should expect with growth? The denser areas of this community are already bearing a heavy load of the city's growth with multiple high rises proposed on 10th street so I think getting this tradeoff right is of paramount importance, especially given the profits that will flow to developers and traffic/shadowing that will be felt by residents.* *I also noticed that the draft vision says nothing about the PEOPLE of the community which I believe to be an oversight."*
Public realm investments and project suggestions	This group of respondents acknowledged the importance of public realm investment and wanted to see that reflected in the core values. There were also questions about the implementation of infrastructure investment as part of the LAP program. Sample comment: *"A vision should be more inspirational. Riley area should be a "best place to live" and gather/shop/eat. More focus on safety and crime reduction required- this can be through city building, public spaces investment and development choices (like the skate park)."*
Single-family home preservation	Participants in this group indicated the RC1 housing choice should be explicitly identified in the core values. Sample comment: *"I do not. The Vision does not maintain the existing character of the community. The RC1 housing is not being maintained to a high percentage. The developments of condo apartments has exceed three stories. There has been no planning for the increased density already approved and built to manage the expontitial increase in traffics that has resulted . The townhouses that have been built do not support parking for their tenants. The supposed garages don't fit a standard size car or can't easily be accessed. The City wants to allow developers*

	carte blanche on what they want to build. There is no consideration for what the residents want. There is a strong desire to keep the historic feel and characteristic of the neighborhood without the increased traffic pollution noise and light. What makes it beautiful and unique is the green space, the natural light, the community of people whop actually know one another. You lose the feeling of a neighborhood when you create so much density no one knows anyone. How about dealing with the increased homelessness and crime. Making developers be required to build proper functional garages and parkades. Limit the height of buildings so people do want to walk in the neighbor."
Parking, traffic flow and servicing concerns need to be reflected in values	Respondents asked questions or provided comment about how traffic impact assessments and parking allocation are considered during the LAP development process. A few participants thought mobility-specific elaborations were needed in the values. Sample comment: *"Housing Choice: Kensington and Sunnyside areas have always had a certain character and charm. Partially due to the location, inhabitants and housing choices. From my perspective of being a long time resident of Calgary and having lived in a numerous communities in Calgary, I have a deep concern for the direction being outlined for Kensington/Sunnyside/West Hillhurst. Parks, recreation, open spaces, and dog parks are excellent here now. We already have bus routes, C-train, riverside and urban bike paths, sidewalks and yes, too many vehicles with too little parking spots (especially due to the huge condo towers which have already been built in this area). It's unrealistic and unreasonable to have continued large scale buildings without realizing the impact on the 'quaint and quiet' aspect of the existing neighbourhoods aka larger buildings (over 4 storeys high)create massive problems and greatly impact the community lifestyle. Yes, think traffic woes: not everyone will or can take public transportation or walk to remote city suburbs, or Uber, or bike, or rollerblades, skateboard, scooter and so on. I see this happening all over Calgary and beyond: The lack of planning for more road traffic in the city as a whole and the consequent issues which correspond with this, like parking, traffic jams, streets lined*

	chock a block with vehicles. This Draft Vision is about growth but seemingly growth as the only solution."

TOPIC 2 – MODERATE-TO LARGE-SCALE GROWTH

Please review the Focus Areas for Growth Map above, specifically what is outlined in pink (additional potential focus areas for growth). Would you add additional or remove any of the areas that are being proposed in pink for moderate-to large-scale growth? Please tell us where and why.

Theme	Description and sample verbatim
Corridor-specific feedback regarding moderate-to large-scale growth	The most frequent theme regarding moderate-to large-scale growth was concern and suggestions on the engagement growth map. Many participants provided corridor-specific feedback and suggestions for streets that should be removed. Often these comments cited light reduction, building height, privacy, and traffic concerns. Sample comments: *"Any pink or orange area that is part of an existing residential street should not go any higher than the height allowed on the residential street. For example, the proposed pink development along south side of 5th street would significantly impact the residents on the residential streets adjacent. The photos are also very misleading! 4-6 story buildings are fine. But going up to 15 stories on 10th Street does not support or build density in a thoughtful way! It will be a high rise jungle! Please have a look a the high density that is built in London England... nothing goes higher than 8 stories within residential communities. This creates a fantastic livable environment."* *"The south side of 5th Ave, between 10 and 14 St, should remain lower density. Development of anything over 4 stories should not be allowed. There are already areas where 6 stories are right against single family homes, and if the trend continues, it risks the desirability of living in Hillhurst. One of its unique characteristics is the blend of single family homes along tree lined boulevards with the business district and higher density along main streets."*

	"Remove Briar Hill from growth areas and designate specific study area and preserve RC1 zoning."
Lions Park LRT, North Hill Mall and Briar Hill	Respondents asked why more growth was not targeted in Hounsfield Heights/Briar Hill and near the Lions Park LT station. There were concerns that growth and density were not equitably presented across the plan area. Sample comment: "*Why is the Lion's Park train station being left out of large scale growth? It wouldn't happen to have anything to do with a wealthy neighbourhood to the south would it? Growth should be directed to places that have the transportation capacity to handle it, like near train stations. We suck at building up our train station areas and this plan just solidifies how much we suck at it."* *"Why is Briar Hill not being included for more growth? It's right beside a train station and fits into the city development plans? It doesn't make any sense that the city is encouraging bias and segregation in it's development policies."*
Additional growth area identification	Participants identified additional growth areas within the plan area with specific reference to streets. Lions Park Station and its surrounding streets were frequently cited as prime growth areas. Sample comment: "*Add corridor along Memorial Drive to the far west of Riley Area and all of Hounsfield Heights to areas ideal for moderate to large-scale growth. Both areas have excellent transit service, great access to parks, pathways and services and are all very low population currently. Great places for more growth to go (in addition to other areas identified)."*
General support	Comments of support were a significant theme group. Frequently cited comments referenced personal experiences, community observations, or feelings around the benefits an LAP will offer the community. Sample comment: *"I have no issues with the proposed areas for moderate to large scale growth. As a home owner,*

	over time I think this will only increase the value of my property. I think the proposed changes will improve our community and make it more vibrant over time. I'm interested in having more amenities within walking distance. The less I can rely on a vehicle, the better. I do think the sidewalks need to be improved, made wider, and there should be more pedestrian bridges to make people feel safe." *"Overall, it seems to balance the need for growth while retaining housing options for everyone, and maintaining the the overall feel of the community. I feel that that the need for inviting spaces, including access to nature, and green streetscapes has not been adequately addressed. A neighborhood that is all concrete sidewalks abutting the roads is not my idea of an inviting or healthy cityscape. The growing emphasis on solar heating and power generation will also necessitate consideration of how the various types of housing can access sunlight. Tall buildings, built close together without integrated green space, results in dark and dismal homes (not adequate windows with good lighting). Novel approaches to architectural design would be helpful."*
Height concerns and questions, transition suggestions and potential privacy loss	Questions and concerns about future built form in the Riley Communities were a significant theme in Phase 2 feedback. Often these comments were combined with identification of additional growth areas or pink areas that should be removed. Height concerns, privacy loss and shadowing were frequently cited rationale for growth area removal. Sample comments: *"The pink areas should be removed along both sides of 2 Avenue from 5A to 8 Street in Sunnyside, along both sides of 5 & 6 Avenues from 11 to 23 Streets in Hillhurst, and along the north side of Kensington from 15 to 18 Streets in Hillhurst. This is because even 4 stories is too intrusive on adjoining SFD properties in terms of loss of privacy and sunlight, and no design can mitigate this negative impact. 3-storey apartment buildings would be a reasonable compromise.* *On the other hand, pink areas should be added along the north side of 13 Avenue and both sides of 19 Street from 12 to 16 Avenue in Hounsfield and Briar Hill. This is because the area is close to the CTrain station."*

	"Overall, it seems to balance the need for growth while retaining housing options for everyone, and maintaining the overall feel of the community. I feel that that the need for inviting spaces, including access to nature, and green streetscapes has not been adequately addressed. A neighborhood that is all concrete sidewalks abutting the roads is not my idea of an inviting or healthy cityscape. The growing emphasis on solar heating and power generation will also necessitate consideration of how the various types of housing can access sunlight. Tall buildings, built close together without integrated green space, results in dark and dismal homes (not adequate windows with good lighting). Novel approaches to architectural design would be helpful."
Traffic patterns and mobility impacts	Participants highlighted concerns and observations about current traffic and mobility issues in the Riley Communities LAP area. Participants typically wanted to know how moderate-to large-scale growth would impact existing mobility issues and/or if potential changes might create new ones. Sample comment: "*Plus the density bonusing will make this a reality. Stop ruining Sunnyside. The routes in and out of the community via Memorial Dr cant accomodate the amount of traffic this would generate. There is nothing in this document about improving the chaotic traffic behaviour at 9A, and 10 st intersection with 2nd Ave where the LRT crosses, bike routes converge, massive trucks are circulating (garbage, construction related) and jammed parking makes visibility impossible given the curved road. Massively densifying 2 ave from 5A st to 9A st will make this ridiculous situation far worse. Plan needs to explain how roads will become more ped/bike friendly."*
Questions about the development, planning and LAP process.	A category of feedback emerged with questions about the development and planning process. Some questions were targeted at the engagement booklet received in the mail. Examples of questions included, understanding the specifics of moderate-to large-scale growth and wanting to clarify how development impacts are managed and assessed. Sample comment:

	“Observation: Hillhurst and Sunnyside appear to have the most areas for growth, whereas Hounsfield Briar Hill have have a very limited growth area. I worry that the Riley plan will be too broad to properly capture either. Hillhurst and Sunnyside are currently struggling with the overwhelming volume of applications seeking exemptions from the current ARP. Height restrictions and lack of traffic/movement planning are becoming more and more problematic. *“If I try and understand at how the pink / orange areas were determined on this map - I presume it was done on the general principle of having a balanced street wall on both sides of "high streets", so as to frame the street and create that sense of enclosure. I assume It is for this reason the blocks that are adjacent to high streets are "halved", with the half facing the high street colored pink/orange, with alley separation between the two halves. Its important to note here that the other "half" is typically colored "white", presumably to denote "Limited scale" homes.”* *It is for this reason, I would remove the eastern half of the block on 18A Street between 1st Ave and 2nd Ave that is currently colored "pink". Increased scale for these parcels would create an unbalanced street wall on 18A Street. This section of 18A is a well used pedestrian corridor for NE/SW traffic to the QE schools / Park and a balanced street wall is important to properly frame the street and keep it's appeal to pedestrians. What you are proposing would effectively "bifurcate" the 18A Street block and create an island between the parcels between 18A and 18th Street.”*
Character preservation, affordability considerations and aesthetics	Comments in this category spoke to concerns that the proposed areas for moderate-to large-scale growth might threaten neighbourhood character and feel. Other comments indicated aesthetic and architectural integrity was important to consider with redevelopment, with a subgroup of comments pointing specifically to Sunnyside. Tree canopy preservation was also raised in this category. Sample comment: *“Two goals of the City are to preserve heritage while allowing for growth and change. So this map doesn't show that. What is all the white below Lions Park Station? That's a TOD site that should have*

	significant density where the housing is less than historic. Sunnyside on the other hand is a historic neighbourhood and strangely has been targeted and wiped out as a site of density. Did someone pay you off? Is the City on the take?" *"I wish the discussion about density were not focused on big new swaths of locations for 4+ stories, but were instead focused on a more human scale increase in density across the board on the map. In concrete terms, I would like us to allow the equivalent of fourplexes on ALL 50-foot lots (or perhaps six-plexes). I would like us to then allow only slightly higher density beyond that on these busier streets like Kensington Rd, 6 Ave, etc., rather than 4+ stories on those sites."*
Specific street and location references	Participants provided observations and feedback specific to streets and open spaces. These comments were typically about where and where not moderate-to large-scale growth is appropriate and associated questions about needed infrastructure and mobility planning. Sample comment: "*Remove: 19 Street, Kensington Road between Crowchild and 14 Street. I support moderate scale growth along these roads, but not larger scale (which I would define as 4 stories or higher). There is no infrastructure to support buildings larger than 3 stories, and larger buildings make a less friendly pedestrian experience. I fully support row houses, density and a wider variety of housing. Most importantly we need a wider range of pricing - most housing in this neighbourhood is very expensive."*
Benefits of new businesses and services and identification of commercial corridors	Participants provided comments that expressed the benefit of increased population and housing choices to the local businesses. Some comments perceived moderate-to large-scale growth might attract more diversity of services and businesses with a subset of comments indicating locally-owned businesses are preferential. Sample comment: *"Pink areas along the main streets and roads-OK. Moderate-large scale growth must include retail/commercial on the main/street level floor.*

	Again, only along main streets 14th 10th St. 19th St. Crowchild 5th 6th Ave. And Kensington Rd."
Service delivery impacts	Traffic safety, garbage truck access, anticipated congestion, the pedestrian realm, and proximity to schools were referenced in several comments. Sample comment: *"Building over four stories full visibility around this structure, far enough back from roadways to half proper cycling to access major roads safely. Larger building decreases sunlight from existing residence. Priority for existing home/landowner does not happen. Developers are given free [illegible] on their buildings by city. Developers come into communities do damage to existing foundation no responsibility on there are parts. Decrease in green space, tree, plants. Helps with CO2 emissions. creating parking spots for businesses and residents in these buildings, garbage/recycling bins space for these building."*
Transit-oriented development	Contributions expressed transited-oriented development as an important amenity in the Riley area. Several comments questioned a lack of moderate-to large-scale growth near Lions Park LRT station. Sample comments: "*Please remove 5th avenue between Crowchild and 19th Street, 19th Street north of 2nd Avenue and 18A. Kensington has been marked a mainstreet and has the ability to be built up given the size of the street (4 lanes). 5th is quickly becoming congested and is, frankly, dangerous for cyclists given the narrow bike lane and busy vehicular use. I'm not sure how the neighborhood could balance addition traffic and density in that area without Crowchild improvements first. 18A is a quiet residential street. 19th north of 2nd has clear development issues given the missing rear laneway on the east side. The City should focus on appropriate, transit-centered, development along the major main streets, which in Riley are: Kensington, 14th, 10th and the giant unused vacant sears site which checks all the boxes for development."* *"It doesn't make sense to me to see moderate growth not near the Lion's Park c-train station. All*

	train stations in the city have been under-developed and this "new" plan just reinforces how bad we are at TOD."
Growth targets already met in Hillhurst Sunnyside	A group of respondents used this opportunity to express that Hillhurst Sunnyside has already accepted a lot of growth and density in recent years. Some participants provided specific examples. These comments often referenced a lack of growth planning in Hounsfield Heights - Briar Hill. Sample comment: *"It is a bit shocking that there are no focus areas for growth on the south side of the Lion's Park LRT station. The core values talk about transit oriented development around the Red Line but the actual plan seems to ignore a large segment of the community that is a short walk from an LRT station. Sunnyside LRT statio has 10 story mid-rise on the west side and multiple 4 story walk-up apartment buildings mixed with R1 homes on the east side. This has made the community much more vibrant and should serve as the model for Lion's Park LRT with the mall site accommodating mid/high rise development and the south side being zoned to allow 4 story multi-family buildings. Otherwise, it's a waste of a train station if we ignore half the TOD opportunity."*
Environmental and climate considerations	Contributors expressed values around the preservation of the tree canopy, green space provision and climate resiliency implementation (e.g., building materials, windows and solar panels) when considered moderate-to large-scale growth. Sample comment: "*Concerned about the orange areas adjacent to riley park, along 10th st, these are naturalized grassland and meadow/garden habitats that should be conserved if possible."* *"Building over 4 stories. Visibility around these structures. Far enough back from road ways to have proper site lines to access major road safely. Larger building decrease sun light from existing residence. Priority for existing home owners. Developers are given free rein on their buildings by City.*

	Decrease in green space. Trees, plants,and grass capture run off and helps with CO2 omissions. Create parking spots for business and residence in these buildings. *Garbage/Recycling Bins for these buildings. Developers need to be required to create space for these receptacles."*

TOPIC 3 – SMALL-SCALE GROWTH

What's important to you and for future generations when thinking about how the area could evolve in the next 10-30 years and why?

Theme	Description and sample verbatim
Support for more housing choices and policies	Positive comments regarding expanded housing choices and associated policies were predominant themes in response to the small-scale home engagement question. There was frequently a connection made between this housing provision and increased affordability. Sample comment: *"All types of low-scale housing should be permitted throughout the communities. Yes, including Hounsfield Heights/Briar Hill. Preserving exclusionary/classist segregation through land use by permitting a single detached policy area here would be deeply inequitable and based solely on political pressure, not proper planning principles. There should also be areas where low-scale is not allowed because greater intensification is required via density and height minimums."*
Aesthetics and community character	Several comments focused on the need for architectural guidance and building materials which respect and recognize the existing character and vernacular in the Riley Communities. Samples comments: *"Challenges: Potential for suburban style, cookie cutter, buildings that lack character that would diminish the area's unique assets and histories; as per the new draft of the Vision. Opportunities: Focus on Row and Triplexes/Fourplexes to maximize lot usage and support the Core Values of House Choice and Aligning Improvements to Growth."*

General support	General support represented the third most frequent response to the small-scale home question. These contributors provided enthusiastic responses for the expansion of housing choice in the area with some offering suggestions for how to best make it possible. Sample comment: "*I am very supportive of allowing, on a blanket basis, the equivalent of four units on every 50-foot lot. Right now, we seem to only allow this on the busier and hence less desirable streets. I would then also support slightly higher density on the slightly busier streets. I think allowing this sort of density will keep our neighbourhoods more human-scale, as compared to allowing very tall buildings (e.g. 8 stories) on busier streets/big lots. It will lead to more vibrant and diverse neighbourhoods, while still keeping a very livable scale. And as for parking, I think the concern is hugely overblown and people will just learn to adapt (heaven forbid you can't always park directly in front of your house like in so many cities).*"
Massing, setback, lot coverage and transition considerations	Contributions related to built form frequently cited small-scale housing lot coverage, transition, setback and massing as important considerations in the Riley area. These comments were often connected with worries about degraded community character, green space loss and impacts on the block face. Sample comments: "*What makes this area unique is the variety of homes instead of cookie cutter wall to wall homes. This leads to too much density which is the issue that can be seen in Marda Loop where ther is terrible traffic. There needs to be a percentage of each type of housing with triplex or four-plex only happening every other block.*" *"Scope creep is a concern. Residences identified as "small-scale growth" should not be allowed to exceed the current lot coverage limitations of existing homes. There is no justification for doing so, we need the green space."*
Parking allocation and vehicle flow	Respondents provided perceptions of parking issues that might come with townhomes, triplexes and fourplexes. Some comments expressed parking

	minimums should be omitted. There were questions about how traffic and active modes might be managed through the Local Area Plan. Sample comment: *"Curb appeal of units is a challenge- do not want more than one housing group with an identical look. Don't want a block of vinyl sided houses. We do need more family accessible and appropriate properties in the area. Parking is main concern- at least duplexes and single have their own garage. There should be a cap of ~3 units in a row house."*
Planning and process questions	Questions and suggestions on the overall city planning process were offered in response to the small-scale housing question. Sample comments: "*We are in a climate emergency and a housing crisis. Our residential infrastructure needs upgrades. I would like to see a Density Minimizing Fee on any new builds that contain less then 3 units per 25' of frontage. You could still build a McMansion but you would have contributed a hefty fee towards your local roads, sewer, parks and community recreation infrastructure."* *"Housing regulations don't seem to mean anything anymore, build whatever and pay a penalty. Every infill or condo wants to be bigger than one next to it. This is ridiculous!! Why so many plans run into conflict!"*
Infrastructure improvements to support growth	Comments in this category recognized the need for public infrastructure to support growing neighbourhoods. Some comments indicated that infrastructure and public space investment would improve as a result of increased density, others felt The City needed to proactively provide information about how infrastructure will be invested in. Sample comments: *"The opportunities when allowing more dense varieties of homes are for increased transit ridership (especially near LRT stations) and improved economics for local, neighborhood businesses. Additionally higher density will allow for increased use of the emerging 5A network."*

	“Parking + driving. Smaller homes mean more vehicles, one already overrun streets. Where are the additional resources to support this expansion? Police? Fire?”
Housing affordability	Participants connected small-scale homes to enhanced housing choice and accessibility. The comments were generally supportive, though some comments asked how affordability would be tangibly achieved to ensure accessible home prices in the Riley area. Sample comment: “*The wording that "single detached homes will always be a choice" is a bit strong for my liking, the future is very unpredictable and single detached homes are not the future for sustainability nor welcoming climate migrants. I think challenges in welcoming specifically single detached homes is something of the past and is no longer feasible, they take up a lot of space, in addition family sizes are decreasing and so 1 family realistically does not need to take up that much space. Once again, affordability is a key message in and around this area. My dream is to own in this area as I love the area, the parks the neighbourhood, and I have a white collar job, however it is still very unattainable for me to own a place here. Even the condos that were just built in front of riley park were going for $500k. I welcome the other builds other than single detached homes.* *Challenges I do see is parking and car inventory - I think though if we can have riley park really being a commuter friendly area, people in the area may try and cut down their car usage as the neighbourhood provides all the needs for individuals.”*
Greenery, vegetation, boulevards, and tree canopy preservation	Contributions regarding community greenery spoke to the value of trees, boulevards and open space assets in the Riley area. Respondents expressed perceived value for the existing greenery and vegetation within the community and asked how preservation might be managed with the new construction of small-scale homes. Sample comment:

	"*Small scale growth should be avoided because smaller houses being replaced with houses that have a larger footprint reduces landscape connectivity and can destroy the potential that backyards have to maintain urban ecosystems. Large scale housing density should be prioritized over expensive and footprint intensive duplexes/quadplexes etc."* *"Small scale homes as shown are generally ok in the plan area. Should ensure trees planted on blvds and to shade alleys."*
Single-detached home and lot preservation	A category of comments emerged that were not supportive of inviting a variety of small-scale homes into their neighbourhood and cited the need for RC1 preservation and protection. Sample comment: "I *am a homeowner in briar hill and I want zoning to remain as only RC1. I do not want to see semi detached, row houses, or triplexes/fourplexes. I prefer the RC1 zoning in this area since I like the character of the current neighborhood being single family homes only."*
Street observations and feedback	Respondent offered comments regarding areas and streets that might accommodate small-scale housing growth. Other comments provided observations about current conditions such as areas for infrastructure investment or mobility-related issues. Sample comment: "*No-one has any issues with these sorts of Small-scale growth homes going into any part of the Riley area to increase density and support growth. 19th is a classic example – row homes along the street would significantly increase density yet not overload current infrastructure – drains\roads\sewer etc – and still leave the Community with it's current vibe."*

TOPIC 4: DRAFT CHAPTER FEEDBACK

Do you have any feedback on the initial draft Chapter 2 or refined draft Chapter 1 of the Riley Communities Local Area Plan?

Theme	Description and sample verbatim
Public infrastructure investment and needs identification	Participants identified adequate public infrastructure and amenities investment as a top issue that should be named in the draft LAP chapters. People spoke to the need to ensure public infrastructure, such as bike lanes and parks, met the needs of a growing and changing area. Sample comment: *“I am excited to see our community is an area of focus for the city. We need to allow for more growth, particularly multi-use buildings, and hopefully that will translate into increased investment from the city into green spaces, recreation, and mobility.”*
Community character preservation	Participants wanted to see the unique character and aesthetic quality of the Riley Communities be clear in the plan. Some respondents posed questions such as how residents might better understand how new growth integrates with streetscapes and existing context as well as requested assurance of quality building materials and design for new builds. Other respondents wanted clear distinctions made between individual neighbourhoods within the plan area. Sample comment: *“More detail needs to be provided about the implications of "consolidating parcels along Main Streets". For example, some parcels on main streets are adjacent to ones on "community corridors", like 19th St NW. I'm thinking of the Lions Park complex on 19th st NW, for example. As that property is right up against residential homes, it would not be appropriate to consolidate that with the commercial properties right next to it on 16 Av NW, even though some might look at them and think, why could they not be consolidated as they are adjacent.* *I'm also curious about the arbitrary cutoff for heritage homes. So many homes in Briar Hill were built in the early 1950s, and, at over 70 years old, seem to fall into that category as much as those built in 1945, for example.”*
Community impact information	Participants wanted to better understand the implications for existing residents and amenities of

	proposed changes. Some respondents wanted to understand the analysis that is undertaken to propose the growth areas and what spinoff effects are anticipated as a result. There were also comments that wanted acknowledgment within the Chapters of potential impacts such as overshadowing, increased traffic and transition considerations. Sample comment: "*The misleading booklet distinguishes between established and developed communities without ever defining the terms. It is insulting to say community redevelopment is complex on the front cover and then use words without definition as if the average taxpayer couldn't understand a defined word. Asking for comments on words that you leave obscure is misleading. You'd get more informed and better comments if you were honest about what you're trying to do. The ARP is subject to review but there's a few values that are easy to agree on, such as, Hillhurst is residential with main streets that are commercial. Your challenge is keep those two separate, so that the area continues to attract vibrancy and multiple uses. We are not downtown. Towers will destroy the residential values of the residential community as they destroyed downtown as a residential community. Hillhurst supports density and TOD. That has to be achieved without towers over heights allowed in the ARP, except in the rare corners such as Theodore, and LOC2022-0006, where established homes are not impacted."*
Growth not equitable across the Plan area	Comments indicated a perception that growth was not being proposed equally across the Plan area, with Hounsfield Heights - Briar Hill being able to receive more density. Several comments spoke to the proximity of Hounsfield Heights - Briar Hill to transit amenities. Sample comment: *"The plan is okay, but it appears that certain communities are intentionally being excluded from this plan when they should be taking on more of the work. It isn't equitable to ask the Sunnyside train station to take on more growth, when it's already taking it on, just to protect single detached home owners near the Lion's Park train station."*

Site-specific feedback	A group of respondents provided site-specific insight and observations in response to the draft chapter. Examples include references to traffic management, public realm and open spaces, and street retail presence. Sample comment: *"I do not see the overall road system discussed in this draft. With increased density, the realities of more vehicles in the area need to be addressed. For example, parking.... new buildings should include underground or other off road parking, to prevent further road congestion and safety risks. Additionally the use of Crowchild and Memorial will continue to be major roadway arteries. While Crowchild has been improved, access off of Kensington road onto Crowchild can still be problematic.* *Access to Memorial from within the communities is limited. The only street with traffic signals is 10th street, which often has significant traffic back-up. Traffic turning left onto Memorial from either 16th street or 19th street has limited visibility, no traffic lights, and heavy traffic to content with. At least one more set of lights would greatly improve safety and traffic flow. Additionally it makes no sense to have varying speeds on Memorial - setting the speed at a consistent 50 km would help reduce speeding overall and improve safety."*
LRT amenities	The LRT was cited as an important amenity for inclusion in the Plan and should be considered when planning for growth. Some comments about the LRT spoke to community safety concerns and accessibility and others wants to ensure growth was spread equitability across the Riley Communities to capitalize on existing infrastructure. Sample comment: *"It's incredibly dangerous that city administration is encouraging the exclusive community mindset by not including Briar Hill as an area for more growth. These types of policies should be discouraged not celebrated. Being right beside a train station, this area should have far more density than other areas of the plan, not being told no. And let's be honest, this is because the neighbourhood has million dollar homes, not because it's some special "character" community."*

Support for and inclusion of local businesses	Participants expressed the value of local businesses within the Plan area. Respondents indicated policies should support businesses and services with particular attention to retail on Main Streets. Sample comment: *"It would be fun to have more areas zoned to allow small businesses within residential communities (off main streets). For example, And Some cafe is located in the heart of Sunnyside and has become a fun community hub."*
More growth and density needed	Respondents desired to see an acknowledgement that more density was needed in all Riley Communities be presented in the document's chapters. Sample comment: *"This plan seems like it's asking places that are already taking on growth, to take on more growth. While at the same time it's allowing places like Briar Hill to not have to do anything. This is very unequitable."*
Climate and open space planning	A group of contributors wanted to see the Chapters include tangible climate and green space management language specific to the Riley Communities. Sample comment: *"For any new development I would really like to see an onus on green initiatives with the new developments. Something like Green Roofs, battery chargers, green furnaces, low water usage toilets etc. to be mandatory in all the new builds within the area. Maybe on the roofs of apartment buildings we can have urban bees or garden spaces. Also instead of planting Kentucky blue grass we can introduce native plants and grassland grasses to the properties to help with climate resiliency as well. The ideal individual living in riley park I would hope is climate aware and can understand the benefits of the naturalization."*
Engagement / planning process feedback	Respondents provided perspectives and feedback on the engagement and planning process.

	Sample comment: *"I am seriously fed up with fighting these new developments. Each development always tries to push the envelop and build bigger, denser and higher than the ARP. We are then responsible to fight each one just to get it to scale back to working within the ARP. We spent 3 years developing the ARP and yet it seems to have no teeth with the city or the developers...I was under the delusion that we were working together to develop a concrete plan....instead it seems we worked together to develop a guideline. Shame on me for being duped."*

What did we do with the input received?

This input was used to update the concepts presented to the public for Phase 3: REFINE with specific attention to the development of draft Urban Form Category and Building Scale Maps that will be presented in Phase 3 consultation We encourage you to review the Phase 2 What We Did Report to understand how feedback collected in Phase 2 helped to inform the concepts in the draft Riley Communities Local Area Plan that will be brought forward in Phase 3 engagement.

Project next steps

The project team is continuing to undertake planning analysis and work with subject matter experts to develop draft concepts and policies for the draft Riley Communities Local Area Plan. Your input, and the input of the public, will help the project team understand people's perspectives, opinions, and concerns as they conduct this work. Other considerations include looking at context and trends, professional expertise, equity and other existing City policies.

We will be back in the community in fall 2023 for Phase 3: REFINE. This phase will include multiple engagement opportunities including in-person, mail-in and online engagement, giving participants the opportunity to review and offer input that will help us further refine the concepts in the draft Riley Communities Local Area Plan.

To stay up-to-date on project details and future engagement opportunities, please visit calgary.ca/Riley and sign-up for email updates.

Appendix A: Public engagement verbatim comments

Verbatim comments include all written input that was received through the online and direct mail engagement, in-person events and targeted stakeholder sessions.

These are verbatim comments and are reflected below as they were submitted and have not been altered in any way, except for removal of personal identifying information, or profanity. Each bullet point represents a separately submitted comment.

Question 1: When thinking about the Riley Communities and how the area could evolve over the next 30 years, do the vision and core values resonate with you? Please share your thoughts and let us know what you would add and / or change and why?
• "Yes, they do. This area will definitely experience a lot of growth based on the fact that it is very close to downtown, has easy access to bike pathways and major roads (Memorial Dr, Crowchild, 14 St and 16th Ave), and already has a lot of amenities. I agree with the following: • -We need to provide increased ways to move along these communities, especially for pedestrians and cyclists. Sidewalks on main streets seem to narrow, and there aren't any bike lanes. • -We definitely need more recreational facilities and green spaces, especially along the river. • -We need to enable different mixed-use developments on main streets (Memorial, Kensington Rd, 14 St and 19 St) to allow for different housing choices and businesses. I completely agree that there should be mixed-used 4 story buildings on these roads. I would be hesitant to support high rises since I don't think there are enough access roads to allow for increased traffic." • I'm in favour of the low carbon lifestyle as an overarching theme. Concerned about how to do better on Memorial Dr with this goal; not even mentioned in the content of this round of engagement. • As described, vision is acceptable. Key beyond these need to also address: commitment to maintain affordable units that are needed to actually have a diverse community in terms of youth, renters, spaces as families shift to downsizing; recreation facilities-much of the talk is about parks but there is no public access facility comparable to outlying suburbs (indoor); exploring ways to ensure business rents are affordable to stem the loss retail diversity in this community . • The vision and core values do not resonate with me, nor are they aligned. In particular, "continued improvements and investments that enhance the diverse experiences and quality of life of those who live" is not supported by mixed use developments in parts of these communities. Medium to large scale development does not improve the quality of life of existing residents and also replaces the "unique assets and histories" which make these areas why residents have chosen to live in. • Portions of the draft vision and core values are misaligned and do not resonate with me. Of particular note, the core values of mixed-use development, particularly those of more than 3 stories, does not align with the draft vision to "enhance the diverse experiences and quality of life", particularly for those immediately adjacent to such developments. Homogeneous and uninspiring condo buildings detract from existing resident quality of life and often replace the unique and historic

qualities also mentioned in the draft vision which are appreciated in these neighbourhoods.

- """"supporting low-carbon lifestyles"" in the Riley Communities will have no discernible effect on the long-term climate resiliency of the Riley Communities. This level of ignorance in the ""Climate Resilience"" section is stunning.
- I agree with ""continued mixed-use development along Main Streets and corridors such as 10th Street N.W., 14th Street N.W., Kensington Road and 19th Street N.W."" This is where tall and massive buildings should be encouraged. Higher density in the defined TOD area around the C-Train stations is OK as long as it steps down to blends with the adjacent communities."
- "In answering this question I have a specific neighbourhood of the Riley communities in mind. The neighbourhood is the two city blocks north of the Sunnyside LRT station, along the west side of the LRT tracks. It is my neighbourhood and I have lived on the south block of the two for the past 23 years.
- My long-term vision for these blocks is for the laneways to be transformed into a “woonerf” (i.e. “laneway mews”), a crosswalk across 10th street to Riley Park and renovation of the small park on the north block, amongst other improvements. With respect to the draft vision and core values of the Riley local area plan, I would say, yes, I do agree with them because they nicely align with my own vision of my neighbourhood, explained as follows. Draft Vision “… to further the area as one of the most vibrant parts of the city.” This two block neighbourhood is not vibrant. It is plagued with drug users and the homeless sleeping in covered parking areas and the park on the north block. Creating a woonerf, along with new developments including commercial establishments that will come in the future, will clean the area up, drive the vagrants out and create a vibrant area out of what is currently known as the “ghetto of Sunnyside”.Housing Choice “Expand the range of housing options in the Riley Communities …” My neighbourhood is a prime location for affordable high density housing, or housing of any sort for that matter. Since it is right next to the Sunnyside LRT station there is potential to build apartments that do not have parking spaces, reducing the costs. Moving to and through the Riley Communities “Prioritize walking, transit and active modes … by building upon existing infrastructure such as the Red Line LRT system,” Again, since my neighbourhood is right next to the Sunnyside LRT station and within walking distance of downtown this core value perfectly suites my own vision. Parks, Recreation and Open Space “Expand and enhance the inventory of parks, recreation facilities … and public spaces …” “Focus on providing a range of parks and recreation spaces near all living in the Riley Communities.” Renovating the small park on the north block fits nicely with this core value, as does creating a crosswalk across 10th Street to Riley Park. Creating a woonerf in the laneways creates a pleasant public space away from the dust and noisy traffic on 10th Street. Climate Resilience “… supporting low-carbon lifestyles …” My neighbourhood is prime territory for parking-less dwelling - a paradise for ultra low-carbonites. “… expand the urban tree canopy.” Creating a woonerf in the laneways, with trees, expands the urban canopy. Aligning Improvements to Growth “Enable continued mixed-use development along Main Streets and corridors such as 10th Street N.W. … as well as transit-oriented development around the Sunnyside and Lions Park LRT stations.” “Facilitate the creation of public amenities that support growth and change and further enhance the sense of place within these communities.” I couldn’t have written this core value better

myself. My neigbourhood is prime territory for TOD. Creating a woonerf in the laneways will, I think, create a sense of place for this part of Sunnyside. Safe and Accessible Communities “Promote community safety and accessibility for all.” Creating a woonerf in the laneways, along with properly designed future developments, will, I believe, reduce the number of drug users, homeless people and the crime they bring with them, in the neighbourhood."

- The vision and core values do not resonate. The Vision and Core values have been homogenized across the entire city. What is being presented lacks all consideration as to the uniqueness of each of the 4 communities that make up the Riley Communities Local Area Plan. It appears that the Vision and Core Values have been dictated by the city to the communities as part of this process, rather than from the City of Calgary residents.
- With all new development, please carefully consider the PARKING issues!!! It's delusional to think that people won't need cars in our area. We have doctors & other appointments at South Campus, NE, Crowfoot, all over the city. Public Transit will NEVER be workable, especially for seniors. The block on Kensington, between 23rd Street & Crowchild has small lots, no access from Kensington and a cull-de sac that's already a crowded problem. Putting large buildings there would be a nightmare for the home-owners across from them. The trees get chopped down. Instead of trees, we get a hideous view of all the garbage & recycle bins which have to be picked up in front of those buildings. There's no room for the bins & parking. It makes for an ugly street.
- "First: Online Forms are a pain. Emails are much better so that we can record what we write. Once I submit the form will I ever get a direct response? Who knows.
- The Vision and Core Values are lacking meaningful details. They serve the City Planners well, but are the Planners open to changes? How are we expected to comment on such vague statements? The Vision in particular is just a bunch of meaningless words that can be interpreted in many ways. Maybe it's better just to show a picture of what you are planning with some specific design criteria."
- I do not. The Vision does not maintain the existing character of the community. The RC1 housing is not being maintained to a high percentage. The developments of condo apartments has exceed three stories. There has been no planning for the increased density already approved and built to manage the expontitial increase in traffics that has resulted . The townhouses that have been built do not support parking for their tenants. The supposed garages don't fit a standard size car or can't easily be accessed. The City wants to allow developers carte blanche on what they want to build. There is no consideration for what the residents want. There is a strong desire to keep the historic feel and characteristic of the neighborhood without the increased traffic pollution noise and light. What makes it beautiful and unique is the green space, the natural light, the community of people whop actually know one another. You lose the feeling of a neighborhood when you create so much density no one knows anyone. How about dealing with the increased homelessness and crime. Making developers be required to build proper functional garages and parkades. Limit the height of buildings so people do want to walk in the neighbor
- Preserve heritage, maintain amenities, do not overwhelm with densification
- Full support. The area should have more density as it can support it and will make the community better/more resilient. Note: Emphasize mobility equity in the

mobility one. Public street space and infrastructure should be allocated in equitable ways.

- Would like to see how history is going to be respected in the plan as everything historical will likely be lost
- "Yes, the core values resonate with me. One of the Riley Communities' greatest assets is walkability and an abundance of parks. I think it makes great sense to continue to enhance some of the best features of the area.
- Because the community is so walkable, I'd suggest continuing to create community hubs for mingling such as great playgrounds, sports areas like skating rinks, basketball courts, or fields for play, or seating areas with comfortable benches."
- I think it is very important to densify housing but in a sensitive way. Some of the best things about Kensington, especially, are the interesting shops and old homes. This is unique in Calgary. It more and more towers go in and historical homes are knocked down, it becomes like everywhere else in Calgary, and therefore not special. A long term plan, is important for addressing this rather than letting developers ruin these areas for short term profit.
- "On moving to and through the community, it says that the city will ""prioritize walking, transit, and active modes as key ways to move around"". My comment is that the city rarely prioritizes these modes currently and if this is the vision than we have a long ways to go, even in this community.
- Within the section on ""aligning improvements to growth"" I would say that this heading is a bit jargony. What kind of improvements do we desire and what is the level of trade-off the community should expect with growth? The denser areas of this community are already bearing a heavy load of the city's growth with multiple high rises proposed on 10th street so I think getting this tradeoff right is of paramount importance, especially given the profits that will flow to developers and traffic/shadowing that will be felt by residents.
- I also noticed that the draft vision says nothing about the PEOPLE of the community which I believe to be an oversight."
- "Climate resilience and Safe accessible communities align, but I do question growth. The first two plans must be firmly established before growth can be considered. Infrastructure also needs to be upgraded before more homes and more cars are added. This community has been looking for traffic calming solutions for 20 years. The same amount of time that the population has already been increasing exponentially without addressing concerns.
- I respectfully request that no further large scale development is considered until safe accessible communities and climate resilience is firmly established."
- it does not. It fails to consider the history and the development that has occurred over the last 20 years. This plan needs to also consider INTEGRATION with the existing community. Please take a step back and review the differences between the communities.
- Specific values which resonate with me include prioritizing walking and transit as modes of transportation and enhancing parks and green space. I support increased density in the community provided we can enhance the pedestrian and transit experiences. Redevelopment along 14th St and along Kensington road are great candidates for providing more housing options and a population to support local businesses. I would love to have a value added /modified about supporting facilities nearby for sports and staying active. If the community centers could be redevelopment or renovated this would be a huge livability boost to the area

- "Housing Choice- I feel with many recent developments there are plenty of housing options. My big concern is there is so much focus on squashing as many units in spaces as possible. We are now loosing many detached and bungalows with gardens. MOving to and through RIley- I agree with this but I don't agree with many developments are not having sufficient parking. Despite our community being walkable to get to other parts of the city or leaving the city people need a car. THere also is very little consideration for the drive to more electric cards.Parks, Recreation- There are many parks. THe biggest issue is safety in the parks.Climate Resillience- This is imporant but many of these developments being built are tearing down old mature trees. Then putting plants in very small spaces to ""claim"" they are meeting quotas. BUt many of these plants won't survive. ALso many of these new builds don't have means to parking electirc cars, solar panels etc.ALigning Improvements to Growth- I agree with this high levelbut it needs to be managed and not all parts of all streets are the same. For example there was a comment about wanting south side of kensington road it being better it face the north side versus westmount road. THis is not going to be achievable. THere have been far to many new duplex built facing away and why would the south side of westmount road want to look at the backs of houses and feel like they live in a glorified back alley between westmount and bowness road. Also it is more plesant coming out of your house on a quieter street where you are more likely to talk to your neigtbours. People in townhouses/duplexes will not attain the same community where there are highrises/apartments opposite them. In addition is is unfair to allow very high properties on the north side that will impose and look into peoples back gardens. Why don't these residents deserve to have some privacy as they will end up having all sides of their houses looked into. The best thing to make Kensington road south side more appealing would be to widen the sidewalk or consider having the bike path that side. THen plant more trees. THis way people walking along that side are further away from the road and feel safer. The back fences are not the issue it is the narrow sidewalks and the high speed traffic. THis is why many choose to walk along westmount instead.
- Safe and Accessible- This is important but city needs to deal better with the speed of traffic, crime etc.
- I also think there isn't much around around schools. With more people in the area I have already seen an increase in children at the Queen Elizabeth. Yet there is comments on sunnyside school being closed. I worry that by the time more people come into the area half our amenities will be gone. Then the city will be struggling to fill the gap. THey need to ensure they maintain what there is so they aren't starting from ground zero."
- Strong support for all of these core values.
- "Development transitions”
- Considering relationship of commercial development to residential zones when determining potential uses, commercial building scale, setbacks, and landscaping buffers."
- Keeping affordability and longevity in mind should be more prominent in the vision and values. Having lots of loving space is important but not if regular people cannot afford to live in them
- "For the Vision statement to resonate with me, I would need to see specific language on nature and biodiversity as a foundation of our community, and prioritization of conservation, stewardship, and appreciation of the natural habitats that make our communities thrive. I would also like to see language that prioritizes

climate resiliency and action, and alignment with the city's climate strategy in all decisions on growth, transport, development, businesses, and natural spaces.

- I would like to see the following updates and modifications to the draft core values: Housing: Expand the range of affordable and accessible housing options to provide housing options for all socio-economic demographics present in the city, in proportion to the demographics of the entire city. Ensure that new higher-density housing is developed that is designed for families, including three- and four-bedroom units in moderate-to large scale growth buildings.
  Moving to and through: I would like to see the addition of planning for pedestrian-only sections of our neighbourhoods, and significant expansion of protected bike lanes. Secure bike storage should also be prioritized at and near businesses and transit stations.
  Parks: Increase the size of natural areas, and community stewardship and protection of natural areas. Engage in innovative community-led work to expand natural areas, such as pollinator boulevards and removing turf-grass lawns.
  Climate resilience: Support development of renewable energy, and energy efficient housing and developments. Become a net negative carbon community.
  I would like to see a specific core value on nature and biodiversity, in alignment with the City of Calgary's Biodiversity Strategic Plan."
- Yes, the vision/core values mostly resonate with me. I would like to see more on the diversity of residents and meeting a variety of needs. I would also like to see more detail included on the types of amenities the communities will include - specifically, I'd like an expansion on green space and recreation.
- Yes they do. Especially increasing housing that is accessible for a wife range of people and climate resiliency. It is exceedingly important that we plan communities that will have the easy access to the necessary infrastructure for its members.
- Building codes can be much stronger. Build housing that is resilient, regenerative and place-based with high sustainability scores. Keep mature trees and do not allow builders to cut them down. make sure yards come with local plants and trees and stop putting down grass sod (or plastic grass).
- "For the Vision statement to resonate with me, I would need to see specific language on nature and biodiversity as a foundation of our community, and prioritization of conservation, stewardship, and appreciation of the natural habitats that make our communities thrive. I would also like to see language that prioritizes climate resiliency and action, and alignment with the city's climate strategy in all decisions on growth, transport, development, businesses, and natural spaces.
- I would like to see the following updates and modifications to the draft core values. I would like to see a specific core value on nature and biodiversity, in alignment with the City of Calgary's Biodiversity Strategic Plan."
- "No. I have significant concerns with how the vision and core values are worded. I live on 10a st NW and am completely against going higher than 8 stories for 10th st and Kensington rd
- I want to recognize that Kensington is a diverse, historical residential community. And any extreme heights within our community would significantly change the dynamic.
- TOD building heights around lions park are welcome as they do not overshadow residential communities. TOD heights around sunnyside station are more concerning."

- I would like to ensure that we have a diversity of neighborhoods and not turn into a concrete jungle. There is a lot of history and some streets are beautiful and already provide for those families that rather keep the greenery on their lots. We should aim to preserve those as well - providing many options to meet the community needs as stated. I would like to see that noted for special consideration
- "There should be an acknowlegement that automotive access and provisions need to be maintained within this 30 year timeframe. Beyond that things may change but until then it is still important to ensure the safe, efficiently flow of automotive traffic through and around the Riley area, ensure adequate parking, etc.
- IMHO Climate Resiliance has no place in a local area plan but clearly based on recent edicts of Council it is going to be there."
- "I believe the draft core values are missing an important value. The listed values are relevant to the ""future"" but I strongly believe we need an acknowledgement of the present for current residents in the form of adding a core value around of ""sensitive transition"" between the Limited Scale and Low Scale.
- As we work our way through this engagement process - we should be very specific about what sensitive transition looks like and define brightlines for them in a manner that could interpreted when evaluating DP/LUA's by residents (ie a 6+ story Low Scale structure should be buffered by a X story Limited Scale structure. Core Values of course, only have meaning if the intended audience can embrace them."
- The existing Hounsfield Heights – Briar Hill ARP should remain in place by giving HH-BH the same "special study area" designation as Rosedale
- N/A
- Sure
- The draft vision appears to ignore putting higher intensity land uses in Briar Hill. This doesn't seem equitable to the rest of the communities.
- Housing Choice: Kensington and Sunnyside areas have always had a certain character and charm. Partially due to the location, inhabitants and housing choices. From my perspective of being a long time resident of Calgary and having lived in a numerous communities in Calgary, I have a deep concern for the direction being outlined for Kensington/Sunnyside/West Hillhurst. Parks, recreation, open spaces, and dog parks are excellent here now. We already have bus routes, C-train, riverside and urban bike paths, sidewalks and yes, too many vehicles with too little parking spots (especially due to the huge condo towers which have already been built in this area). It's unrealistic and unreasonable to have continued large scale buildings without realizing the impact on the 'quaint and quiet' aspect of the existing neighbourhoods aka larger buildings (over 4 storeys high)create massive problems and greatly impact the community lifestyle. Yes, think traffic woes: not everyone will or can take public transportation or walk to remote city suburbs, or Uber, or bike, or rollerblades, skateboard, scooter and so on. I see this happening all over Calgary and beyond: The lack of planning for more road traffic in the city as a whole and the consequent issues which correspond with this, like parking, traffic jams, streets lined chock a block with vehicles. This Draft Vision is about growth but seemingly growth as the only solution.
- I am concerned about the density on 18a street between kensington road and 2nd ave. There are currently houses north of the legion on 18a st. Please correct the map to leave them as single family homes. Also the density on east side of 19th

street between 2nd ave and 6th ave should take into consideration the lack of an alley or laneway between 19th st and 18a street. Maximum three stories here. The dairy lane should be left as an organic laneway. The developers should leave this laneway off their plans. There should be a 4 way stop at 18th street and 2nd ave nw.

- "We fully understand that the city will continue to evolve, as will our communities. However, the plan as laid out does not ""resonate"" with us, at least not it the way that you are anticipating. It resonates in a negative way. Grouping Hounsfield Heights/Briar Hill with the communities at the base of the escarpment is mis-guided. The communities of West Hillhurst, Hillhurst and Sunnyside share much in common, including smaller lot sizes, much denser development in areas, and different zoning. HH/BH would be much better grouped with its neighbouring communities on top of the escarpment, Rosedale and St. Andrews Heights.
- However, seeing as the City has decided to group us with the other three communities, we would strongly argue that as a whole, the goal of housing choices based on income, diverse needs and choice/preference is already met. Sunnyside has a range of housing from single family homes, duplexes, multiplexes, condominiums and apartment buildings. Hillhurst has a similar development, likely with less density, and West Hillhurst consists mainly of single family homes and duplexes. Hounsfield Heights nicely rounds out the choices available by consisting of single family homes. Residents have purchased in the area for that reason and it is highly unlikely that existing residents want to see the proposed densification. If we wanted to live in a different type of setting, we would have chosen to buy or rent there.
- Therefore, our recommendation for HH/BH is to leave it alone. It serves a need for its residents and for those who wish to move to the area. There a lot of choices across the city - there doesn't need to be a choice of every housing type within each neighbourhood."
- Yes, generally speaking, I am aligned with the vision and core values. One consideration I would add that is relevant to moving about the communities safely and accessibly, is better systems for snow and particularly ice removal. Snow and ice can present significant barriers for older people or people with disabilities. As areas are redeveloped, sometimes requiring new sidewalks, I would like to see heated sidewalks/walkways considered.
- "1- I think the density/height (greater than 4 stories) of building around the Lions Park LRT station should be much higher along 19th street on the west side between 13th and 16th Ave, and along the north side of 13th Ave between 19th st and 14 st.
- It is a perfect place for high density being close to both a shopping mall and transit
- 2-I think that the south side of 5th Ave between 11 and 13 Street should remain lower density (less than 4 stories). there is no separation (laneway) here between the residential community and tall buildings and I believe it would deter from the community in that area. Also the alignment of the streets is long north/south blocks so unlike further along 5th Ave there is no space for transition into the neighbourhood. Pat 19th street the alignment of the streets in more east west and it would be possible to build a higher building the full width from 5ave to 4 ave.
- 3-I think that semi-detached, duplex and row housing should be encouraged so that lot widths could be narrower but still have single family homes (also continue encouraging 4-plexes on corners)

- 4-I think laneway and basement suite housing should be encouraged to provide housing for students"
- "I characterize the draft vision and core values as ""agreeable"". What I don't see addressed throughout the different points is wealth disparity. Some of the communities within this area are wealthier than others, and that influences what is built, where, and for what purposes. For instance, little new development seems to occur around the Lions Park LRT Station, especially south of the train line in Hounsfield Heights - Briar Hill. One can readily contrast this with Sunnyside LRT Station, where new condo complexes are built out at a steady pace. Neither situation is better or worse than the other, it simply isn't consistent across the board.
- Wealth is also a key issue affecting how one makes individual decisions. Housing Choice is characterized in the plan as based on ""evolving needs, life stages and household compositions", but not income or material resources, which is a glaring omission. I guarantee most folks' housing choice is based mostly on what they can afford. It's more and more difficult for middle to lower income people - workers, students, families, seniors, new Canadians, AISH recipients, and others - to find reasonable rent and adequate housing in the Riley area. What is affordable is frequently torn down for new builds (with much higher rent or to-buy options only), displacing the groups mentioned above to make way for those better off. The artwork in the engagement booklet shows a variety of people - different ages, backgrounds, occupations, etc. - but the reality is that our communities are becoming more homogenous.
- Above all, I'd like to see this trend - the homogeneity, the exclusivity - consciously acknowledged, resisted, and reversed so that we keep and attract more of those who make communities interesting places to live. Students and artists - through public pieces (like murals), ongoing projects (like markets and festivals), and culture (coffee shops, performances, etc.) - developed much of the Kensington we know and love today.
- As a freelance artist, I find that my community of Sunnyside strongly informs my professional practice, providing visual inspiration and peer support. It hasn't been easy to remain in the community financially. My partner and I were reno-evicted out of our rented century home, which was torn down to make way for a proposed condo. (It remains an empty, overgrown lot). Our current apartment has been subject to almost yearly rent increases; this year, 19%. Being a student and freelancer, respectively, we spend nearly all our income on housing, utilities, and groceries/household essentials. Not having cars, we are dependent on transit and active transportation. (Not only a priority, but essential!) Buying property of our own in Calgary seems distant to impossible, especially in the inner city.
- Nonetheless, the benefits of living in the Riley area outweigh the downsides. I hope the city planners can see that not everyone - far from everyone - who lives and works these communities is a homeowner, a vehicle owner, a property tax payer, or a businessperson. Many are A-OK with new and mixed development - to me, it's welcome! - as long as we can still afford to stay."
- Neighbourhood Local zoning lumps together many zoning categories, this is not the way to plan for future. You are disadvantaging home owners who invested in their homes in RC1 communities. A home is a tax payer's largest investment by far in this country and in this city.
- Yes, the vision and core values resonate with me. While maintaining and improving mobility through the communities is welcome, I'm most excited about

reducing the need to go further than walking distance for everyday essentials. For me, the "small-town feel" depends on maintaining enough density to keep great businesses in proximity to where I live.

- Thank you for pulling together this plan. The map indicates that 18a street south of 2nd ave is included in the pink area for moderate to large growth. While I can see the reasoning for including 19 St, I am not sure why 18a is included as this is a quiet culdesac with many single family homes and relatively new single family homes. I would request that this area be removed from the maps “pink” designation.
- For the most part I agree with the Draft Vision and Core values but I don't think 18A street should be included in the pink area as a potential street for more development.
- """"Enable continued mixed-use development along Main Streets and corridors such as 10th Street N.W., 14th Street N.W., Kensington Road and 19th Street N.W. as well as transit-oriented development around the Sunnyside and Lions Park LRT stations.""
- The vision to ""enable ... development"" around transit nodes and main street corridors fundamentally conflicts with requiring new people to pay for bonus density. Requiring new residents to pay more to move to new houses so the City can use this 'free' money to improve the neighbourhood for all residents does not seem like ""enabling"" development. Pooling everyone's resources, through taxes, would be a better way to fund improvements and community benefits."
- "The vision is not overly clear and rather long. A vision should do the following:
    - improve strategic decision-making
    - align stakeholders
    - be community centric and focus on the benefits it will drive for the community
    - be aspirational
    - use simple language so everyone can understand it
    - is specific so it develops a clear point of view"
- I agree
- The core values seem really focused on adding density where that is already happening. All areas should be open to much more intense land uses
- Being honest and doing what you say you are going to do is a "core value" that the City should adopt. Stop pushing growth into the inner city. Instead of "transit oriented development" the city needs "development oriented transit". There are many established communities in Calgary that were built and populated with the promise that the City would delivery transit and it never happened because that is a cost that would have to be borne by the City . Instead, the City would prefer to push the costs onto developers. It is not fair or right for those developers and homeowners who made a decision based on where to live on an empty promise from the City that they would provide transit to their new subdivision/neighbourhood.
- Yes but I would add more bike lanes, and more.opportunities for small business to thrive. Kensington also sorely needs a better grocery store.
- I would like the Riley Communities to be safe and welcoming for people who face challenges related to mental health and addictions. I want to live in a neighbourhood that has compassion for people experiencing homelessness, a neighbourhood that values Truth and Reconciliation, and a neighbourhood that makes it easy to live a life that has a low impact on the environment.

- "They mostly align with my vision and values except my vision of “mixed use” buildings along the main streets restricts the height of buildings to 4 or 5 storeys maximum and still maintain the early 20th century vibe of the cool buildings in the area.
- Santa Monica California has a higher population density than Calgary but has avoided highrise towers, proving that density is possible without building residential towers"
- "Yes core visions resonate. I would reorder the priority.
- align on growth: this is the crux for me. Our neighbourhoods are already some of the most dense in the city. I support densification but it has to be smart and measured. We need a plan that will set guidelines that are actually enforced vs current Hillhurst/Sunnyside ARP which every developer seeks exemptions for. This policy is critical to set the tone for the mixed lifestyle the Riley Plan is set to support (its not all about shiny new 8+ storey buildings!)
- movement: need better connections from communities onto river pathway network. Specifically west of 10th St between 14th St. there is no good way to get across the Memorial/10 St intersection on a bike.
- Climate resilience: need to think through how to support EV charging capacity for residents, commercial, condos. How to support houses adding solar -i.e. tax break
- Parks: we need to maintain and enhance our park spaces and city trees!
- housing options: Be explicit about inclusion of low income options in development plans. The Hillhurst/Sunnyside area already has a great mix of single, duplex, tri-plex, housing, 4 storey condos, and taller 8 storey mixed use buildings. Good to continue to support ALL types not just large scale development.
- safe and accessible: I love the summer patios on Kensington road BUT the zig zagging around on sidewalk or on road patios makes walking very slow, congested and not designed for decreased mobility individuals. Good luck with a stroller too!"
- Yes, these values resonate. In particular, I’m glad to see safety as a core value as I’ve begun to feel slightly less safe in this neighborhood over the last few years. Something I love about living in this neighborhood that I don’t see reflected in the current draft is the unique assortment of small businesses that make the Kensington area. I hate to see these local businesses being driven out by high rents and replaced with generic chain businesses. What can we do to keep the independent vibe of our shopping/dining options.
- "Yes, I agree with the core values. Safety on the 1059 5th Ave NW block has become a concern over the years. Lots of drugs and homeless people taking to sitting in car parks.
- These buildings may be turned into high rise with safe underground parkades in the future. The buildings are old and run down with our proper security for that area."
- "Climate resilience and housing choice are very important values to me. Increased density needs to be allowed and encouraged in all areas, but especially areas within 800m of the red line. So many LRT stations, such as Lion's Park LRT and Banff Trail LRT, have low density, single-family, homes exclusively planned for right next to them. This is a climate and housing failure.
- I want to live in a Calgary that has housing available next to high capacity transit, such as the red line. We can't accomplish that with single family housing.

- Additionally, I want to live in a Calgary that has true modal choice. What this means in Riley Park communities is a much stronger 5A network connecting the communities, with special attention paid to winter maintenance and separation from vehicles."
- No the "vision" does not agree with my values. The people that currently live in this area of the city do not want what the citys values are foisted upon us.
- The draft vision seems like it wants to unfairly put a lot of high density around Sunnyside and nothing around Lion's Park
- A vision should be more inspirational. Riley area should be a “best place to live” and gather/shop/eat. More focus on safety and crime reduction required- this can be through city building, public space investment and development choices (like the skate park).
- I don’t believe that we need to cram housing into the Briar Hill area. We pay huge taxes for the privilege of living the way that we do and do not want multiplexes crammed into our neighbourhood.
- The Draft Vision and Core values align with my core values of what I would like to see in a community. For housing choices I would hope that affordability can also be contributed as a value. If you want a community to support the surrounding schools in the area, the community may need to offer more affordable housing to host families in the area and to attract younger couples.
- "I am in agreement with some of the Core Values including Housing Choice, Moving to and through the Riley Communities and Aligning Improvements to Growth.
- Parks, Recreation and Open Spaces: I am not sure that there is an opportunity to expand the inventory of parks as these are well established communities. I support a goal of having a park that is within a 15-20 minute walk of every residence in these communities. Fortunately these communities do have numerous and diverse parks. Add an off leash park near 14 St NW and Memorial Dr.
- Climate Resilience: expand this core value to include the promotion of retrofitting existing buildings and enhancing building codes for new structures to further decrease reliance on fossil fuel based energy.
- Safe and Accessible Communities: This is an issue that effects many communities and quadrants of the city. This core value needs to be expanded to include collaboration with other communities and all three levels of government."
- I think mixed use buildings and larger residential are great on busy corridors but measures need to be taken to keep traffic levels to a minimum on other streets.
- Yes. I think that phasing out vehicle infrastructure will be a key component to the area's success. As space becomes more limited, there should be more room for people and amenities, not cars.
- Yes they resonate, but there is not enough emphasis on preserving heritage / historic spaces and buildings. The recent renovation of the Plaza Theatre is a good example of how to maintain historic landmarks into the future.
- Glad to see safe and Accessible Communities along with Moving too and through our communities. These things need to be done better before we see high rises added everywhere.
- Looks good to me.
- The draft vision and core values seem to cover all aspects of a community
- Draft vision seems to ignore the large development potential around the Lion's Park C-train station

- It would be good to have more about the interrelationships among sometimes conflicting priorities—preserving the things that make our communities what they are in the context of need for growth and redevelopment.
- "This seem like an impossible task. People live in this area because of it had green spaces, trees, parks, amenities. The City has already approved high density along the routes you described. I feel this ""Lets chat "" booklet is just lip service. The City has been on the process for years and will ultimately do what they want.
- As a resident of the area. Visibility at intersection around these multi use complexes. Being to close to the corners to see traffic or pedestrian to safely enter streets like 10, 4th and 19th. Redevelopment plan has lack of Green space and Trees that would help with flooding. Require the developers to have green roofs and trees around their buildings.
- Plan decreases parking and increase density. To say we expect people not to drive or have a car. Yet City transit is not efficient. Time, cost and safety is a large deterrent for taking transit. Realistically we live in a City/Province that is vast and citizens need a car, which will need a parking space. This plan does not support this issue."
- The vision and core values are written to broadly appeal to all residents and visitors by using unspecific language that would be unhelpful in all community growth-related conflicts in the future. It also lacks acknowledgment that whatever growth is pushed out of Riley and other core communities will be made up by sprawl on the edges of the City. I'd like to see more specifics with some kind of direction which ultimately will mean some people arent comfortable with the direction but will provide clear deriction with plan development.
- I fully support the vision but feel it is a bit limiting. All mixed use development areas mentioned are already mixed use, except for the full radius around lions park. Are there other opportunities we could include?
- I agree with the draft vision and core values. In terms of growth I would only want the mixed used zones along main corridors and not in residential areas such as where I live currently.
- Yes, vision and core values are fine.
- The draft vision seems afraid to be putting more density near train stations. It doesn't make much sense to keep the area south of Lion's Park not for high rises.
- The City keeps on approving condos that undermine the character of the area. It would be much better served if things like laneway housing and secondary suites or smaller developments (row houses or 4plex) that reflected the character were approved instead. Local business can't afford the rent on the major shopping areas (10st or Kensington RD) so they sit vacant. Ensuring that developments that supported local shopping initiatives would also be ideal.
- yes - the only thing missing is addressing crime/homelessness - we need safe community options for the homeless population since that is becoming unmanageable near the c-train stations.
- If the city cares about climate resilience, then don't pave any more alleys. We used to have a pleasant little pothole-filled country lane in the back. Now we have a paved speedway that seals off the earth and cannot drain so in the winter, deep ruts form and you can't get into your garage. You can't walk your dog in the alley because the pee splashes off the asphalt onto his legs.
- "I've lived on 15 St since 1981 and love all the activity in Riley Park on summer weekends.

- But NOT the drummers. Arrogant noisemakers who don't care if people want to hear the birds and the children splashing in the pool."
- I am concerned about the issue of preserving heritage properties in the community as the plan seems to primarily focus on re-development. I believe that more incentives need to be put in place to preserve heritage properties (like lowering property taxes on designated homes and businesses) and an effort needs to be made to ensure that new development fits into the historical designs of the community.
- The City should fix up Kensington Road between 14st and Crowchild, this would attract people to the area and actually improve the community not just densify the area with more housing and tax base
- No. Need to preserve some r1 lots to maintain diversity of lot size
- I think the values focus a lot on growth and improvement, but not enough on maintaining and preserving the things that make the communities unique and the aspects that current residents value.
- " -I really like the expanded housing choices - especially for people of all incomes. I would like it specifically mentioned somewhere that historical homes are valued and will help shape what new housing looks like (where appropriate).
- -Parks: Absolutely - expand! More green space where we can get it! I would love to see a fenced-in off leash dog park in the plan. There is currently an off-leash off of 14th, but it is too scary to release your dog there as they can run literally RIGHT into traffic. I'd love to see that fenced in, or reclaim one of the unused old baseball fields behind the HSCA."
- Yes, I agree with these Core Values, however, even though these Core Values suggest that you would like people of all incomes to find suitable housing in the Riley area, your actual plans suggest otherwise. There are a large number of older, smaller, affordable homes in this area, often rented by lower-income families, but if you continue to replace these smaller homes with new builds, which typically tend to be larger, expensive infills or three-story homes, or high-end condos, many of these families will be shunted out of their community, simply because they cannot afford to transition into these new builds. Community redevelopment needs to include and be mindful of the fact that newer, more expensive homes are not an option for many people in Calgary, and if you truly want inclusive community, it needs to balance new builds with maintaining smaller homes for those outside the wealthier demographic. The Riley area is being aggressively redeveloped, and as a result is becoming a 'desirable' inner city community for those with higher incomes. What does this mean for lower income families who also desire continued residence in their cherished community? Do we really want to push all these people out with redevelopment? How does this fit with your Core Values?
- Climate Resilience is listed as a core values along with expansion of our urban tree canopy. How exactly will that happen given the current and ever increasing allowance for lot coverage? Approved moderate to large scale buildings shadowing the trees in Riley Park? etc.
- I like the core values. however, the only ones addressed in the subsequent topics are "housing choice" and "aligning improvements to growth". I expand on this in the "Additional feedback" section.
- Density per hectare is high in these communities vs other communities. We need to value sunlight as it's a bit ironic Sunnyside along the high-density 10 street mixed-use is lacking sun and less likely to be welcoming. It is critical to conduct

shadow studies on design for future projects during the winter as people naturally gravitate towards the sun vs shade. People say mixed-use however people who can afford the mixed-use are buzzwords often only banks and big retailers can afford; So when we say mixed use - are we only applying 30% of a persons income to residential and not a local business itself?

- """"vision"" to me should describe the desired future state we want the riley communities to have. Some wordsmithing could make the statement more affirmative. Directionally I agree with the vision with the following changes:
- The vision neglects to mention the value that a vibrant commercial and retail sector will bring to the communities.
- I would like to see reference to the communities attracting a diverse mix of lifestyles and households living in a sustainable way. Statements regarding the development of the built environment are presumably intended to achieve this end."
- "Some esstetic improvements to 5th avenue road way could go a long way to attracting visitors to the area, its a wide road that could use some sprucing up.
- There should be more guidelines to the height and placement of new larger mixed use buildings (four to five stories at the most) The 4-5 story apartment building on the east side of 19st across from the little strip mall as an example. The building should not have been placed on the east side of 19th street. Putting a building next to or backing onto other houses significantly impacts the neighbours and the community. Nowhere is there any example for this significant change in land use in there area.. There was very very limited engagement with the community before it was pushed through. Established walk ways were under threat and the community has major concerns over the impact of this project on the community. The project on the corner of 5th avenue and 20 St has made a significant impact on the the look of the area. It doesn't even come close to fitting in with the community. No where in the the area is there anything that looks anything like that. It backs on to single family homes and is just so out of place it is ridiculous. please learn from these mistakes."
- "Core values are the deeply ingrained principles that guide all actions; they serve as its cultural cornerstones. What you have outlined are targets. Open spaces, parks, pathways and safety are important to me. However, I do have concerns with affordable housing as this will degrade the property value of the existing residences.
- Furthermore, community is a group of people living in the same place or having a particular characteristic in common. Community is a feeling of fellowship with others, as a result of sharing common attitudes, interests, and goals. People who have purchased homes in wealthier neighborhoods did not do so, to then have the surrounding properties turn into affordable housing."
- This resonates with me
- Yes, the vision and core values resonate and are a useful guide to the planning process.
- Lots of words with no details. What is the vision for these big words?
- Yes, the vision and core values resonate with me. I think if we follow these, the community will improve and become more vibrant. I walk to work everyday. As such, I look forward to updates and improvements to infrastructure that accommodates and encourages people to be more active day to day. I hope that the sidewalks are improved and made wider, along with the creation of more

pedestrian bridges. As a home owner, I'm excited for all of these changes because I think this will increase the overall value of my property over time.

- I think there are plenty of parks in the area as is, as well as different housing options.
- Its very obvious that the redevelopment plan is already ongoing, and that engagement was an afterthought. For with the apartment building on 19th st NW across from the little strip mall. Also, with regard to the stated core value of preserving open spaces and parks this is contradicted by the: The proposed land use change LOC 20120-0080 with small area of land that has been sold to a developer, where is the preservation here . If the pandemic should have taught " the Expert City planners "is that Cities need space for people, and not just dog walkers. Building condos right up to the edge of the Bow River has now limited this in the city core. During the pandemic Memorial drive needed to be closed to make room for people. What do you think that will look like in 30-60 years. And please if you are not going to use our responses to change how you are planning the what is the point of this?
- The vision captures the key strengths of the area - amenities and mobility options - and builds on those by increasing housing diversity.
- The Riley communities are rich with amenity and mobility opportunities. Connections to and through should be emphasized and more housing variety integrated throughout the communities. The vision captures this "he variety of housing, amenities, attractions and mobility options will form a foundation to further the area as one of the most vibrant parts of the city".
- "I worry about the development along Kensington Road, and 14th street specifically. Those are high volume roads that should prioritize the moving of cars. By also attempting to make them highly developed for commercial purposes centred around pedestrian experience you are creating competing goals.
- I think that focusing on commercial development along quieter streets like 19th street, and 10th street along with opening up commercial development along many other streets that are perpendicular to 14th and Kensington would serve the two separate goals better. If the focus is on commercial development then i believe that the more narrow and slow streets should be given priority. It feels safer, more walkable and in general more appropriate that way.
- Where there is a lot of existing traffic at the corner of Kensington road and 10th street you can see how the competing goals of traffic flow and pedestrian walkability become counterproductive. That corner is nasty and slow for driving through, and unsafe to cross unless there’s a light stopping the traffic. I hope you can see the lesson in that.
- To sum up my stance, I would love to see less commercial development focused on pedestrian traffic along Kensington road and 14th street, and more of it along the slower and narrower streets that are adjacent to it, so that jaywalking feels safe, and traffic noise doesn’t ruin the vibe, and people feel more comfortable with slowing down there.
- I would up take it an extra step further and encourage mixed zoning in all parts of all neighbourhoods EXCEPT for the major streets that should focus on moving traffic. For trying to honour those competing goals leaves us with the futon of a road. It honours the competing goals of neither cars nor pedestrians well."
- A transportation study, specifically in areas where additional growth is being allowed, should be conducted before the LAP is approved. A transportation study has been promised for years, but not completed.

- More growth near Lions Park. It would be great to see a Metrotown or Oakridge Centre style redevelopment around North Hill Mall. The area south of the LRT should at the bare minimum have four-story multi residential. Low-density near transit is an incredible poor utilization of space and a expensive piece public infrastructure. Incredibly disappointing this area is not marked as a potential focus area for growth. Would be interesting to have development actually front the alley and the LRT station instead of 13 Ave in an effort to improve safety around the station.
- Adding more growth is a good thing. But the low form R-C2 type place is far too low, it should be at a minimum R-CG.
- The vision is bland, it doesn't feel special for this area at all.
- No, they don't, because I've heard this so many times before from the City and there is never any follow through. An area or neighbourhood plan is created with a great deal of community input, and then completely ignored in practice. Density is needed, and it's supposed to focus on the Main Streets, but instead we get expensive, piecemeal development in those corridors, and then arbitrary rezoning that allows historic homes to be bulldozed for huge multi unit infills. The "Moving to and through" core value makes me particularly mad. I've been listening to this bullshit for years and watching the city prioritize cars above all else, at all times. If you want people to walk and bike, make it safe. That means clearing snow and ice from sidewalks/crosswalks where plows leave huge windrows. How can a person with a walker get through an intersection in the winter here? It's a joke, but of course you can always get around in your car. Building real, grade separated bike paths without constant, unsafe intrusions from motor vehicles. No more turning roads into arterial one-ways. Stop making it fast and easy to drive at everyone else in the neighbourhood's expense. Enough with the painted bike gutters. Those things are a literal representation of where people on bikes sit in the order of priority; down with stormwater, gravel and trash. Spend your money on making it easy to get around outside of a car and stop making it cheap and easy to own one. And please stick to these values when the developers come calling.
- "I like the draft vision and core values. Especially:
    - Bring more people into the area through expanded housing options. Make it affordable for more people.
    - Prioritize active transportation. Walking, biking, transit. These improve the community in so many ways."
- "overall yes - but missing consideration to existing heritage assets (built and natural).
- How to keep the existing character of the neighborhood while achieving all this growth is important."
- Yes, no changes
- I think it is important to explore the significant increase in 4 storey residential/commercial building in the area. So many commercial spaces in the Kensington business district are vacant and have been vacant for some time. The recent issue with the Legion building on Kensington road is a sad lesson in planning gone wrong.
- The vision doesn't resonate with me at all because we seem to be excluding wealthy areas like Briar Hill from the plan, and expecting places like Sunnyside to take on more density when they already are
- Leaving out areas around the Lion's Park train station in order to appease the residences in Briar Hill is an incredibly unequitable way to create a plan. We

should be directing growth towards these major transportation areas, not being scared it will upset some privileged home owners. This plan shows new growth being directed in places where growth is already happening. City administration is promoting segregation with this plan.

- Yes, the vision and core values resonate with me and I am completely onboard with them. I think a variety of housing for all ages and incomes is very important to the community. I appreciate that moving through the community safely if you are not in car is a priority.
- I don't understand what "evolving context" means in the core statement. under Housing Choice. This indicates that there is no concrete plan for the future and that any decisions made now are not meaningful. This statement needs to reflect what you've heard from stakeholders. Also, under the section Aligning Improvements to Growth, the last statement is very vague and meaningless. What public amenities are you referencing? What kind of growth and change? What is meant by "sense of place" - does this mean individual neighbourhoods can have unique features, separate from other parts of the plan?
- The current vision is vague and is not visionary. I would suggest "The variety of housing, amenities, attractions and mobility options will form a foundation to further the area as one of the most inclusive, environmentally friendly, responsible and community oriented parts of the city. The area will see continued improvements and investments that enhance the progression of this area to a environmentally responsible, inclusive community.
- No. The vision and values do NOT reflect Hillhurst. There is already housing choice here. Our TOD area absorbed over a dozen condo developments in the last 8 years with no increase in City services. The amenity charge is a ridiculously low $17. For years, we've asked for a transportation impact study. No City response. 10th St. & Kensington is already a congested intersection and rush-hour is worse. With so many users, open space is taxed. Riley Park gets beaten down and littered, & visitors use the bushes as toilets. Climate resilience means no concrete towers. Concrete generates 6% of GHGs, while towers need energy-expensive elevator banks, and deep underground concrete parking. Towers do not attract users without cars because tower residents want to escape towers for the mountains.
- I agree with the values EXCEPT for housing choices. I strongly oppose high density housing as it does not align with the values of Hounsfield Heights/Briar Hill community. This community is full of single family homes and we do not need massive ugly looking condo buildings or 4 to 10plex's looking into our backyards, reducing parking, increasing traffic on main roads and back alleyways. High density homes are also problematic for drainage and are NOT what this community wants.
- It isn't fair that Briar Hill and East Sunnyside get tto be excluded from growth. The city shouldn't be promoting segregation by income.
- The composition/household density numbers in your booklet (3.5 in 1969 versus 2.7 now) are misleading. There is plenty of density in neighbourhoods where ethnicity/cultural preferences and norms support higher numbers. Consult your Covid cases by area map data. The inner city is already quite dense, and Riley community borders downtown/Beltline and the failed project of East Village which is programmed for density, but nobody wants to live there because it isn't SAFE. The city also hasn't been able to keep the Peace Bridge safe, and the homeless encampments go up again as soon as they are torn down. Meanwhile, someone

had the brilliant idea to locate the closest police presence in far away Ramsay or alternatively near the Winter Club, not where the cities highest density and opportunity for crime exists. Do some areas Sunnyside (where I live) need renovation? Yes, and it should include multi family, 4-6 stories max. or higher in the existing commercial corridors. 10th street already has several new buildings, one under construction and at least three more north of 3rd avenue. Someone has already purchased housing stock west of 7th street on 1st avenue (City?), as well as the empty lot on 2nd. The old house adjacent on 2nd is going to be demolished, and the one behind it on first isn't in good shape. The second house in (north side of the street) on 1st ave, east of 7th should be condemned. I doubt it meets minimum standards of habitation. While you obviously already have a plan, good luck with some of the homes that front Memorial Drive, and there is a heritage tree five lots in on Memorial east of 7th street. Good luck with those owners. Part of the hill is slowly eroding near the community gardens. Better fix that before other ambitions. Overall Sunnyside is very small in size, but figures large in your plans. The more significant parts of 'Riley" cannot be touched due to expensive homes already there. Just remember you aren't Andres Duany and this isn't 'Seaside'. Gentrification will push many out, and while densification is inevitable, take a hard look at how the inner city is changing due to immigration, i.e. east of 8th street sw looking very middle eastern with some sprinkling of east asian (Korean) businesses, etc. You can plan till the cows come home, but don't underestimate tribalism.

- We have to be careful that our vision of cutting down pollution and traffic actually does not backfire. When you build two infills on a former one house lot, the site that previously had 1-2 cars now often has 4. The new residents may use public transit and bike but they also drive and you have not cut down pollution much. When you increase density that may sound ideal for keeping local business vibrant and for s sense of community. However with that density often comes loss of trees and greenspace. WIth it comes loss of parking to the point where signs prohibit on street parking for visitors. The welcoming community spirit starts to be a snobby area of restricted access and counter to sense of community.
- "Not entirely.
- I would like to see the mixed use developments limited to a manageable height for the folks living near them and walking by them. Any residential building complex higher than 8-10 stories is not consistent with the livability of the area. London England has huge density but is done without the use of buildings higher than 8 stories so that a close community feel can be maintained."
- We have a desperate need for affordable housing in these communities and presently all that is being built is houses over $1 million dollars and high end condo’s. It would be nice to see developes to mandate at least 25% to 40% of new builds to be affordable. Granted this can’t take place in single family or duplex, but should definitely be a mandate in any 3 plus units and any and all condo developements.
- "When the H/S community participated in the development of our 2009 ARP over in three years, public engagement included over 40 face to face interaction sessions with City Planners, our Councillor and other City officials. Together we developed an excellent plan for growth in H/S. We were told it would be good for 20-25 years. We were promised a transportation mobility study after 6 major developments and a mobility study has not been performed. The public engagement for this LAP is inadequate to date.

- In H/S, there now have been over 20 major developments, either built or in some stage of planning. All have been built in accordance with our ARP regarding FAR and height except when density-bonusing to preserve heritage. As a core value, we request that the FAR and height requirements outlined in the H/S ARP be preserved with some very specific exceptions, within 50m of the H/S LRT station and as negotiated in the Grace Hospital site. We have accepted over 800 units of mid-rise housing (6-8 stories) for over 2000 new residents. We have lost units of affordable housing throughout the community that have been replaced by condos and more expensive rentals. The City needs to pass legislation that requires 10-15% of new developments be affordable housing to support groups such as students, single mothers and new immigrants. H/S is an inclusive community that includes multiple shelters and this needs to be supported.
- Developments that are adjacent to single family homes need to be limited to 4 stories except on 10th and 14th where we have agreed to 6 stories, FAR 4 and 20 m when adjacent to single family homes. Setbacks as negotiated in the ARP need to be required. Developments on Kensington Rd. need to be limited to an FAR of 2.8 and 15 m to limit shadowing into established communities.
- H/S has accepted more development than any immediately adjacent residential community along both LRT lines. We accept well designed development.
- For the developments we have accepted, we have not received adequate upgrade of our community amenities. For example, there are no year-round lavatories in Riley Park. The community raised funds to build the drinking fountain in Riley Park.
- We are also losing local independent merchants because they cannot afford the commercial rents of the new developments. They are being replaced by commercial chain developments that decrease the vibrancy of our commercial community. We want to support local commercial businesses, not national or international chains."
- Absolutely, the vision & core values resonate with me. This is an ideal vision for urban living - thoughtful, sustainable, efficient, green, diverse, vibrant, accessible. But how can we make this a reality and not just buzzwords? When a wheelchair user is trapped by snow and ice on 10 ST and 3 AV - possibly one of the most well-used pedestrian intersections in Calgary; when we still prioritize personal vehicle accommodation above the safety and comfort and efficiency of other modes of travel; when unavailable housing options are blocked by established community members; how can we actually achieve this vision and embody these values?
- I like the core values - especially moving to and through the Riley Communities and Safe and Accessible Communities. Ensuring that City investment into the area supports truly safe and accessible multi-modal options is crucial for these inner city areas that are seeing growth and infill. You can't build your way out of congestion so a full range of mobility options is crucial.
  "Housing Choice: I like this concept. If focus is on this area then some things like size / rooms of units in condos should be looked at. Right now it's very hard for families to find a condo that will be appropriate for them. Most condos in the area seem to be one bedroom units focused on young couples without kids.
  Climate Resilience: I'm not sure how specifically this addresses climate resilience. Densification is an obvious goal but no mention of things like requirements for new builds or condos to meet certain standards / goals?

- On a related topic the ""Key Considerations"" portion of booklet mentions ""Equity"" as a key consideration. I think it should more clear as to how equity is being defined (various organizations use the term for very different meanings) and also equity of what in particular. It's a very vague statement with no specifics / goals so how can people comment on it?
- Safe and Accessible Communities: several statements made on accessibility which is very good. No mention of safety. Crime is getting out of control in the area and I don't see any mention as to how this will be resolved.
- I'm from WestHillhurst which is a very family oriented neighborhood. I'm concerned that with all the densification their is going to be a lot more car traffic. I'd actually be for having more 30km zones all around the surrounding neighborhoods. I already see lots of cars speeding through school zones in our area so if we make the entire community 30km then it'll help people avoid having slowdown then speed up as it'll be one consistent speed."
- Regarding both the Vision and Core Values, they resonate directly to me - love it. I would not change it and I like it as drafted.
- Yes.
- No. You are growing at an unsustainable rate and destroying the residential connection of a long standing tight knit community. Lack of resident engagement is short sighted and creating a negative impact on residents support. In addition, the crime levels in this area are already rapidly growing, with little being done to address the issue. Increasing the already strained population is a recipe for disaster.
- I agree with the values. However one suggestion for the Climate resilience value is to also consider raising the elevation of where the foundation of buildings start. New developments could be built at a higher ground (using fill) to reduce flooding issues.
- I generally agree with these sentiments. However, I feel that decisions around Lions Park should be done in conjunction with North Hill communities such as Capitol Hill that actually use the station and surrounding areas.
- Vision is good - but there needs to be some care on building multi residential everywhere. Big buildings are wrecking charm of neighbourhood. Larger residential should be kept to busier streets like 10th, Kensington, 19th, 14th
- Yes they are very good. Some align with what I submitted in phase 1 and others I didn’t think of but agree with
- You are doing a really great job! Keep it up!!
- The vision fits many of my views but I’m concerned with significant densification. If densification occurs it must not be coupled with increased car use, in other words condos with no garage and no street parking permits. I’m also concerned on the impact to the school system as the classes are large and there isn’t enough space for significant increases in number of children.
- No, I would like to see the core values for parks and for climate resilience include language about promoting native plants and pollinator-friendly areas.
- I agree that it is important that the Riley Communities prioritize walking, cycling, and transit over driving. Car traffic should not be increased in the Riley Communities as that would jeopardize the walkable nature that makes the area appealing.
- These are good. They hit on most of the key MDP objectives. Of note, while there is discussion of walking infrastructure, pathways, and transit, on-street cycling infrastructure is not called out. This is an area with some of the more extensive,

albeit subpar, cycling infrastructure. It is key to build new protected bike lanes and upgrade existing painted lanes to protected ones. Housing principles also doesn't explicitly support that housing diversity will increase in all communities. We can't just add more options to Hillhurst and Sunnyside, which are quite varied already, while continuing to allow exclusionary and classist land use in Hounsfield Heights/Briar Hill. In this respect, the principles lack a focus on equity.

- Only parts of the vision resonate. Very few will mind more growth on major throughfares - 10 and 14th for example. 19th St is not a major transit thoroughfare and the Council has repeatedly bulldozed through residents objections to new developments that exceed current height restrictions. Given the history - many residents now feel these engagement exercises are just "tick in the box" - the Council is now doing what Energy companies have done with Indigenous communities for years; consulting means you have to make changes to accommodate the concerns, not ignore them and say "we did an engagement exercise"
- I think the character of the community is being sacrificed for the city to build larger developments. More housing choices that reflect the character and history of the neighbourhood are needed. Laneway housing and secondary suites are a better alternative. This is a poor platform to engage the public and a printed book and little library (that was vandalized or misused) was not a good use of taxpayer money.
- Housing choice: the category of moderate to large scale (four stories or higher) it's too large a grouping. I am OK with five stories but not high raise in many areas. As a senior, my future accommodation would likely need to be a small one level home. Consider development of high quality senior living (independent living, assisted living, long term care, memory care) such as Amica. Seniors and elderly folks should not have to move out of this community they love. Moving: 10th St. should be more bicycle, pedestrian, Walker, wheelchair friendly. It is too narrow to be a commuter route anyway. Parks: plant more trees along roads, boulevards, on/ off ramps. We need trees! City of Calgary arborists are awesome! Climate: yes to expanding tree canopy yes yes yes. Safe-Accessible: need safe public restrooms. Need safe route to West Village. Pedestrian crossing plus paths along 14th St. under bow trail are not safe. Another peace bridge West of 14th street is needed.
- I support the draft vision and all the core values. My only concern is the ‘Aligning Improvements to Growth’ section, in part. I don't support buildings greater than six stories of any type; I do agree that growth, change, enhancement of the area is needed. We need parks and the green space, and maintenance of current and proposed public areas.
- We love the core values. They reflect the reasons we live in this community. Some initiatives I'd love to see are the increase of the urban canopy (mentioned) and slowing traffic on major roads to improve walkability.
- Affordable + varied housing options, mobility + focus on alternative (not personal vehicles) modes of transportation + expanding + enhancing the park + recreation spaces all resonate with me. I would also love to see consideration for urban food systems. Example integration of more community spaces to grow and harvest food, urban food forests + edible landscaping. This also advances climate resilience + food security! I would also love to see more publicly accessible communal spaces for gathering, music, etc. E.g. The space outside pages on Kensington.

- There is a lot of mist potential for quality river axis in this vision and values. We have such a unique feature, having the Bow in our front yard, yet there is virtually no place to connect with the river in any of our communities full we are even on the sunny side (get it) of the river! Imagine if a few spaces like the South end of the peace bridge or Saint Patrick's Island along the north side of the river.
- Calgary has to grow with attention to prevent progress from taking historical and community charm places. The tourist area of Kensington already has many options for restaurants, stores and also high building with the potential to grow. We favor the maintenance of Sunnyside as a residential area with no commercial or high constructions.
- I support providing increased ways to move through the communities that promote walking and active modes. The current bike lanes along 5th and 6th Ave. do not feel safe. Delivery vehicles, moving trucks park on bike lane to unload at condos on 5th slash- the result is one lane of traffic- very dangerous. I moved to Hillhurst intending to use public transit/LRT. The Sunnyside LRT station does not feel safe for a single woman. Yes to enhancing parks recreation and open spaces, however this needs to go hand in hand with providing shelter for homeless who reside along the river, below site and along 10th St. Crime rate is high in area (break-ins).
- Absolutely not. Ripping down character homes to put up tall buildings in an already cramped area is a bad idea.
- As concepts all the visions and core values seem positive outcomes for the community, however some do not seem achievable (like low carbon lifestyles). I would like to add that the development be visually and architecturally pleasing.
- Increased footprint of new homes is resulting in less of the tree canopy and green space- increase in carbon footprint call mom reduction in bird habitat. Contain R park does not live up to the vision. It is an eyesore and should be replaced with a a green space.
- The vision and core values are missing historical elements of the community such as maintaining landscape, First Nations trails and crossings, maintaining historical streetscapes and community institutions. Why: having interacted with Mr. Lockwood of your department, I am not surprised this was overlooked due to short sightedness.
- Agree with vision and core values-as a resident in Hillhurst (upper as stated on our land title 😊) for 45 years it has been a joy to see the careful planning and development in all areas mentioned. Accessing the river and keeping the natural growth is important. Personally, I value the clean [illegible] and parks and schools which keep their area safe and garbage free (that includes people disposal and regular emptying) smart control at crosswalks (great to see solar ones!) and at intersections to make it easier for rush hour traffic has improved. At my age, I am also looking forward to developers to build affordable supported housing and to have agencies (landlords, management companies) improve/upgrade facilities that have been in our area for 30 to 40 years.
- These are fine-values, mission statements and goals do not stir my passion or get my attention. Show me maps! Show me plans! Show me timelines!
- Somewhat. I'd like to see an explicit emphasize on walkable spaces and human scale design. I really like the sense of community that comes from walking to a neighborhood bakery and coffee shop.
- I would add chance connections, the improvements and investments will also increase safety (specially pedestrian safety especially on Kensington Rd.)

- I would add more affordable housing options. The options in the Riley communities and in the inner city in general are either tiny apartment style units, which are too small for families and have exorbitant condo fees or townhouses/row houses/detached houses that are 600,000 to over $1,000,000 I would love to stay in this community but I feel I am being p priced out on the market.
- I have no issues regarding the vision and core values outlined in this document. I would encourage increased density example duplexes.
- These values resonate with me! They are thoughtful and well planned. Definitely A/C would be nice as the summers get hotter and hotter.
- Are you aware of the city of Calgary report providing a tool for using health and social health determinations and community planning? The report is called Health YYC.
- I/we agree with the vision and core values overall. Expanding the range of housing options is important, to attract all people of all ages and backgrounds. We agree that walking, biking, rollerblading is important as means of transportation, but please don't squeeze out the vehicular traffic or make even more congestion. Fix the easiest solution to traffic congestion. Traffic signal turning on 10 St. on Kensington and memorial lights. Also remove one of the current two pedestrian walkways across 10th St. on Kensington Rd.
- Housing choice is great, but I am also weary of commercializing the area too much. I was drawn to this area because of how unpretentious it is, how unique/small and “none cookie cutter” the units are. I would like to see more (community spaces (Community Centre , park, garden call my gallery, dog park with indoor option for winters etc.)
- Housing choice is great, but I am also weary of commercializing the area too much. I was drawn to this area because of how unpretentious it is, how unique/small and “none cookie cutter” the units are. I would like to see more (community spaces (Community Centre , park, garden call my gallery, dog park with indoor option for winters etc.)
- Yes, I think we need to have more accommodations for affordable housing. We don't need more giant expensive million plus homes, where people are two spread out and land use is ineffective. We should increase housing density (4+ story apartments row houses at minimum) at areas of high convenience/interest since it makes more sense than spreading people out more.
- Vision and core value are OK- thanks
- I agree with overall vision. I would be careful with providing a proper mix of residential units (detached, semi, multiplexes, buildings) please consider Calgary’s latitude and resultant shading of avenues when available sunlight is key to the overall feel of a particular St. For instance, planners should not approve a full block of multi-story buildings, as this contributes to a less than positive vibe (example some blocks along 9th in Inglewood). Please consider limitary number of 3-story detached homes along each St. more variable options make a more vibrant street.
- Completely support what is written.
- Yes, the core values align with my values for my community. Housing choice, moving to and through and save and accessible communities are my top values. I think residential apartments in existing and focus area should be mindful of Having units with two to three bedrooms for families, and I believe some units in this new condo/apartment developments should be low income or subsidized units to ensure that we are being inclusive to all socioeconomic families.

- The core values that overlap with mine are the open space, parks, And recreation. I do not support the low carbon theme. The technology isn't developed enough. The bike path and walking paths in this zone are adequate more so than other areas of the city. Buses and LRT's are only to keep/maintain/improve the safety for those riding. The moderate to large scale growth is not pretty, they are too [] to be by the river, and near such major boats example Crowchild it would be a hazard don't put tall buildings by the river!
- What is missing? A sense that vision is focused on community, on history on the buildings our homes not just housing. No sense of aging in place. Promoting this sense of community, being neighbors is not obvious to me.
- Should be housing. Get people housed!
- Housing choice/aligning improvement to growth: we will need more zoning to allow for funded long term long term care and supportive living beds so aging residents can stay in dryly as we need more care. Love the focus on mobility (biking, connected walking paths, transit) and expanding and protecting our parks and green spaces. Love the climate resilience focus.
- Instead of producing this type of “Word salad” Propaganda, costing us taxpayer 10s of thousands of dollars in production, salaries, printing and mailing costs, why don't you take that money and lower our G.D property taxes?!!!
- I would add “cohesive communities” to the vision in a literal sense. The part of West Hillhurst to the West of Crowchild trail feels like an AM addendum to the area; Not comfortably or safely connected. 5th Ave. and Kensington Road are particular candidates for pedestrian/cyclist overpasses and a divided cycling lane to access businesses on 19th St., the library, etcetera as well as Queen Elizabeth High student safety for school commute.
- Agreed with these. Housing choice “suits the evolving context” it's very vague: context for residents is not the same As for developers and investors. What is the role of investors here? “Short term rentals” (Airbnb) and properties built and held for flipping have an impact-prefer to see families able to live here permanently. Will this be encouraged or discouraged? What policy option exists for Airbnb, flipping, etc.? Are some tall scale apartments units too small for permanent residents and favor Airbnb arrangements? Some short term rental is OK, what is an appropriate mix? How can this be monitored and discussed? Would like to see more explicit consideration of these factors, they have an impact.
- “Situated near the Bow River and the downtown core” doesn't resonate with me. does it resonate with others? I see us more as tucked into the space between the bow and its northwest bluffs’ (is there a name for the ridge that spans McHugh bluff- Briar Hill- St. Andrews Heights?)-could we get more community (peoples) thoughts on this? The Ridge/river/downtown/Kensington=> we see each place through both green and traffic thoroughfares. If the first nine words could be deleted, people could align themselves with the unique assets and histories that are relevant to them. Example: “the Riley communities of Hillhurst, Hounsfield Heights- Briar Hill, Sunnyside and West Hillhurst we'll continue to grow (and amplify) the unique assets and histories of the area.
- "Hope vision and value are not realized in the booklet details. So, the fact that they do not resonate with me is less significant than that they do not resonate with you, the planners & staff doing this process.
- -Housing choice – you are considering only condos, high density, not the full range of choices

- -Mobility – you have no idea how narrow the lane between 10 and 10A ST is – that there is no bike lane on Kensington, the sidewalks are too narrow – 10 ST @ - Memorial intersection are gridlock much of the day.
- -Green space – you envision paved plazas as fair trade for height - FAR
- -Climate – concrete is bad for resilience – doesn't absorb water or CO2
- -Improvements aligned to growth - you envision growth without improvement – we've had years of growth and no improved amenities
- -Safety and accessibility – you don't suggest any in this booklet"
- "I've lived in Sunnyside since 1980s raised two children , loved the community feel , safety and recreational opportunity that Sunnyside has provided.
- Basic issues – (1) community feel! Family friend! Affordability! Safety! These large blocks of appartments are not encouraging community feel - few are family friendly are often unaffordable for the single/couple they are trying to attract. Developers are building higher , invading community light & side walk access, the goal is profit rather than building community – family friendly places (town houses, row housing, small scale growth builds family & community encourages kids & at recreation center. (2) Safety – increase in transient groups & encampments are making our area unsafe - need neighbor knowing each other!"
- The vision and core values needs to respect the year – round nature of our climate. None of the pictures that accompany the core values depict winter scenes. Prioritizing walking, transit, and active modes needs to contemplate a year – round maintenance commitment. I cycle regularly and icy lanes and pathways are simply not safe for active modes. Parks and open spaces should contemplate year – round activities, when weather is cold, people use vehicles – care must be taken not to overdo restriction of driving lanes and parking. Need to recognize and account for the fact that much of the are a is on a flood plain. While is support sustainability initiatives, the Bow River has been flooding for thousands of years and will continue to do so.
- The vision statement is all jargon and has no substance. For core values (1) I advocate fpr more density. That is what the city needs to be more affordable and to sustain public transit (And I say that as an affluent homeowner. I say "YIMBY" not "NIMBY" (2) Spot on. (3) I would argue against "expand" green space. Although, I love parks, we have a lot of inner city neighbors. We're not the suburbs and don't want to be (I hope!). (4) Climate: Yes!!! (5) Yes!!! (6) I know many (most?) are concerned about safety. I want to emphasize the accessibility aspect – improvements are needed.
- All six values are great. I particularly agree with housing choice as we fear we could not find a suitable 3 bedroom when our family grows.
- Increase transit use – include Sunnyside Station in free fare zone. Invest in rec facility for all – gym, pool, arena, community space to build community (SAIT & YWCA Eau Claire are both closed now).
- Recognition of the importance of small business in the Kensington area could be added. This unique feature of the neighborhood is key or residence and tourism intracity and other. Moving to and thru and aligning for growth fit with the evolution and support businesses as well.
- The vision and core values are very reasonable except for any real commitment to preserve the character of the area. Of particular concern are the proposed type of growth. The small scale growth is fine, however the moderate – to – large scale growth is unreasonably large. I will never agree to an unspecified maximum number of stories. 10, 20, or more stories would be awful in some parts of these

areas. Please break this into moderate scale of say 4 – 8 stories and a large scale of 8+ stories.

- "There is an (or two) aspect of development that if allowed that will result in unattractive spaces in the future
- New commercial development must be at least 2 meters further from roads and must include trees and sometimes benches in that space. The city should sacrifice this 2 meters in the City's goal of increased property taxes or alter the property tax formula to achieve the same revenue."
- yes. In my opinion, there are two main concerns for me in this area. First of all, argumentation of rent fees makes it impossible for some residents to continue living in this area and depicts a hopeless future for those who wish to reside here. Second, the scarcity of covered and heated playground areas during the harsh days of winter. I am a mother of a 3 year old girl. During the cold days, we were literally trapped in our apartment because we had no car to go to further places and there were no close indoor place nearby.
- Too much focus on climate!! Not enough focus on safety, security, crime etc. Not enough focus on access, affordability, lifestyle.
- More density has brought more parking and traffic on our streets people use garages for storage and park on the streets. One car per home on St. Many have two or three on street and parking from contractors and Riley Park it is maddening. Look into this if you're really serious.
- How well we increase safety in the community? More developments seem to have attracted more crime and theft also. The core values really do resonate with me. However, I have not seen these values observed during the past few years. I have seen current landscaping and trees ripped out to be replaced by cement in new developments. That does not align with the goal of increasing the urban tree canopy. I LOVE the idea of a variety of people being able to afford to live here! Students, singles, couples, families and seniors all make up a vibrant community where we can learn from each other and support each other. However out of the approx. 20 new developments built in Hillhurst/Sunnyside, few would be accessible to students/singles. Everything I see built is "luxury" AKA expensive. Most infills built are the same. I fear that current residents who have enjoyed their community for years will slowly be priced out of the area they have always lived in. I fear 'housing choice' will displace current residents to build something newer they can't afford! I am not sure what the values of the current LAP are, the previous/current developments do not seem to align with these draft vision and core values. I hope future developments and plans will align with these values. Transportation: keep in mind that encouraging alternative transport is great but lots of people still choose to own cars. Increasing density means increasing cars and traffic and congestion regardless of alternative options. Also consider winter challenges-anyone with mobility challenges wouldn't even be able to navigate the sidewalks in the winters.
- the vision and core values are a track but miss a few points: 1. the personal connection within the communities are critical. 2. In "moving to and through"-the value reflects the community's use of transit, walking and bikes but the city overlooks reality in its new residential parking fees our friends and family drive. Aging residents need care support. We pay a lot of tax. Changes for street parking are undermining the community.
- I support the vision and core values.

- They do! A few comments: 1. parks, recreation and open space-> ensure these areas are safe for youth, dogs (i.e. fenced in dog parks) add people walking alone at night (i.e. well lit). 2. aligning improvements to growth-> main floor commercial use within these buildings. 3. no mention of schools/daycares-> how can we keep and attract young families?
- Core values are good. Core values: housing choice-with land prices so high-especially in the Kensington area new “small” homes will be too expensive to consider so all will be two-story infills that are costly. Parks, recreation and open space-yes yes yes-this is what makes a community livable.
- It is easy to agree with your vision and six core values when you agree with increased density, quality of life over a life span but is not easy to agree with your “focus area for…. Growth”. Some statistical is needed. Have all four communities seen a decrease in population since 1985? What was the average number of people per dwelling in each community in 1969? In 2006 (Your baseline for 60 years)? and in 2023 (today)? Once these figures are established it will be easier to see where growth can happen and the communities noted will see “balanced” densification.
- The core values are good and reflect a future that is attractive. Like the ‘moving to and through’ value and also the parks and open space. The housing choice is a bit vague-without details it's hard to agree with ‘range of housing’ and ‘evolving context’ since that can be very different for everyone depending on their taste and priorities.
- They resonate with me. As someone with mobility challenges I would like to add that “moving around” the neighbourhood includes having places to rest-> lots of benches. I am concerned that greater land coverage might have narrow sidewalks and no room for benches.
- Very happy to see inclusion of climate change, climate resiliency and promoting low carbon lifestyle in the core values.
- We agree with core values.
- The values definitely resonate with us. These are very vibrant communities and we need to focus on transportation (especially for cyclists and pedestrians) and allowing mixed-use developments to make sure we have more housing choices and businesses in the area. It is also key to invest in green spaces and recreational facilities.
- I generally agree with the vision and core values but I think we need to provide suitable, affordable housing for all ages and income types. New developments, whether residential or commercial, should be built accessibly friendly, environmentally cautious and/or [illegible] certified.
- As a senior living in a single detached home, I would like to have affordable attached homes, low rise condos, townhouse options available in this residential neighborhood, with adequate and accessible green spaces, close to ‘walkable’ amenities, including shopping and community resources.
- I mostly agree with the stated core values. I would add the need to protect the inherent character of the neighborhood by ensuring new buildings maintain a similar style and feeling as the original areas. I fear There has already been expensive development in this area and it threaten the core sense of the community. It is imperative that the ‘soul’ is not lost. why not develop varsity and downtown more as neighborhoods?
- Vision: it states that communities will “continue to grow” I don't believe that growth of a community needs to be an objective. Maintaining the longstanding culture and

established history of our communities should be the primary objective. Footnote: I grew up in Bridgeland and half seen its transformation to high density housing completely ruined the culture that once existed there. Actually, from my point of view, it is very sad.

- Yes. Movement and natural spaces 100%. Only local car traffic, maximize natural spaces, parks and outdoor community rec spaces. Some concerns around housing choices. I don't want our community to turn into stale white condo-ville. Variety and family focus is key to me.
- Protect the history and preserve the existing sense of community. Enable growth at an achievable rate and be mindful (considerate) on the impact to current residents.
- As community, Hounsfield Heights/Briar Hill (Should be partners with Rosedale (to the east) and/or St. Andrews Heights (to the west) given the similarities in zoning, redevelopment to date and community issues. Hounsfield Heights/Briar Should not be part of the Riley communities.
- Vision lacks terms “affordable” and “sustainable” literally nowhere in the vision or core values does it state that the communities will be places that people of varying incomes and backgrounds will continue to be able to live and thrive. Participant quoted on page 6 nailed it, but that's not actually expressed anywhere in the vision or core values.
- Vision and core values are good. I fear that they get pushed aside by greedy developers and City Hall. Only developers that want to make more profit are pushing for greater density, height etc. actual residents like the existing mixed, moderate density. Go develop vast North Hill and SAIT parking lots before coming for our homes!
- Add more Co-op housing. Add community buildings a building with a variety of units ranging from suitability for students to single to families to seniors to physically challenged folks. Increase safety and security at LRT station seven days of the week and into evenings. Currently it feels like increase security occurs Monday to Friday during worker commutes 7:00 AM to 5:00 PM. Encourage troll buildings to step back from street/Ave. To avoid narrow dark corridors. Access to indoor swimming pool and rec center lost with closing of Eau Claire YMCA. Build new pool and large rec center North End of Riley Park into hill below SAIT parking lot. Southern exposure and doesn't grab land from the park.
- Yes, these values resonate. Spot on. I would only add that climate resilience could be an even stronger statement. Communal energy projects, encouraging net zero design, for example could be part of the values.
- I am a resident (single family home) in West Hillhurst on a street designated “additional potential focus area for growth”. I generally support this initiative and welcome the idea highlighted in this pamphlet. Although this could represent a future sale and demolishing of my home, I honestly understand that my street (Westmount Blvd.) Maybe better suited for a high density development.
- More emphasize on safety especially by Sunnyside station.
- Yes they resonate. However, I see disconnect between vision/values and focus for growth.
- Regarding the vision: I like it as is; as drafted. Regarding the core values: I like it as is; as drafted.
- The city's vision is out of date. The federal electric car mandate and growing ability to work from home have fundamentally changed the need for, and value of, both

density and TOD. The city should pass the rollout of the upcoming local area plans to reevaluate the vision and core values with the correct future in mind.

- Preserve and maintain Sunnyside elementary as a vibrant inner city school. The role of the city in this being sensitive to consider where children play and walk to school. Increased vigilance (via Calgary police/other properly trained service) as there is significant drug abuse in the alleys and this is a huge concern to families with young children.
- All parks -new, enhanced existing-must be hardened to deter homeless/illegal activity. This means lights all night, ready police patrol+ axis I'm obstructed through park sidelines for safety, no power outlets for public vagrant use, no (further) [illegible] benches for alcohol consumption. In summer, run sprinklers 2:00 AM to 6:00 AM to deter camping. Motion/thermal lights make it clear someone is in the park and may alert public/CPS to activity to be investigated. Active park management (not passive).
- Yes these values resonate with me. Except I might change climate resilience to climate resilience and sustainability pull stuff when I think of building for the future my biggest concern is building to support environmental sustainability, saw more green spaces, parks, bike paths, walking trails, efficient transit, green building (solar panels, green roofs, efficient heating/cooling systems). I would put environmental sustainability as a core value in the center from which all other values generate.
- By and large I love the vision and core values. I think variety is key in a healthy community-variety of housing (to accommodate a variety of living arrangements and lifestyles and socioeconomic statuses) variety of buildings (housing and goods and services), etc. I would love to focus more on creating outdoor vibrant spaces where things are happening and people gather…. food trucks and fire pits in Riley Park?"
- Safe, accessible and efficient transit and pathways; enhancing parks recreation and open spaces as well as expanding the urban tree canopy all resonate with me. Aside from 10th St. northwest Memorial and 14th St. NW, I hope to see the Riley communities have less vehicle traffic and the creation of a quieter predestinarian neighborhood.
- Vision: remove “grow and build upon” replace with “enhance”. Values: 2. Moving to… add “healthy and active lifestyle” 3. Parks, Rec… add “maintain large yard spaces”. Values general there should be something about less cars and less parking on streets.
- "1)I don’t see anything that ensures that the history (physical) of this community will continue to be represented. The City is quick to allow demolition of past war houses (the Monopoly houses) on many of the side streets. These are all a part of our history and need to be preserved. Not just one but three or four in a row if possible so people can have a sense of how a neighborhood looked. Each era needs to be identified and represented then preserved.
- 2)low income housing is not mentioned at all. The kinds of development mentioned tends to be high end and low income families are being pushed out. This cannot be allowed and low income housing cannot be an after thought. Developers must be required to include a certain percentage for low income renters."
- Yes, very much so. Especially connect with “safe and accessible communities”; as a as a longtime resident of Sunnyside (23 years), I have experienced a significant decline in safety (squatters/substance abusers living on perimeter of my property;

dealers an addict taking over LRT platforms). I have not owned a car in Calgary, but now feel I need to (which will increase my carbon footprint!)

- We have a problem with parking on my street. There is not enough for residence and we often come home to find visitors parking in front of our house. Five of the six homes on the southwest side are filled with seniors-all retired. The other end has many elderly as well. We have to navigate the winters with heavy packages. Why should we have to park on the side street and walk in biting cold? All new homes should have their own parking garages! And one when its snow or street cleaning, where are all these cars supposed to go?!!
- The services the community Centers provide/do practically nothing for adults. Where are the art/pottery/ craft activities? Extremely limited! And nor variable hours. Who wants to get there card you up at 6:30 PM? Have more options. No book clubs, sewing classes or bees, knitting+ crochet, etc. It's a very boring neighborhood. The community centers are boring. Nothing-no classes- going on at the various schools. Schedule more activities in the schools when not in use. Calgary is so far behind Vancouver in this regard. I took many foreign language classes at schools in the evenings. Make better use of our spaces!
- "Westmount has been densifying for the past 40 or so years to the benefit of the community. These are mostly skinny infills.
- I walk, bike and use public transit for much of my transportation. The link to river paths and loop lanes encourages this."
- Live in this area because of its amenities, green space, tree, parks. The city has already approved high density along [illegible] You [illegible] .Is this Let Chat booklet [illegible] service as a resident of area. Visibility at intersection around these multi complexes. Complex being too close to the corner to see traffic or pedestrian to safely enter major streets like 10, 14, 19. Redevelopment plan has lack of green space and trees that would help with lower carbon footprint. Plan right decrease parking, increases density, Making the responsibility of residents to not drive or have a car. Yet city transit is not efficient. Time, cost, safety is a large deterrent for taking transit. Realistically we live in a city/province that is vast. citizens need a car which need a parking space. Plan does not support this issue.
- In order to achieve/ [illegible] growth space must be allowed for people who will populate the high rises. Play areas provided. Pedestrian walks, bike paths add access to services.
- Housing choice does not resonate with me, especially the term expand. Perhaps maintain with better fit my perspective on this community's values. Maintain/enhance/improve. Expand is biased to developers.
- The draft vision/core values are great! Please focus on affordable single detached dwellings in the neighborhood as well. They contribute to and neighborhood feel, and street life. Not everyone and central neighborhoods wants to live in condos/row houses/duplexes. If you want people to bike have appropriate bike lanes and ensure that people can have a a locked bike in the neighborhood without it being vandalized/stolen. Does anyone ever wonder how and obviously disadvantaged person is riding a $2000 bike? A lot more attention has to be placed on bike security. Please include some positive images of a [illegible] Seniors don't use a Walker or cane. We are healthy, active members of the community. Please reflect those images.
- Aligning growth-> why not call out 16th Ave. in Hounsfield Heights?
- “Resonate?” Are you daft? Some kind of cult? All we want is no development in Riley Park. Does that resonate with you?

- "Vision-I think the “quality of life” should be the driver-no idea what “diverse experiences” means
- Core values
- -if “housing choice” varies by community there should be different area plans.
- -I think all new housing should be multifamily-why are we still allowing monster houses??
- -Moving to, makes sense
- Open spaces- the right we need more fenced dog parks-every second house seems to have a pet"
- Possible rezoning on the south side of fifth Avenue is a huge concern of mine. Density on fifth is adequate, we should not allow these buildings (> 3 stories) on the south side of fifth avenue (traffic, views, and congestion concerns). Possible rezoning on the south side of fifth Avenue is a huge concern of mine. Density on fifth is adequate, we should not allow these buildings (> 3 stories) on the south side of fifth avenue (traffic, views, and congestion concerns)
- We understand that the City intends to increase the tax base by increasing the density of the population adjacent to downtown core area between Bow River and 17th Ave SW. Still, we wish that development/planning shouldn’t destroy the character of our communities, Briar Hill and Hountsfield Heights should remain RC1 zone.
- just keeping in mind more and more (greener spaces) for families, not just concrete jungle of sorts! Adding more + more smaller trees not just surrounded by tall and very mature trees! (Condo + townhomes) types!! Maybe some benches for enjoyment of neighborhood.
- focus large scale growth on main streets and defined TO D area. Protect vibrant inner city communities-need dwelling large enough and affordable enough for families with children.
- The city has spent some of my hard earned tax dollars for this brochure. All it is doing is telling us that the “City Planners” Will be shopping up my quiet neighbourhood for future development that is unwanted in my quiet area. A concerned taxpayer
- please do not move the sea train station in Sunnyside. That location is good for many people to board the train every day the one near the Safeway grocery store. Thank you!
- love the core values. Would love to see the 10th straight summer festivals come back.
- Nope. No room much so ever for small businesses to thrive when proposing such heavy moderate to large scale growth in mixed-use buildings of 4 stories or higher. There is not a single independently owned small business in the bottom of any of those new developments. It completely takes away from what Sunnyside is for many people-a place to support local. The commercial use has to be more accessible to independent small businesses in order to effectively maintain the need for growth+ supporting local. The current recent developments have been an incredible disappointment to small businesses. In theory it makes sense more people more business but not when those new businesses are all chains in the bottom of this buildings. If i want it to live in a community full of mindless consumerism, I would be in Tuscany. Please do better for small businesses.
- I agree with your “Vision & Core Value”. However, on page 8, under “Climate Resilience”, you show a house with solar panels on the roof. As much as I agree with solar power, the manufacturing of solar panels is very carbon intensive.

- We need options for aging in place and values should incorporate seniors as a demographic.
- Riley needs more than just generic design and that includes tailoring to our parks and open spaces, specific streets and done in tandem with the city and developers

Question 2: Please review the Focus Areas for Growth Map above, specifically what is outlined in pink (additional potential focus areas for growth). Would you add additional or remove any of the areas that are being proposed in pink for moderate-to large-scale growth? Please tell us where and why.

- I 100% agree with the focus areas for growth. I am a resident of West Hillhurst (east side of Crowchild) and believe we need to allow for mixed-used development along Kensington Road (west of 14St NW), 19 St NW, 5 Ave NW and 6 Ave NW. You did a great job of capturing areas with potential for growth, and I would love to see more businesses and restaurants in the area, to make our community even more vibrant. I would not add or remove any areas, I think you did a great job of capturing this.
- Strongly disagree withe the pink area on 2 Ave in Sunnyside - 3 storeys is enough for this stretch. High rises are totally inappropriate - and we know if you allow 4-6 storeys, developers will push for 12-16 storeys. Plus the density bonusing will make this a reality. Stop ruining Sunnyside. The routes in and out of the community via Memorial Dr cant accomodate the amount of traffic this would generate. There is nothing in this document about improving the chaotic traffic behaviour at 9A, and 10 st intersection with 2nd Ave where the LRT crosses, bike routes converge, massive trucks are circulating (garbage, construction related) and jammed parking makes visibility impossible given the curved road. Massively densifying 2 ave from 5A st to 9A st will make this ridiculous situation far worse. Plan needs to explain how roads will become more ped/bike friendly.
- "Mobility and traffic studies need to occur first before adding the level of densification here. The Hillhurst Sunnyside community had already agreed to a level of densification that would be seen as maintaining some of the key features of the community, but the newer proposals (and completed and approved projects) go far beyond this without community feedback being taken seriously.
- Density increase is demonstrably not transit oriented given nothing identified in Briar Hill (which is near transit and shopping) as compared to significant increase focus very dense in Sunnyside and notable along Kensington and 5th all the way to Crowchild (not near comparable services). I'm sure some better balance be achieved."
- I would remove the area near 18A street and the path that connects 19th and 18A. That path is a high traffic area for children who walk to school and especially hard of hearing or deaf children. There is already too much traffic and pedestrian interface in that area.
- The proposal to include the east side of 19th Street, between 2nd Avenue and 18A Street is NOT appropriate for moderate to large scale growth. These properties do not have a back alley which creates a number of significant problems - for example, lack of ability to provide appropriate setbacks/buffering for privacy and shading concerns, no access to a parkade entrance other than off 19th street (busy/bike lane) and the inability to properly store and collect garbage/recycling at this scale. Also the properties currently on this street provide for affordable

housing for families that wish to have a yard for their children to play that has reasonable access to transit and good walkability.

- The east side of 19th Street between 2nd Avenue and 5th Street is NOT appropriate for medium to large scale development. The primary issue is that there is no alley way between the properties on 19th Street and 18A Street, creating a slew of problems including shading/privacy and the inability buffer and respect setbacks between neighbouring properties, lack of access to a parkade entrance (any entrance would be off 19th street, which also houses a bike lane), lack of space for garbage storage and collection, etc. While most familiar with West Hillhurst, this concern equally applies for any similar proposal where there is no back alley.
- I don't agree with expanding moderate to large-scale growth into the interior of Sunnyside - the pink areas along 2nd Ave in Sunnyside. Doing so, I think would change the character of the neighbourhood too much.
- I would remove all the pink east of 8 St. (1) This is almost all outside the defined TOD so tall buildings have no place there (the eastern edge of the TOD should step down to merge with the adjacent communities). (2) Many of the existing dwellings in this pink area are affordable for lower income people. I am opposed to demolishing affordable walk-up apartments to build luxury condos as this plan implies. (3) Much of this pink area is in the flood fringe where the kind of development anticipated should be unacceptable. Planning should not get ahead of the reality that city has not completed flood mitigation in the area to change the "Flood Fringe" designation.
- Remove the "pink" areas along Memorial drive. There is no need to have densification in that area beyond what is already being planned (ie: old CBC site). Additionally there are significant environmental concerns along that corridor due to the creosote found in the ground.
- I am still not understanding the purpose of this - does the pink area preclude the other areas not in pink from increased density? I don't believe that is what I am reading so what is the point of all this if all development will still have to go through the process. Seems like a tremendous waste of time and resources. Each unique community already has their own Local area redeveloment plans
- Moderate and larges cale growth should be concentrated along Kensington Rd., a major road way that has the structure and capacity to integrate developments of this nature. 19th Street north of 2nd Avenue needs to be removed. This section of the community is entirely not suitable for moderate or large scale developments. There are significant structural issues along this section of the community which make any approvals of moderate to large scale developments significantly detrimental to the Riley communities, all while providing limited opportunity for materially increasing density. The negatives significantly outweigh the positives for putting moderate or larger scale developments along this section of 19th street. There are better places within the community to put such developments.
- "Wow, how many times was ""four storeys"" emphasized when ""or more"" were the much more important words. Just say what you mean. Four is not six or eight. There is a huge and material difference to the community. If you can't be more specific how are we expected to agree to anything more than 3 storeys? So for me, the Potential Focus Areas for Growth Map is full of risk and uncertainty, subject to changing interpretation as years go by and precedent is set. Be specific! I would remove all of the Pink areas until the Planners can be more specific what they intend to develop and what the actual limits will be.

- I've got to say that in 2023 it feels premature to sketch the areas along Crowchild and 5th Ave in Pink. I get the developments near the University, but do we really feel like there is big demand for housing in on this area of Crowchild? Perhaps we should figure out the traffic jam heading north up the hill first? May need to remove a couple of traffic lights first, and that will take space.
- On a related note, traffic in/out of this area is already a problem. Has any consideration been given to traffic flow, parking or any of the other logistical issues that would come with this new housing?"
- I do not support the mod to large scale growth especially around the west hill hurst community centre or around 5th ave and 19th and 23 street. The roadway can not handle any more traffic. There already is a problem with parking from all the recent townhouses with garages that don't actually fit a vehicle.There is a ten storey building going up on Kensington and 100 townhouses already in the building stage (old CBC)that is already going to overload the area. There are problems with short cutting on roads. Pedestrians are at risk. The large developments are ruining natural light, there is increased pollution and noise.It is taking away from a nice historic community. It is becoming a traffic nightmare. Its suppose to support a bike lane but its congested with cars. The new developments should be under 4 stories no more . There should be a large percentage of RC 1 maintained.
- Preserve heritage, maintain or increase, amenities, do not overwhelm with densification
- Remove 2nd Ave in Sunnyside. When you say 4 storeys (or higher) we know you mean 8 storeys and up. Not financially viable to build low rise; nobody wants 10 St size bldgs in the east part of sside. Add pink in Hounsfield Hts, they are much closer to LRT and 16 ave.
- Reasonable suggestions for growth. Do it.
- "I support moderate-scale growth (up to 4 storeys, mixed-use, commercial, etc) as outlined in the handbook and in the areas outlined in the handbook. However in my area (Hillhurst) the ""future vision"" is already a reality.
- In order to be useful for my community (which is already inundated by developer relaxation requests), this handbook needs to do a much better job of outlining the rules, appropriate context, community benefit, and limitations on large-scale growth (8 storeys or higher). I would also suggest that a maximum height of 10 should be applied, with no exception or relaxation ability and only in limited contexts."
- My biggest concern with the proposed areas is along 5th /6th Avenue between crowchild trail and 14th Street. This stretch is a great spot for row home or infill house development, but I believe larger developments will add too much pressure on already congested roadways. I would remove this stretch or at least most of it from this map. These roads back up for several light cycles, especially at crowchild trail. On the other hand I think all of 14th St and Kensington road are much better candidates for this kind of development, especially if the pedestrian realm can be improved during redevelopment (specifically larger sidewalk, narrowing the road lanes, improving pedestrian crossings). I would also love to see some traffic calming measures with these developments to prevent cut through traffic on the north south streets between 14th St and crowchild trail.
- I support kensignton road but I do not support 5th and 6th Ave and 19th street. Please consider the homes that have been developed in the last 20 years and assume that they will remain for at least another 30-50 years. You need to consider integration!!!!

- I would remove the south side of Kensington Road between 14th and crowchild I don't believe the vision of turning this road to face the north side as was mentioned in our meeting is attainable. THe city has allowed to many new duplexes to go in facing away. Also residents are not going to like living against half the houses/units facing north whilst they face south. Also the south side of westmount road is not going to live living in a glorified back alley wedged between the north side of their road and bowness road. THis will not allow them to build community. Also it is much nicer to face home owned properties to build a community than large scale apartments/townhouses . If the city wants to make the south side more appealing they should widen the sidewalks or consider putting the bike path that side. Then adding more plants. THis way people walking along the street will feel safer as they are further away from the road which is highly unsafe due to speed of traffic. Isn't pleasant when the snow melts in the spring and the cards splash you with dirty melt water. Also this would allow for less interuption with the bike path due to cars parked on the street. Then the north side of the road the heights need to be restricted to stop people feel so overlooked. It is ok if not everything is residential but there should be restrictions on heights (I don't agree with everything being 4 stories or more) and leave higher units near 19th street, the corner of 14th and near Kensington (the main cross through roads). It will feel more pleasant than a street full of high rises. No one in the areas wants to feel like they live in beltline, it will completely loose the character of the area.
- I live on 6th Avenue between 23rd and 22nd streets, so development on 5th Avenue would impact me. I can definitely sympathize with those who would oppose 4-storey+ development along here: it would shade our property in winter, increase traffic in the alley, and likely increase petty crime. However, if it meant having a bakery and/or a fresh food market within 2-3 blocks, I'd be OK with that. I also like the idea of increasing post-secondary student housing in this area which would serve the U of C, SAIT, and Alberta University of the Arts.
- New pink areas shown seem logical and a good place to integrate new density. Many of these already have small apartment buildings that have been there for years.
- I think it will be important to distinguish between development on commercial corridors and on connector streets.
- Housing density should be given priority over fully commercial buildings
- I would recommend increasing the zoning to allow moderate-to large scale growth in all neighbourhoods and streets without a current natural or park area.
- I am strongly opposed to ANY development over 4-storeys. I do not want to expand any moderate-large scale development into any of the pink areas. I would, however, welcome multi-family UP TO 4-storeys EVERYWHERE. I strongly support density everywhere, but I do not want it achieved through height. I'd like to see other options for density explored. Also, ideally, I would like to see the current areas for growth restricted to 4-storeys as well. In the least, strictly uphold the max heights in existing large-scale development areas.
- 4 story buildings on the south side of Kensington road would completely overshadow residential streets behind/below...please do not do this. It is already so depressing in winter - please do block the view of the sky. The north side makes sense with existing schools and businesses.
- I would recommend increasing the zoning to allow moderate-to large scale growth in all neighbourhoods and streets without a current natural or park area.

- "Why are you not increasing density around Lions park station and along 16th Ave? This space does not overlook or back onto residential houses. There is an opportunity to build up around the North hill mall and around the strip malls on 19 st.
- Why is all the focus on Kensington??? I am completely opposes to increasing density on the normally single home residential streets. Eg south side of 5th that enters 11 st.
- I'm also against going any higher on 10th or Kensington rd than the 2009 ARP. Heights within this should be respected. Please"
- I would remove the pink area along the south side of 5th Avenue between 10th and 14th streets. The north side of 5th Avenue is already zoned for 4 stories or more along this stretch. If we end up with high buildings on both sides of the street, this will block sunlight at the street level and likely create wind tunnels. Both of these would make 5th Avenue an unpleasant street for walking and living.
- Louise Riley Library/CA/Firestation site is missing and should be coded pink. Only half of that space currently shaded green is actually park/green space
- "If I try and understand at how the pink / orange areas were determined on this map - I presume it was done on the general principle of having a balanced street wall on both sides of ""high streets"", so as to frame the street and create that sense of enclosure. I assume It is for this reason the blocks that are adjacent to high streets are ""halved"", with the half facing the high street colored pink/orange, with alley separation between the two halves. Its important to note here that the other ""half"" is typically colored ""white"", presumably to denote ""Limited scale"" homes.
- It is for this reason, I would remove the eastern half of the block on 18A Street between 1st Ave and 2nd Ave that is currently colored ""pink"". Increased scale for these parcels would create an unbalanced street wall on 18A Street. This section of 18A is a well used pedestrian corridor for NE/SW traffic to the QE schools / Park and a balanced street wall is important to properly frame the street and keep it's appeal to pedestrians. What you are proposing would effectively ""bifurcate"" the 18A Street block and create an island between the parcels between 18A and 18th Street.
- Another reason to remove this from pink would be to achieve the sensitive transition into Limited scale developments on the west side of 18A. Making these parcels a 6 story structures simply extends the current transition problems into the neighborhood, rather than resolving it
- Finally, much like the Dairy Laneway - the 100-200 block of 18A is a quick of the community that adds to its character in its present form. It's one of the few (if not the only) cul-de-sac in the area, and has limited traffic volumes which heightens it's appeal to pedestrian traffic. The broad paved surface of cul-de-sac serves as an informal community gathering spot, be it for street hockey for kids, a social area for the residents of the General deLalanne Lodge, and neighborhood gatherings (i.e Neighbor Day)"
- Please remove 5th avenue between Crowchild and 19th Street, 19th Street north of 2nd Avenue and 18A. Kensington has been marked a mainstreet and has the ability to be built up given the size of the street (4 lanes). 5th is quickly becoming congested and is, frankly, dangerous for cyclists given the narrow bike lane and busy vehicular use. I'm not sure how the neighborhood could balance addition traffic and density in that area without Crowchild improvements first. 18A is a quiet residential street. 19th north of 2nd has clear development issues given the

missing rear laneway on the east side. The City should focus on appropriate, transit-centered, development along the major main streets, which in Riley are: Kensington, 14th, 10th and the giant unused vacant sears site which checks all the boxes for development.

- I can't understand 18A St. south of 2nd Ave being considered for 4+ storeys. This is a dead end / cul de sac that already has a seniors' residence and an 8 storey condo building under construction. Surely city planners can see that this is unworkable?
- Why are there no pink areas around Briar Hill? All of our train stations should be used for transit orientated development.
- "Re: Potential for Moderate to Large Scale Growth. I would remove pink areas along 5th ave. NW excluding the north side, as medium buildings already exist here. This WILL become a nightmare to 'get around' as 5th ave NW and Kensington Rd NW, are already incredibly blocked up with traffic during the peak, typical work hours. Where in this plan does all the traffic flow and just as importantly, WHERE do all these residents park? Yes, there will be some parking allowed for the building but there is never enough for all the residents' vehicles. It is already tricky to find parking when 'company' comes to visit. I can just imagine family/friends preferring NOT to visit if there is no easily accessible parking.
- So yes, the parking and traffic will be a nightmare for present residents of these areas. Sigh....very depressing, just the thought of this area becoming akin to downtown Calgary. Charm, character, and neighborhood delightful walks are something to cherish and hold onto. These areas already have these qualities so it will be a very sad day for Calgary if in the name of growth, we destroy such desirable attributes. I really hope a new vision is created; this one sucks! : (((((((
- I would remove the moderate to large scale growth along the south side of 5th Ave NW. It is very important to the value of the condos owned by hardworking individuals that the growth stay under 3 stories. There is a log of value in the sound and view that’s has been a key design in those condos along 5th Ave. Creating builds larger that 4stories would significantly lessen the value of the condos purchased by hard working individuals. If growth is a prospect for more opportunities to live townhomes or growth 3stories or under would be the most appropriate in this location.
- I don't have any issues with the proposals shown in pink. However, I think that this is very disingenuous, as you are not indicating that the entire community of HH/BH will face the possibility of being redeveloped into duplexers, multiplexes and more, should a developer or property owner wish to do so. Community residents do not wish this to happen but feel totally left out of the process. The City does not listen to the wishes of the communities (Westbrook and Heritage LAPs anyone?). Instead, residents are essentially told that they are wrong, biased, racist, etc. The message is that "you little people don't know what is good for you".
- I would like to see the proposed pink area on the south side of 5th AVE NW between 10th and 14th St REMOVED. I own one of the south facing condo units on the north side of 5th AVE and a development over 4 stories would block my (spectacular) views of Hillhurst and Downtown. Not only would this significantly diminish my enjoyment of my home but it would negatively impact my property value. (The views were one of the main reasons I purchased this property.) I have no objection to any of the types of developments listed under small-scale growth and am also not opposed to mixed use developments. My primary concern is keeping the height of the structures to no more than 3 stories.

- Remove Briar Hill from growth areas and designate special study area and preserve RC1 zoning
- 18A Street should NOT be included. New, single family homes have been developed on this block.
- In looking at the map. Can see the merit in including 19 St as an area of focus for growth but the map also has 18a St south of 2nd Ave highlighted in pink. I am not sure why this was included as it is a quiet cul de sac with all single family homes, many of which were built in the last 5 years. I feel that this street should be removed from the future consideration of growth.
- "18a Street NW - south of 2nd Ave should be excluded. This block is not logical for growth as nearly all single family homes (detached and semi-detached) have been built within the past 25 years.
- This knock-down mentality is not environmentally or community friendly. We can't keep going though cycles of destruction. Better long term planning needs to be to prevent this short sited disposable mentality."
- "First, the SAIT/AUArts/Jubilee LRT station should be on the map. Erasing that station from the map risks under building at the possible TOD node around North Hill Mall.
- Second, North Hill Mall could redevelop into an intense form due to the two LRT stations and the MAX line. However, that also risks of letting it become something like East Village, where the area decayed and sat empty for decades until a CRL (big tax) was required to kick start a big project. Its failure could be a large risk for the City. A better approach would be a series of smaller risks that can start sooner and can add up to something that has more intensity. North Hill Mall should not become another Westbrook Mall.
- Third, the map needs some serious work. Big, but half-block deep, developments along bigger roads will produce steep transitions, heated debates about shadows and enjoyment of property, and high levels of land speculation by people who want change and those who want to prevent it. That's hardly in keeping with the LAP's draft vision of ""enabling ... development"" or the MDP's goal of equity. Pushing the biggest development along the busiest roads (including Crowchild!) will put poorer people in smaller homes and make them live near noise and pollution. Presumably, people in some areas will want single-detached study areas to prevent any change near them. The relative lack of additional potential focus areas north of 8th Ave show the extent to which class, wealth, and politics influence City policy. If even four storeys are not allowed west or south of the Lions Gate LRT Station, one wonder why Calgarians have spent billions of dollars and over forty years building the LRT system. If topography is used as a key consideration in preventing growth, one wonders how apartment buildings were built along the edge of the hill in Crescen1t Heights and Bridgeland decades ago. The map needs to be reconsidered."
- I would remove the proposed additional areas for growth along 6th Ave NW near Queen Elizabeth School (between 14th street and 19th street). Traffic is already very busy in this area and any additional density would put children at even higher risk. For the further developments proposed along 5th Ave NW as well as Kensington Road west of 14th Street, traffic and pedestrian management needs to be given serious consideration. These are main roadways, so further density should only be allowed if it is not adding additional street parking and there is minimal additional traffic congestion. Safety of children also needs to be considered for this area, as there are schools and child care facilities along

Kensington Road. Further development in this area needs to strike a balance between some additional density, but not at the expense of overcrowding. In general a strong focus on traffic management and pedestrian safety needs to be considered for this area.

- "I think that there is an opportunity south of Safeway to create a ""woonerf"" walkway, which would transform the alley into a walkable sidewalk between the buildings. This could also be used for biking, similar to what is done on Steven Ave downtown. This could also be extended north of the safeway to provide a very walkable neighbourhood, and also aligning with high density housing.
- This would involve paving the alley and directing traffic away from this lane."
- It doesn't make sense to me to see moderate growth not near the Lion's Park c-train station. All train stations in the city have been under-developed and this "new" plan just reinforces how bad we are at TOD
- Remove any designated pink areas in any location where they border onto residential streets. The ability to cram more people into the inner city does not justify or compensate for the negative impact to existing homeowners (negative impact on market value of property, traffic, parking, shadowing, overlook).
- I would add more focus around lions park LRT station. I support highest density close to the station and stepped down gradually, but in a radius around the entire station. On the map it looks like the focus on the mall side only. This is a lost opportunity. Otherwise looks like a decent step forward.
- "Observation: Hillhurst and Sunnyside appear to have the most areas for growth, whereas Hounsfield Briar Hill have have a very limited growth area. I worry that the Riley plan will be too broad to properly capture either. Hillhurst and Sunnyside are currently struggling with the overwhelming volume of applications seeking exemptions from the current ARP. Height restrictions and lack of traffic/movement planning are becoming more and more problematic.
- I would like the city to consider adding an annual cap to moderate and large scale (>4 storey) development for the Riley Area. The benefit of this would help with the volume of development applications being proposed. Second it would allow for development to be spaced out over time. I fear with rapid growth we will create corridors of all new shiny buildings all built within the same era. We will loose some of the charm of the neighbourhood for mixed housing (heritage and modern in harmony). We will build the suburban (everything looks the same) problem but inner city. Look at Vancouver's Oak/Granville Street - it's all exactly the same age, styles, genres and therefore ugly.
- To be blunt, without more granularity on the definition of height for moderate to large scale growth this discussion is useless. Riley area can accommodate moderate growth (4 storeys) fairly easily and likely without much objection. But again the growth being sought in hillhurst/sunnyside (10st, 9A, etc.) is all 8-15+ storey which is a very different conversation. In my opinion we need a strong maximum height and potentially rules about varying heights. i.e. if Building A gets the max at 8 Building B who comes later must build to 6 to ensure a varied skyline. Shadow studies for all times of day should be a requirement (otherwise solar panel installation investments are challenging for homeowners to make). And excess wiggle room for exemptions needs to be tightened.
- We need a strong Riley Plan that will help set the right policies for the area. It is not sustainable to continue with the level of growth development, all seeking exemptions when guidelines were set for a reason.

- Point of contention: In the Public Engagement session #3 comments were made that the Hillhurst/Sunnyside ARP was approved in 1989 and therefore in need of revision. The commenter failed to acknowledge the ARP has had significant revisions to it since 2009. Now this is not to say its perfect - far from it - BUT hillhust/sunnyside has been accommodating city growth plans at far higher rates then other communities in the city. We need to now take a breath and ensure we have measured growth over time."
- I would add the 1500 block of 19 St NW. There is already a commercial complex here that could be transitioned to higher density. Also the north side of 13th Ave between 19th Street and 16a Street. With these lots backing onto the c-train line they seem more ideal for high density and a small area of larger buildings would likely not affect the neighbouring RC-1 lots dramatically. The lions park station seems under utilized for its positioning in the city and more density in this area would be beneficial to spreading usage to this station.
- "The pink areas should be removed along both sides of 2 Avenue from 5A to 8 Street in Sunnyside, along both sides of 5 & 6 Avenues from 11 to 23 Streets in Hillhurst, and along the north side of Kensington from 15 to 18 Streets in Hillhurst. This is because even 4 stories is too intrusive on adjoining SFD properties in terms of loss of privacy and sunlight, and no design can mitigate this negative impact. 3-storey apartment buildings would be a reasonable compromise.
- On the other hand, pink areas should be added along the north side of 13 Avenue and both sides of 19 Street from 12 to 16 Avenue in Hounsfield and Briar Hill. This is because the area is close to the CTrain station."
- "I have two very different comments.
  First, I am struck by the apparent arbitrariness of what is pink on the map. Specifically, if we are to single out all these areas for 4+ stories in the future, then I think the following should also be singled out as pink on map based on them being comparable to what you now have as pink on the map [note, I am only addressing the sites west of 14 Street]: south side of 8 Ave NW, from 19 St. to 14 St. (already across from large developments, and easily comparable to what you've labelled as pink between 15 St & 18 St on each of Kensington Rd and 6 Ave) and east side of 15 St NW, from Kensington Rd. to 8 Ave NW (already backing onto massive developments on 14 St)
  Add both sides of 12 Ave NW (great proximity to transit, and brings some density to an area that your map has left void of density, unlike its neighbouring areas)
  Brownsea Dr. NW (very comparable to what you have as pink on Memorial west of 14 St, and already has non-residential buildings on these sites)
  North side of Broadview Rd NW for 1 block between 19 St & 20 St NW (north of soccer pitch which is on Memorial)
  South Side of Broadview Rd NW for 2 blocks between 20 and 22 St NW (north of the lots on Brownsea Dr., and north of green space -- again, both are similar to other pink lots on your map)
  All of 19 St NW on the map (not just the selected pieces now on the map -- arbitrary to have singled out the locations on 19 St that you have based only on proximity to existing larger builds)
  All of 13 Ave NW (extreme proximity to LRT, groceries, etc. and bring eyes and life to a very dodgy green belt)
  the remainder of Parkdale Bvd west of 26 St (arbitrary to stop the pink along Parkdale Bvd rather than extending it the whole way, and a much busier road than many that you have as pink in other parts of the map)

My second, and very different comment, is that I wish the discussion about density were not focused on big new swaths of locations for 4+ stories, but were instead focused on a more human scale increase in density across the board on the map. In concrete terms, I would like us to allow the equivalent of fourplexes on ALL 50-foot lots (or perhaps six-plexes). I would like us to then allow only slightly higher density beyond that on these busier streets like Kensington Rd, 6 Ave, etc., rather than 4+ stories on those sites."

- Transit station area and path running north toward SAIT. New buildings/services to keep area trendy and safe. Old apartments and homeless people are frequently in this area. Not making it a safe walk commute .
- Areas near all LRT stations need to be made available for more housing. Why is Briar Hill left out when it has great access to Lion's Park LRT. Briar Hill should be made available for more Calgarians. Briar Hill's omission here is especially urgent to address, but most of the area on this map should be allowed to grow, not just areas on main streets.
- "I live in the Briar Hill area and definintly do not support condensed housing in this area. We pay higher property taxes than many areas of the city and do not want rental units next door to multi million dollar homes. We don't want the extra traffic, parking issues, noise and problems related to
- rental units.
- I do not believe that rental units higher than 4 floors is appropriate for this area unless it is in the outlined pink areas next to the river or in Kensington area."
- Why is Hounsfield Heights Briar Hill seemingly impervious to taking on more density? The rest of the plan looks like it will do this through communities but for some reason, one of the wealthiest areas of this LAP doesn't have to do anything?
- Two goals of the City are to preserve heritage while allowing for growth and change. So this map doesn't show that. What is all the white below Lions Park Station? That's a TOD site that should have significant density where the housing is less than historic. Sunnyside on the other hand is a historic neighbourhood and strangely has been targeted and wiped out as a site of density. Did someone pay you off? Is the City on the take?
- On 2nd ave I would not develop both sides of the road, only one. Also, I would only be ok with development in this area to a max of ~ 5 floors. 19th street should also not be a full street of soaring buildings. Parking must also be factored in with any large development, particularly when parking is being reduced with traffic calming. I don’t think there will be enough parking spaces in many of these areas.
- Upward growth is better than outward growth. My concern - especially around sunnyside, is the flood risk, and if those homes can't be insured than the viability of owning or renting there can also go down and can become very expensive and not be able to draw individuals to the community. For the areas by the river I would like to see those properties not in use and change them to a naturalized area that can better combat against flood, making it a natural flood barrier. In addition, I would like to see the same type of tree canopy while we are increasing growth. The tree canopy can help with climate change and reduce the overall heat in the community in the summer times. So for new development I would like to see that the developers are actually caring for the trees and putting in a large investment back into the area to incorporate some more mature trees. About growth - it needs to be affordable. The infills that are built in riley park are massive and incredibly expensive, the height of the ceilings are so tall that from my point of view it is a waste of space and can better be used to house more individuals within a space

that the infills take up. Lastly, living in a central area, I think we can start moving away from detached homes completely and introduce more moderate to large scale growth in all of riley park i.e. 13 street all the way to 11 street across the board.

- I would remove 2nd Ave NW and Memorial Drive NW from potential focus area for growth and for moderate-to large-scale growth. This is a residential & family area, we want to keep houses and small buildings as they are to stay 'residential' and keep traffic low in this area. Orange areas are more than enough for growth for now -many retail spaces are already vacant in Kensington for example, so no need to build more of these spaces in a residential community.
- "Looking at eh map the community of Hounsfield Heights-Briar Hill is an outlier for potential growth.
- I live in Hounsfield Heights (I have been a resident in this community for 29 years) and I suggest expanding the areas for potential moderate-scale growth along 24 Ave NW (along the sound barrier), along 19 St NW and 14 St NW. I support small-scale growth for all other areas of the HH-BH community. Our community is rich with infrastructure (schools, post secondary schools, library, transit access, shopping, long term care facilities, etc) and yet our population density is so low we can barely support these services."
- south side of kensington west of 14th is all backyards - theres limited opportunity for growth. 19th street should be mixed commercial / residential but there needs to be safe access across the street for students walking to school.
- "The proposed area around the intersection of 14th st and kensington rd. (Chicken on the way) should not be built up beyond 5 stories if possible, would love to see some recognition of the former Telstar Drugs (there was an iconic rotating rocketship sign, where did that go?? Bring it back!)
- Concerned about the orange areas adjacent to riley park, along 10th st, these are naturalized grassland and meadow/garden habitats that should be conserved if possible"
- WHY IS THE LIONS GATE LRT NOT SURROUNDED BY HIGH DENCITY. THIS IS VERY EXSPENCIVE INFRASTRUCTURE THAT SHOULD BE ACCESSIBLE TO MANY MANY MORE RESIDENTS.
- "There are two areas I have feedback on.
- The first is the identification of the south side of 5th avenue as a potential growth area. I will focus on the section between 11th and 13th streets since that is the area I am most familiar with.
- I don’t think this section of the south side of 5th avenue is appropriate for buildings of 4+ storeys because it abuts directly to low density residential, without any separation such as a laneway.
- The 2009 TOD study performed a detailed review of the neighbourhood to determine where additional density could best be sited. Many areas in the neighbourhood, such as the north side of 5th ave, were identified as suitable for increased density, but most of the south side of 5th was specifically excluded. The granularity of this evaluation is evidenced by the fact that a small section at the east end was designated as higher density due to site specific features (area D on maps pages 64 and 66 of the TOD). Given the large investment the City, developers, and the community made in arriving at the detailed TOD guidelines, and given the ongoing successful densification of our neighbourhood following the ARP/TOD guidelines, it seems to me that changing those guidelines would require a compelling new argument.

- The second issue I have feedback on is that I am very surprised that the area south of the Lions Park LRT station has not been identified as an Additional Potential Focus Area for Growth. This area is so close to both an LRT station and a mall that it seems an ideal location for additional density. Not taking advantage of this opportunity seems to fly in the face of almost all City development policies such as TOD."
- The Lion's Park C-train station should have more moderate and large scale growth. Train stations should be treated like mini downtowns, not low density single detached areas
- It's important to note that development in the commercial corridor on 16 av nw is very distinct from that on 19 st nw in Briar hill. Where setbacks and buffers are minimal or no existent, high density development is not appropriate. Interface with residential neighbourhoods has to remain a priority
- "Thank you for the opportunity to speak into the Riley Communities LAP. My husband XXX and I are employed empty nesters in our early sixties. We have lived in our home at (redacted) for 5 years. In Calgary, we have also lived in Highwood (43 years for me) and Hawkwood (5 years). We have lived in rural Alberta and in downtown Vancouver, too. Of all these locations, we like our current location the most! We enjoy the community, being near the river with easy access to pathways, and we love walking or bike riding to the local shops and restaurants. I (Maureen) work 1.5 km from home in an area also included in the Riley Communities LAP map.
- The different types of housing that exist in the area (from old to new, single family to multi-family) allow for a variety of people to live here (various ages and socio-economic groups). This adds diversity and interest to the area and fosters caring and empathy among neighbours. We understand that living in West Hillhurst involves growth and change, and we support both. We ask that this be done thoughtfully and carefully, and that the City of Calgary truly considers the input of those who live and work in the area, who see the day to day traffic and comings and goings of the neighbourhood.
- Our primary concern with the potential focus areas for growth is the moderate growth (buildings that are four storeys or more in height) on 5th Avenue (from Crowchild to 19th Street) as well as on 19th Street (from 5th Avenue to 1st Avenue). Moderate growth would drastically increase the density and intensity of residential and commercial activity in this already busy area. We encourage small-scale growth (three stories or less) in these locations, but particularly on 19th Street (from 5th Avenue to 1st Avenue). This would allow for growth and densification while maintaining reasonable traffic flow, parking, and safety for pedestrians and cyclists.
- Thank you for your work in continuing to make Calgary a great city in which to live.
- "Building over 4 stories. Visibility around these structures. Far enough back from road ways to have proper site lines to access major road safely. Larger building decrease sun light from existing residence. Priority for existing home owners. Developers are given free rein on their buildings by City.
- Decrease in green space. Trees, plants,and grass capture run off and helps with CO2 omissions. Create parking spots for business and residence in these buildings
- Garbage/Recycling Bins for these buildings. Developers need to be required to create space for these receptacles."

- "I have signigificant issues with the idea that Riley simply has to retain the same population going forward. I want to see more neighbours, more potential for growth in the plan to accommodate a more affordable, inclusive, mixed-income, and diverse community. This means the potential to build apartments and condos deep into local streets, for those buildings to be taller and for the parking requirements assocaited with those builds to be eliminated. The 'Avenues' growth plan here is morally bankrupt and made for the coddled comfort of existing residents like me. The plan is also deeply inequitable. Why should lower cost housing forms be only present on loud emissions filled streets throughout the neighbourhood? By locking local streets to single-family housing into the future you will not preserve character. You will only push lower income households to less desired areas.
- Currenlty the areas that are highlighted as being BLOCKED from redevelopment arer redeveloing into massive new single-family homes. You could easily have developers deliver a similar scale of apartment building at similar massing or FAR to what we are seeing in those protected neighbourhoods as single-family homes. You aren't protecting character with this plan but you are artificially lowering the price of massive single-family housing at the expense of the poor that are likely to be able to afford only the denser stuff like apartments or condos."
- We need to remove the areas of 19th street without alley ways from potential moderate-to large scale growth. Without alley ways these developments negatively impact all of the residents and cause safety issues due to vehicle access etc.
  "ADD:
  -13th ave between 19th street and 17th street: This is literally steps from the Lions Park station and needs to see higher density to accord with transit oriented development goals
  -The block between 19th street and 20a street between 16th ave and 14th should be all higher density. Again this is a major transit hub location, and currently sections of this block are already either higher density zoned, commercial, or both.
  -8th ave between 19th street and 17th street: This includes the Bethany and one isolated block of older stock housing directly north of west Hillhurst park. If rebuilt/expanded, the Bethany property should be enabled to build higher, and this extends a length of higher density along 8th between 14th and 19th street.
  REMOVE:
  -6th ave South-side zoning between 16a street and 14th street
  -5th ave South-side zoning between 13th street and 11th street
  These are north-south running blocks, so there would be no street or lane separation between higher zoned parcels and lower zoned adjacent parcels, which is not desirable."
  Pretty interesting that the entitled NIMBYs of Houndsfield Heights / Briar Hill have managed to have their entire neighbourhood excluded from this exercise. The core values and vision don't apply to them? Is city admin so scared of Jeff Marsh and his ilk that they just don't want to bother? There is a c-train station right there but maybe no one noticed or considered that that would be an ideal location for multifamily development? This draft doesn't inspire confidence in the city's commitment to equity or any kind of meaningful change. Really disappointing.
  In order for these plans to be equitable, all low density areas should be zoned RCG or HGO, these are low density forms. It doesn't make sense to make communities fought each other over density. Just make it everywhere.
- looks appropriate

- I'm only in favour if you can prove to me that you really want people from all walks of life. Really? Well then, let's have a bunch of bare bones condos for the lower-income people. No granite counters or oak trim. Oh, the developers won't go for that because there's not enough profit in non-luxury trim you say? I'm aware the developers run the city, but really? Do they have to?
- "Our property (redacted) is in the pink zone of “additional potential focus areas for growth” so we have a lot at stake in how this LAP evolves.
- I want to share what we believe makes the community unique, what our concerns are, and give some ideas on how we would like to see future development. Here are some of the reasons we fell in love with West Hillhurst when we moved to the community six years ago:
- We love the peace and charm of the West Hillhurst community. There is a pleasant mix of older 1-2 story character homes alongside new developments, including infills, duplexes, fourplexes. This variety adds interest and character to the community. These developments are also in keeping with low intensity development that allows everyone to enjoy peace, quiet, and privacy.
- We are concerned that moderate growth (i.e. allowing four storey buildings or higher) would drastically increase the intensity of residential and commercial activity in the area. Quiet and peace in the neighbourhood would be lost, people’s privacy encroached upon, and many charming homes replaced by large, imposing buildings.
- We would encourage small-scale growth along 19th street, north of 3rd avenue, which allows many different types of housing developments. These types of developments would allow densification that increases housing options and better suits the context of the existing community.
- We enjoy the greenspaces and lovingly maintained gardens that make the neighbourhood inviting and beautiful in spring, summer, and fall.
- We are concerned that buildings allowed under moderate growth will block the sun that used to shine into gardens, front lawns and walkways. For example: within the Riley communities, there is a single detached home on 1128 5 Ave NW beside a 6 storey Victoria on Fifth at 1124 - 5 Ave NW. As another example, the newest Hillhurst 19+2 building, the 5 storey building now completely blocks the light of 302 - 19 St NW. Our children have enjoyed the pears produced by the trees of this property!

  We would like to protect existing green spaces, limit building height to three storeys, use transitions on taller buildforms to consider height differences between adjacent buildings, and encourage landscaping that adds to the beauty of the community.

  We love our neighbours. Many of our neighbours are seniors who have lived here for decades and young families who plan to build their lives in West Hillhurst.

  We are concerned that moderate growth will drastically change the neighbourhood feeling and no longer appeal to people who wish to put down roots in West Hillhurst. While condominiums may increase the number of residential units in the community, they remove diversity in housing choices that typically appeal to young families. High rise condos would push out small families who want private backyards and quiet frontages where children can play, and long-time senior residents would lose peace and quiet.

  We encourage small-scale growth along 19th St that increases housing choices for people who are looking to put down roots in the community and respects the desires of existing residents.

- We love being connected to Calgary's history. West Hillhurst is home to one of Calgary's first restaurants (Dairy Lane from the 1950s!), and some well-preserved war-time historical houses. We are concerned that redevelopment will erase these buildings that connect all of us to Calgary's history. Larger buildings allowed under moderate growth would require the tear down of existing historical homes and greenspaces or completely dwarf them in size. We worry about the detrimental impact this would have on West Hillhurst's connection to Calgary's history.
  We hope the LAP will protect historical local businesses and homes by restricting moderate growth on 19th St and allowing small-scale development that can be integrated into the community, building beside existing structures.
  5) We love the mobility options in the area. We can walk our kids to Queen Elizabeth school, ride our bikes to the river, and easily access our neighbourhood by car. However, there are already many challenging intersections and roads that feel unsafe and we are teaching our kids to navigate these parts of the community with extra caution.
- We are concerned that higher density will increase traffic and exacerbate existing safety issues. Increased street parking from residents of new condominiums spill onto quiet streets and make roads much harder to navigate, especially along 19th street where there are no controlled intersections between Kensington road and 5th Avenue.
- We would like priority given to the mobility study of the area. Approval of moderate growth, including condominiums and commercial buildings should be restricted until we know there is a commitment to improving the safety of pedestrians, cyclists and drivers in the area. Additionally we would like to see safety improvements along 5th Avenue between 14 St and 10 St where many pedestrians cross to go to Hillhurst School and Riley park.
- We believe in thoughtful development that preserves the characteristics that make West Hillhurst unique to Calgary. We ask that you restrict moderate growth in the area, especially on 19th Street, north of 3rd Avenue. We see the appeal of encouraging small-scale growth along 19th Street to increase density and provide more housing choices for people who are looking to put down roots in the community. However, there needs to be focus on mobility safety, improving safety first instead of approving development that will exacerbate problems before solutions have been implemented. We are excited to participate in developing an LAP that preserves the character, history and community feeling that existing residents valued when they chose to call West Hillhurst home.
- Moderate to large development should be kept to,existing areas that have mixed use land use already expecting, community residents to accept these buildings backing onto their property, totall1y ridiculous. Selling land to developers around exiting green spaces is not fair to the community, blocks out views, gives unfair priority to developers at the expense of residents and park users, all for an increase in population density, and tax base of course. This changes the community significantly, example previous development around Riley park on 5th Avenue. Really improving the Community, demands more then selling off the areas that should maintain the communities character, to the highest bidder
- it's hard for me as a new resident to comment on the areas that aren't in my neighbourhood. the idea that people in one community get to comment on the development in another doesn't seem right to me.
- I have concerns about development in most of the 'pink' areas indicated on your map. Currently, these areas have a large number of older, smaller, affordable

single-family homes, many of which are rented by lower income families. I am one of these families. I am a low-income single parent, and have lived in this community for ten years. I have rented smaller character homes in your highlighted areas, and have had to move three times in ten years, because each of the houses I was renting was torn down to make a high-end home for the wealthier demographic. I cannot afford to transition into these types of new builds, and I believe this to be the case for many other people in this community. As a result, the Riley community is becoming exclusive. Part of the reason that Riley has been so desirable as a place to live and visit, is because it was, up to this point, diverse, quaint, historic, vibrant, and included all kinds of homes, people and lifestyles. Once you start demolishing smaller older homes or apartments in the name of redevelopment, the area loses its character. All the homes start to look the same, and attract the same kind of people. We lose the character homes, the mature trees and gardens, the senior demographic, the immigrant demographic, and the single demographic (which typically form the lower-income demographic). This stagnates the community, and suddenly it is not so desirable. Communities must find balance between newer builds and maintaining older homes. This allows for the inclusive community that you suggest in your Core Values. I specifically am opposed to a large-scale redevelopment on 25 Street and 6 Ave NW, as I currently live in a smaller well-maintained family home at this address and would like to remain part of this community.

- Why are certain communities targeted for additional growth but others, like Hounsfield Heights/Brian Hill (also TOD areas) not?!? What is the plan to preserve heritage? While the Heritage Incentives may provide some impetus to preserve some of our heritage, those tools have not yet been implemented nor has a Heritage DC Area been identified in the Riley Communities (would be useful to pilot in conjunction with the evolution of the LAP). Increasing density & height is needed in our inner city communities however the current density bonussing system is $19.77/sq m. whereas the bonus density for Beltline, Chinatown and East village is $270/sq m. Why has this been allowed to happen? Our ARP (2009) has promoted growth and we as a community have done so, why is more density being thrust upon us w/o public realm improvements or a firm heritage plan?
- Remove the orange area near the Hillhusrt Sunnyside school as it already has unsafe traffic speeding through the site and high-density parking. It needs a village feel, not a skyscraper feel, the height at which a proposal came forward was alarming and profit-orientated, uncharacteristic of the area for which the Riley family intended.
- Very little of Hounsfield Heights-Briar Hill is identified for future growth. To me, this is not consistent with the stated value of housing of expanding the range of housing options and smacks of exclusivity. I'd propose the following areas be identified for growth: 16 Ave between Crowchild and 19 St., especially the corner of 16 and 19; 19 St. between 16 Ave and the brow of the hill (most of the housing on this street are older bungalows near replacement age and could be replaced by low rise housing and perhaps even a few thoughtfully designed 4+ apartments.; and, the north side of 12 ave between 20 and 21 st which already has commercial uses there.
- "I am unsure as to why these are included into the TOD areas, it seems to me you are lumping areas into TOD that are not TOD. If you are thinking that any bus route is considered Transit then anywhere in the city is up for grabs. If you are truly thinking that Transit oriented development is near train stations then you have

missed the mark completely. Why is Hillhurst and Sunnyside continually the area that has the highest densification strategies. We are a heritage community, we as residence did not move to the downtown core but with this constant development you are trying to make Kensington into a city center. We currently have the most heritage buildings in the city and with all of this development it just encourages the destruction of our heritage buildings and with that you destroy our pride in community and our sense of self. This densification can happen around any train station...why cant you pick on a different train station for once.

- I have solar on my roof and a garden I eat out of...I will soon be block from utilizing either my garden or my solar."
- Overall, it seems to balance the need for growth while retaining housing options for everyone, and maintaining the the overall feel of the community. I feel that that the need for inviting spaces, including access to nature, and green streetscapes has not been adequately addressed. A neighborhood that is all concrete sidewalks abutting the roads is not my idea of an inviting or healthy cityscape. The growing emphasis on solar heating and power generation will also necessitate consideration of how the various types of housing can access sunlight. Tall buildings, built close together without integrated green space, results in dark and dismal homes (not adequate windows with good lighting). Novel approaches to architectural design would be helpful.
- I agree with this in theory but allowing large building amongst traditional houses is not ok and does not meet community wants and needs.
- I have no issues with the proposed areas for moderate to large scale growth. As a home owner, over time I think this will only increase the value of my property. I think the proposed changes will improve our community and make it more vibrant over time. I'm interested in having more amenities within walking distance. The less I can rely on a vehicle, the better. I do think the sidewalks need to be improved, made wider, and there should be more pedestrian bridges to make people feel safe.
- Not sure where you are getting your feedback. Where I live is in a potential focus area and definitely am not open to any new development and do not want a 4 storey monstrosity next to or in front of me. Would love to see the areas removed between 5th and 6th ave NW, west of crowchild.
- Add corridor along Memorial Drive to the far west of Riley Area and all of Hounsfield Heights to areas ideal for moderate to large-scale growth. Both areas have excellent transit service, great access to parks, pathways and services and are all very low population currently. Great places for more growth to go (in addition to other areas identified).
- The areas of potential growth are reasonable as areas near amenities (ie 19th Street, North Hill Mall, Memorial Dr/Bow River). Growth in these areas will bring more people close to existing natural and built infrastructure to increase enjoyment and use of these assets.
- "The south side of 5th Ave, between 10 and 14 St, should remain lower density. Development of anything over 4 stories should not be allowed. There are already areas where 6 stories are right against single family homes, and if the trend continues, it risks the desirability of living in Hillhurst. One of its unique characteristics is the blend of single family homes along tree lined boulevards with the business district and higher density along main streets.

- Secondly, the area north of 5th Ave, specifically in Hounsfield Heights/Briar Hill, is almost completely missing any density. The communities of Hillhurst and Sunnyside are taking a disproportionate amount of density."
- More growth near Lions Park. It would be great to see a Metrotown or Oakridge Centre style redevelopment around North Hill Mall. The area south of the LRT should at the bare minimum have four-story multi residential. Low-density near transit is an incredible poor utilization of space and a expensive piece public infrastructure. Incredibly disappointing this area is not marked as a potential focus area for growth. Would be interesting to have development actually front the alley and the LRT station instead of 13 Ave in an effort to improve safety around the station.
- Why is no medium growth going to be in Briar Hill near the Lion's Park C-train station? According to the City demographic reports, this community uses transit higher than other parts of the City, most likely due to proximity of the train station. The MDP says we should be targeting growth in areas like this because of their transit proximity, not leaving these areas alone. It wouldn't happen to be because Briar Hill has a higher household income than the City overall would it??
- Consider adding areas for development south of the Lions Park LRT. Suggest areas that border single family have smaller (but still more density) developments be the plan eg. south side of Kensington Road or North side of 5th Ave be reduced from 4+ stories to row/townhomes that would blend better with the neighbouring single family houses. Seeing a lot of those already with four and six-Plex type developments (typically 3 stories with no back yards) on corner lots.
- More large scale buildings by north hill station at least within 600 metres of the CTrain. If this is long term plan then you should allow for more densification here.
- "ALL of these potential areas for growth need better walking and biking infrastructure. If we are bringing more people in (which I support) we should make it easy for them to get around without relying on cars. That means separated bike lanes, better sidewalks, continuous networks.
- I support increased development in all the orange areas, plus the pink areas."
- It all seems to make sense, although I live in a "pink" area and don't specifically want more growth on my block. (Who does?!)
- Remove: 19 Street, Kensington Road between Crowchild and 14 Street. I support moderate scale growth along these roads, but not larger scale (which I would define as 4 stories or higher). There is no infrastructure to support buildings larger than 3 stories, and larger buildings make a less friendly pedestrian experience. I fully support row houses, density and a wider variety of housing. Most importantly we need a wider range of pricing - most housing in this neighbourhood is very expensive.
- I was saddened to hear of the Legion building issues requiring sale of their new building. Given how many commercial spaces are vacant in the Kensington business district, I’m not sure why we need more commercial spaces here. Who will move into these spaces? What types of businesses are needed in this community? Clearly, there is no shortage of available lease space What we do need is better access to support aging populations and young families
- It is a bit shocking that there are no focus areas for growth on the south side of the Lion's Park LRT station. The core values talk about transit oriented development around the Red Line but the actual plan seems to ignore a large segment of the community that is a short walk from an LRT station. Sunnyside LRT statio has 10 story mid-rise on the west side and multiple 4 story walk-up apartment buildings

mixed with R1 homes on the east side. This has made the community much more vibrant and should serve as the model for Lion's Park LRT with the mall site accommodating mid/high rise development and the south side being zoned to allow 4 story multi-family buildings. Otherwise it's a waste of a train station if we ignore half the TOD opportunity.

- Why is Briar Hill not being included for more growth? It's right beside a train station and fits into the city development plans? It doesn't make any sense that the city is encouraging bias and segregation in it's development policies.
- Why is there no new growth potential near the Lion's Park train station? Does the south side of the station if poor access to the train or something which would hinder its accessibility?
- Why is the Lion's Park train station being left out of large scale growth? It wouldn't happen to have anything to do with a wealthy neighbourhood to the south would it? Growth should be directed to places that have the transportation capacity to handle it, like near train stations. We suck at building up our train station areas and this plan just solidifies how much we suck at it.
- "I generally agree with the areas for growth map. I do have concerns in areas where the proposed growth area is only half a block deep, so to the back lane. Why do buildings in these areas have to be four or more stories in height? Could they be limited to 3 stories in height?
- I have no concerns with the types of buildings be proposed; residential (apartments), mixed use, and commercial. I'm all for change; put a business on the ground floor and I'd love to see more people, but 4 or more storey buildings may be too much.
- If there is a house on the other side of the back lane a 4 (or more) storey development could have profound impact on the adjacent home owner. Massive increases in traffic and loss of sunlight (particularly if the house is on the north side of a development). Growth areas that are a full block and are surrounded by streets have a larger separation."
- Why is there no growth/vision near 2 out of 3 LRT stations (Lion's Park and SAIT)? That's incredibly inequitable and will just continue to create low quality boarding houses to prey on students.
- I like the map as it stands now. This seems very reasonable to me.
- I am ok with densification as long as amenities are provided and is done responsibly.
- This question is dishonest because you conceal the definition of large-scale. If you were honest and said "tower here" there's a chance to respond with whether or not that pink area is suitable for moderate or large scale growth. By lumping them together, you have made comments almost impossible to be accurate. The booklet is also misleading, filled with images of low-to-mid-rise buildings, no large scale images. The only mention of towers is weasel words like "four storeys or more" or "(potentially higher)" that sneaks in the possibility of towers without being honest about City intention. The gloss that people keep schools open ignores that families don't move into high-rise towers. It is dishonest unless all future developments are within the current ARP.
- I would like to see more amenities in the area - restaurants, cafe's, shops etc. but I do not want to see buildings more than 3 stories. Privacy of residential homes is extremely important and this can only be maintained by keeping building heights at a minimum of 2 (and maybe 3) stories. In addition there needs to be parking solutions if growth is contemplated. Lack of parking directly impacts residents and

there is NO parking enforcement in this city. I've lived here 10 years and have stopped calling parking enforcement as it's a waste of time and energy.

- "I live a few doors from 5-6 avenue. It is one thing to in theory want more buildings and commercial sites along this drive and if you just visit there you may think it is a great place to shop and live However if you live there you actually discover that 5 - 6 avenue is a narrow road and cannot accommodate a lot more traffic. It has blind intersection at 19th street and a dangerous one with lots of school buses and traffic on 18street. It is not really smart to put a lot more traffic here. The multil level buildings look great on paper but where will people park? They off street parkade parking set up,likely underground is a good idea. However they still have to exit somewhere onto narrow roads. That is a problem. It is a particular problem on blocks with no alleys such as behind 18A, and that obliges even more parkade parking were it put in place, to have to exit onto the main street. It is potentially dangerous.
- Having more business sounds great; We could use a grocery store, and even a convenience store. We could use some specialty shop like a bakery or hardware which we used to have and lost. But these lovely shops bring not just foot traffic but cars. Your new multilevel residences bring cars. Where are you going to have all those visitors park?
- When you set up a busy and densified population yes they will provide more riders for public transit. But the number 9 line does not run often and you may have to increase its frequency. There should be more frequent shuttles to North Hill mall and the C train station up on the hill.
- If you are going to increase density you also will have to set up more mailboxes and more conveniently. A person should not have to walk more than 2 blocks to a bus stop or a mailbox."
- "Any pink or orange area that is part of an existing residential street should not go any higher than the height allowed on the residential street. For example, the proposed pink development along south side of 5th street would significantly impact the residents on the residential streets adjacent.
- The photos are also very misleading! 4-6 story buildings are fine. But going up to 15 stories on 10th Street does not support or build density in a thoughtful way! It will be a high rise jungle! Please have a look a the high density that is built in London England... nothing goes higher than 8 stories within residential communities. This creates a fantastic livable environment."
- Yes, these areas make the most sense to focus growth. I would also consider adding higher density along Memorial between 19 ST and Crowchild, as well as along 19 ST between 16 AV and 5 ST (at the top and bottom of the hill). Once the identified area around the Lions Park train station has been redeveloped, considering the single residential lands south of the station should be strongly considered. Putting a policy identifying this in this plan may allow for (very) long term planning, for the development community and homeowners in the area.
- Moderate to large scale growth should be allowed anywhere near to major nodes and transit hubs. The lands south of Lions Park area prime example. They are highly connected areas where higher scale housing can be complimented by the adjacent mall and transit station. I would rather see growth prioritized in those specific areas than trying to 'sprinkle' higher density along busy roads which have higher rates of pollution and noise.
- I love that the area's in Sunnyside: 2nd Ave NW, 1st Ave NW and Memorial Drive NW, are being proposed to have an increased focus for growth. I completely

support this. Furthermore, I would add 7th Ave NW (in Sunnyside) between 5a Street NW and 4 Street NW as an area of growth focus. This area plus the already proposed area on 2 Ave NW would create a great connector from the heart of Kensington of mixed-higher density options - which no doubt link nicely with the expected improvement of the existing bike designated area. This area would open up an overly mono-home style area to a more diverse area of locals to then enjoy Prince's Island Park and the famous stairs of the bluff. I would also add the remaining block of 1st Ave NW between 9 and 8 Street NW to complete the existing orange surrounding area. Sunnyside should be a growth focus area with higher density.

- I think more growth can be tolerated along the north end of 14th. While I support growth in and around the Lions Park area, I think that growth will need to be handled in a way that does not disrupt the North Hill Mall's critical position as a sort of community hub and shopping core for Capitol Hill residents and SAIT students. A lot of us rely on the Safeway and Shoppers for food.
- Good job
- I'd remove some of the pink especially if it's over 4 stories. This will reduce the light around the area, with small personal homes "walled in" by the buildings. I would keep only one side of each road rezoned.
- The areas along 10th Street should be removed. The pictureque small shop atmosphere of Kensington would be diminished by moderate to large scale growth.
- These areas generally make sense. More substantial buildings would be located closer to amenities, transit, and daily shopping. However, this also perpetuates the deeply inequitable practice of locating higher density development principally along big, faster, and dirtier roads/streets. It effectively says that people who can't afford a house must live on worse streets with higher exposure to particulate and noise pollution. This is particularly problematic for Crowchild Tr NW. This is a dangerous, loud, and polluted environment that we should seek to reduce people's exposure to, not increase it. There's also no rationale for not adding greater intensity to 19 St NW through Hounsfield Heights/Briar Hill. This street is no different from 5/6 Av NW, other than it is located in an area with more exclusionary/classist land use. It also makes no sense that 2 Av NW, a quieter and non-through street, would see increased intensification but 19 St NW is exempt.
- Again - the council is not listening to residents. Many of the pink highlighted areas are in core residential spaces. Buildings 4 or more stories have no place in these spaces. In fact what you state when you say people are saying we could have higher buildings here - id factually incorrect from your own published studies. The recent DP's approved on 19th show this - 90% of the feedback, as published by the council, was against heights of over 3 stories. 19th is not a designated throughfare, the current rules say nothing over 3 stories yet time and again, the Council ignores residents and just grants what developers demand. When is Council going to stand up for ordinary residents?
- Mailed In
- Remove pink areas along memorial drive between 14th St. to 19th St. (Includes Westmont Blvd.) And between 5A St. 29A St. Memorial Dr. should be a beautiful river Pkwy with lovely landscaping, natural and with many trees. Larger building construction (commercial and residential) away from the river.
- If the community will look like the lower drawing on page 9 it will be great in every respect. I don't see any tall structures! I do not support new buildings "potentially

higher" than four stories, please no more than six!! The drawings of mixed use/ residential/ commercial buildings at the bottom of page 13 look good if that is what is proposed. I have no objections to the red and orange areas on the map. I do not support a tall building on the corner of Kensington and 10th.

- I would not add or remove areas, but if I were king I would ensure that development in the neighborhood did not eat into any existing green spaces, Including private lots. Every green space is essential for cooling our city.
- I would love to see growth along 14th and 19th St. specially with consideration for pedestrians. These are major corridors for transportation but 14th street is highly and enjoyable to pass along as a pedestrian. At times, it also feels unsafe because of the number of cars. Trees, more housing/ businesses and formal pedestrian passes/crosses would be fantastic along 14th specially.
- I live in a condo on 10th St. Lots of opportunity here for more growth I really struggle with high density along Crowchild Trail. Forcing lower income people to live on noisy roads with no amenities is wrong. Don't put density there. Keep it focused on walkable amenity rich areas near transit. With some urban realm improvements, 14th St. would be great for additional density. 5th Ave. between 10th and 14th could be increased. Memorial drive could use more density especially "framing" the river.
- We would like to take out the Penguin areas of Sunnyside. This neighborhood is a place where people can find quietness and family-community spirit near downtown. It has a small recreation Plaza perfect for those who live around and a commercial area of Kensington meets residents' needs. It would be a mistake to take out the charm of this residential area.
- Remove pink area along 2nd Ave. NW and along 5th Ave. northwest. These are narrow streets running east and west- tall buildings (four stories+) well cast permanent shadow on residents on Northside. Tall buildings on north side will cast shade on houses along 1st Ave. Privacy concern for homes adjacent-people looking down into their yards. I have concerns for increased traffic across from Sunnyside school. The street is already constricted. I have concerns about the type of retail/commercial space that would be built by the school. 5th Ave. is narrow and busy, speeding vehicles are a problem. Increasing density by building more apartments will compound the problem.
- No new non single family homes. Parking is already terrible. Driving is so congested. It is absolutely crazy to try fit more people into these areas. Stop it!
- The pink along Kensington Road could create added traffic and congestion.
- Remove pink area on 5th Ave. between 14th St. and 9th St. There are already 6 plus story condos on north side. Buildings higher than four stories on South side well close the street in and cast year round shade on homes opposite. The Ave. Is too narrow to be closed in, increased traffic serious concern. No designated loading zones in front of condos results in delivery vehicles, taxis, moving trucks obstructing bike lane- very dangerous when five Ave. Reduced to one lane.
- Remove 19th St. between Kensington Road and 5th Ave. This road should be either through fair or residential street, no both. As it currently is, new homes are going up in conjunction a four story building construction. This street has an identity crisis. 5th Ave. between 19th St. and Crowchild: this should be held for small scale development only (row houses and duplex only) to maintain streetscape and the small community feel. This street is too narrow for any large growth projects. Add: 19th St. between 7th Ave. and 16th Ave. This area will never see the duplex and row housing developments seen down the hill and is perfect

for moderate to large scale growth as its closer to public transport, shopping, parking etc.

- Some areas in pink have been developed into single family dwelling example South side 6th Ave. between 16A and 16th St., this has happened along memorial drive between 19th and 16th St. New moderate to large scale growth is fine in some pink areas but the east of the apartments/condos are exceptionally high for those who want to consider downsizing. Personally, I would like to see 5 + 6 avenues kept the same with just small scale growth. The streets 19, 14 and 10 seemed to be the best areas for large scale growth.
- Our household supports the push towards growth (pink areas-all yeses). On board with plans to develop residential, commercial and mixed-use along those routes. That said-> small scale growth please! 12 story buildings are a bad idea here.
- I would add more between Kensington Road and memorial drive since it feels like a bit of underused waterfront that'd be great for walks in the summer.
- Along 5th Ave./6 app between 19th-14th. this is a very low scale area currently. I can see this area increasing density with row homes, some missing middle housing But that remains at 3ish stories. This is still quiet street and there isn't much traffic except school traffic. Heights of four stories plus wouldn't transition well to the singles/duplexes (existing context). Otherwise I agree with map as some of that density of three stories plus is already occurring.
- I live in the Westmount/Hillhurst area and one of the things about me is the character of the homes and the sunny streets. When you ask these large buildings > 4 stories you of those away. I think that in this area you should stick to building < 4 stories and build more townhouses/row houses style buildings.
- My suggestions may go to zoning or the building code, but I believe new developments should require the use of solar panels to generate electricity locally and/or green roofs. Other amenities to be considered are beehives, wind turbine turbines and landing parts for drones and flying taxis (not a joke!!!)
- As someone who lives in one of the pink areas, I think moderate growth is appropriate. Large scale would take away from the small community vibe. I really like Sunnyside and it's vibe. So close to downtown without all the hassle and bustle.
- A cap on height of large scale growth buildings. Particularly on the north side of Kensington Rd. and Gladstone Rd. (Northside). Locations that have small scale residential to the north.
- Having large- moderate scale growth (more than four story multi-person buildings) along 5th Ave., across the avenue from single family homes (or smaller scale growth) (5th Ave. – 11-14 St NW) Doesn't make sense. Rather we don't agree with it.
- I think by the water could be looked out more-all the more incentive to get people there: active/walking in the summer (while respecting the environment in the area of course)
- I think I would keep all of those areas for growth focus.
- Agree with large scale development on main artery streets 10th Ave. 14th St. Kensington Rd, Crowchild and Memorial Drive. I would remove the areas on 5th Ave. and 6th Ave. These are more residential areas with significant pedestrian and bike traffic moving to/from schools and the community association, Bowview Pool call my soccer fields etc. large scale development on these streets with create a safety hazard for pedestrians/cyclists do to large numbers of vehicles parking +

entering/exiting parking garages on roads not equipped to handle the volume + poor sight line. 5th + 6th Ave. should be targeted for small scale growth.

- Pink areas along the main streets and roads-OK. Moderate-large scale growth must include retail/commercial on the main/street level floor. Again, only along main streets 14th 10th St. 19th St. Crowchild 5th 6th Ave. And Kensington Rd.
- I live in a pink shaded area in the Multiplex with underground parking it's an efficient use of space and density (on 8th Ave just west of 14th St.). I would add areas along 17th St. northwest where the bat Bethany administration building is. This is an inefficient use of land (ie. a single story sprawly building) similarly the Bethany parking lot (flat lot along 8th Ave.) Is never more than 30% at any given time. This area could definitely accommodate mixed-use buildings (and without creating overshadowing across the street. Yes- Kensington Road West of 14th St. redevelopment is required. Yes also along Memorial Drive.
- Overall good. There are a few blocks on 19th St. that have high quality historic and modern houses and on 6th Ave. that it would be a shame to replace them with this type of growth. Also 19th St. Being narrow is becoming dark with higher buildings on both sides.
- No changes to these areas I would like to see separate bike lanes [illegible].on one side of the road like the ones in Montgomery. It is safer for all! I think 6/5th Ave. would benefit from this.
- All river facing properties a long Memorial and Parkdale should not be having the moderate to large scale growth. They would block the Riverview for all places behind and therefore reduce value of commercial or residential areas. This style of architecture is not good looking. They would be best on a traditional or European older style or character homes and shops. Heavy/reflectors/windows could look bad and could add a visual hazard to all road and path users. They are old South facing so would end up needing A/C which increases the carbon which you mentioned to value []or Crowchild should not be touched.
- Sunnyside has a community of homes. I don't agree with promoting the teardown of good houses for multiplexes. The neighborhood has character worth keeping and celebrating.
- Why does Briar Hill Next to an LRT station have no pink! Stop protecting the rich full build much needed affordable housing!
- nothing to add-agree with everything- thank you!"
- Our one term mayor and council are going to go ahead and do what they want, regardless of what input they get and most of the time they don't even ask for input, they just go ahead on their own (example climate emergency)
- There doesn't appear to be much pink on the map; what's shown is fine.
- I hope the focus areas do not encourage destruction of medical facilities and affordable housing that currently exist. If people are living along major traffic corridors please consider how pedestrians are going to (safely) access and cross those roads. See above: neighborhood does not benefit if critical mass is just under the table hotel. Units need to be large enough for families, interesting and pleasant. Can this be controlled at all? All the apartments seem to be higher than four stories and developer pushes for higher building.
- Could we get a 3D fly through (just simple blocking) of sample of the four Riley communities potential is in 30 years? For the pink areas, examples of “this is what they have done in other parts of Calgary, and this is what it would look like here”… but mostly I want to see Page 1 to 10 blocked out for the red/pink areas so we can

dream of potentials in 3D for some areas. I don't see laneway housing? Are they courtyard style? Page 10 why isn't another section lofted?

- Remove 5th Ave between 19th St and Crowchild Trail. this road is already very congested and rush hour traffic times with people trying to get onto Crowchild Trail. Add improvements to dog park backing onto 7th Ave. i.e.. Paved walkways.
- No large scale growth is appropriate, which was acknowledged in the ARP. h/s has accepted all small moderate developments. Elbow Drive on Britannia has no large developments nor does 14th ST at Mount Royal 10th Street Kensington. Memorial are at capacity. Hillhurst is an intact residential community that is being asked to take more than its fair share of developments. If our house lots were the size of Britannia or Mount Royal , we'd be more than twice as large a community. IOW, H/S is already dense, even where its single detached homes. We are the dense, walkable, scaled community that the climate Resilience team wants. Don't spoil it by dumping hundreds of more cars into it. Calling it Riley, lumping low density – high density areas together smoothes out the averages but its Hillhurst that's bearing the burdens. The amenity fund is absurdly low – a gift to developers at the expense of tax payers & residents. Condo towers, glass boxes for the most part are not revitalization perse. It takes more than people in the units to make a community liveable & and what's here can be.
- "Reliable bike parking – discourage theft. Large scale growth has leaned heavily on single apartment dwellings has increased parking stick to 10ST – 14St – 19St – East/ West blockage of sun! 10St & Kensington corner! Side walk.
- Pink areas in Sunnyside 2nd Ave should encourage family living – both sides small scale growth – three stories or less – townhouse – row housing – coop housing. Great way to keep families in our schools & people knowing each other. Great option for affordable renting.
- Memorial should stay 4 – stories to prevent further blockage of sun in our great – Sunnyside neighbourhood."
- "The pink area on the east side of 19th street between 2nd & 6th Ave should be removed.
- Misaligned intersection 5th – 6th Ave & 19th St – Safety concerns exacerbated by significant density increase
- Lack of rear laneway restricts access and create magnified impact on neighboring properties.
- Pink areas along the Bow River & Memorial Drive east of 19th street re in a prime flood plain are and require special consideration."
- I want moderate scale growth (some) could also be allowed on residential streets. Some of the three-storey houses are nearly as tall as a four-storey building anyways.
- Add more on Gladstone Road as close to LRT. Remove rear memorial drive as disconnected from Kensington ?????? 7. Kensington Street would have to change (reduce lanes) to handle growth there bitter.
- "Remove South side of 5th Ave (10th St to 14th St W) no high buildings (max 3 stories) shown as red on legend. 4 stories, or more is too high in this part of the neighborhood)
- Heritage homes, old growth trees etc.
- More 3-bedroom home types to promote family living.
- Views into existing private yard."

- I believe a retail and residential development at Parkdale Cres. Include a grocery store – would serve the west end of the Riley communities and Parkdale Point McKay.
- I could never agree to some of these potential areas if there is only medium – large scale growth. See topic one response. For example, 5th Ave in West Hillhurst and 2nd Ave in Sunnyside could see moderate size growth types to maybe 4 – 6 stories however this proposal as it exists now would leave that open to an unspecified number of stories and so I would remove them.
- The pink area on the 1st Ave west of 19th St is curious at beast. It's inconsistent with the philosophy of building moderate to large scale growth along mahor streets like 5th Ave & 19th street as shown. Compose this with much wider streets south of Kensington that are exclusively white. Hmm? Curious to say he least. Popery values and influence on decision – making perhaps. [removed]
- "The city must be have higher standards for new commercial buildings at the street level. For example, the building at 1217 Kensington road – an ice cold piece of cheap architecture that completely ignores any standard of community culture . (Its also an example of a building built right up to the sidewalk with no green space and no space for trees). This kind of approval mistake must not be repeated in to-be-developed spaces in the Riley neighbourhoods. (I see the see similar low standards of architecture that have been approved in Marda). mistake happening elsewhere in the inner city). Observe the dead zone that the 1217 Kensington Rd building created compared to the vibrance to the East of 1217) Thank you for this opportunity. Dave
- Similarly with housing – there must be 2 meters of green space between the buildings and the sidewalks. They recently constructed row houses North of 16th Avenue – should serve as a negative reference model. They are an aesthetic disaster. Please do not repeat the same mistake in the Riley Neighborhoods (please). Thank you for this opportunity. [removed]"
- I believe that's a good plan to go with but it should be guaranteed that those areas will be safe enough for the purposes aimed to serve.
- These areas are already burdened by density and traffic issues. I do not see a plan for improving roads and we cannot rely on public transportation! The area LRT station is virtually a homeless shelter and drug deal spot.
- Whether large or small scale growth and Riley area, traffic has becoming unbearable. We have owned our home on Gladstone since 1947. Gladstone needs to be closed off on 10th St. NW and 14th St. Especially at rush hour false stop nobody stops add stop signs and lots of speeding. Also need photo radar on 5th Ave. between 14th St. And 10th St. NW.
- More growth along 5th Ave. between 14th St. and 10th St. should be avoided for now. Growth along 10th St. should be very carefully considered. These areas have already absorbed a large number of new developments in recent years and there are multiple new developments proposed. I feel this area needs time to integrate the new growth before future growth can be accurately assessed. Growth along 6th Ave. and 5th Ave. between 19th St. And Crowchild could be a good idea. Being so close to Crowchild would provide easy access for those who drive without congesting the residential roads further into the community, yet would still be close enough to the LRT to provide residents that option. Growth along Crowchild Trail would be smart for the same reason. Growth along 19th St. Could be good as it is already every 'mixed-use' St. Expanding the mixed-use result residences could provide people with more businesses/cares/restaurants as well

as adding density. Growth along Kensington Rd. Would be very tricky as the Kensington Road and 14th St. intersection is already a hectic mess. Growth on 2nd Ave. could be great to provide more mixed-use and bring in more restaurants, etc. but could be tricky as some quaint historic buildings exist in that area. With all these proposed growth-please keep in mind that some streets are more well equipped to handle higher density (i.e. 14th St./Crowchild/Memorial Drive). 10th St. And Kensington Road are not able to handle a large increase in density. Increase density growth in these areas should be slow and traffic/mobility studies performed. There are already multiple congestion/challenge points in these areas.

- The areas in pink are appropriate for moderate scale growth. If all or even many of either the orange or pink areas are developed over four to six stories, the communities within them will be destroyed. Such developments do not support the street life or connectivity of the neighborhoods. Remember Jane Jacobs?
- Generally agree. I'm sure about including two Ave. NW in Sunnyside which is largely heritage homes and affordable rental and well already have larger scale growth by the sea train and on memorial. 5th Ave. NW makes more sense but also raises concerns about losing affordable rental if redeveloped. Also these streets will need better sidewalks and Wheeling lanes. They already do but especially if they are going to support more residents and be busier.
- Love to see 5th Ave. northwest and 19th St. as focus areas! Couldn't agree more!
- limit building heights -4 stories-South side of 5th Ave specially in Kensington area. 8 stories throughout Kensington, Hillhurst, Sunnyside, 10th St in Sunnyside throughout the area as density is already high and will increase. Maximize underground parking. Sunnyside LRT station needs to be changed completely-how about just a platform!!!
- This map focuses on “large scale growth” Is to assume remaining areas are subject to small scale growth in its various forms? Pink areas that should be removed include Sunnyside-2nd Ave., Hillhurst-6th Ave. and 5th Ave. (South side), West Hillhurst-5th Ave. In this in these areas small scale maybe with shops or services or ground level (e.g. hair salon, flower shops and small service (legal, medical etc.)) could be considered pink areas that should be added include: Briar Hill- 19th St. (Beyond the brow off the hill) as it is near 16 avenue transit and Lions Park LRT and may include affordable housing for hospital and service employees, 28th St. and 12th Ave as it presently is semi-commercial, 16th Ave west of 19th St. (partial)
- Remove any development along 5th Ave., please keep it residential, there are so many other areas that already have developments/Retail in them that could be added to. Same comment for 6th Ave.-No development-keep it residential.
- I am hesitant about large scale growth. I think it would make the community feel more hemmed in specially with the hell already I would prefer that > four story be limited to existing areas 10/14 and that 5 and 6th Ave. be more like 4 stories.
- I support densifying, but I think new growth needs to fit into the neighbor already there. For example, I believe in growth along 19th and Kensington shouldn't be more than three to four stories. Higher than this doesn't fit the neighbourhood and I feel will negatively affect the lives of those living in houses close by.
- I think it's great we are putting in more dense housing and businesses, I am happy with all of the area outlined in pink. I'd maybe add some more pink areas around Lions Park Station, that seems like an area that's ready to grow.
- We don't want the building height to go higher than four stories-we don't want to lose the sun and view of the skyline.

- I believe the areas outlined in pink should definitely be focused areas for growth. I would love to see more mixed views buildings on 19th St., Kensington Rd, Crowchild Trail and 5th Ave. NW and 6th Ave. NW. These R main roads that connect our neighborhood to major arteries and allow for more development. However, if we are going to allow more development, I would like to see wider sidewalks and bike lanes.
- Neighborhood only requires moderate growth. Increased densification only creates additional stress on infrastructure and roads. The proposed development at grace hospital site is too dense. What is development plan for North Hill Mall? If you keep adding growth to Kensington Rd., it will not be able to handle it full parking is already an issue.
- I live near the Bow River. Any development needs to enhance the waterfront. Trees, paths, a variety of small commercial services type venues, low rise apartments which blend into the total development. (I left in Coal Harbour Vancouver This was attractive and always busy) Nice high rises can work with landscape.
- I am against further high rises or multi-level story buildings anywhere around Kensington/10th St./Riley Park. Development between Crowchild and 19th St. NW is OK, but I am strongly against more in the orange zones around Kensington Rd from 14th to 10th St. This area already fees so much congestion. Also enough around 10th St. and Riley Park-please stop!! Develop West Hillhurst if you must, but what about enhancing downtown as prime neighborhood space?
- No additional infills.
- Pink areas along 2nd Ave. should only be lightly developed. I think it makes sense for three story apartments like the ones that currently exist but no more. Important to keep this area family oriented with the school being right there. It would also be such a shame to lose the historical homes. OK for pink areas along Memorial Drive.
- Protect the homes built along 1st Ave. between 20 and 21 St. northwest. Large scale growth in this block will erode privacy and eliminate the south exposure. Further development must be limited to a maximum 10 meter height. Addition focus area for growth should be phased as existing focus areas are developed (successfully)(share learning from these projects)
- Pink areas are appropriate nothing to add or remove.
- Please allow and encourage low-rise multi-unit development. We live in West Hillhurst and when our landlords sell this house we will not be able to afford to live here. Average house price for infills seems to be at least 1.5 million. This is inaccessible. Keep this area affordable and livable for all. we shouldn't have to move to the far-flung suburbs. This is our home. We are health care providers, theoretically “middle class” but it looks like this community is quickly becoming one for the 1% do better!
- No increase in density allowed in pink areas until large brownfield sites are built up. Massive parking lot at eastside North Hill mall, CBC lot, container lot. There are already lots of places for higher density. No added large scale growth land on 5th Ave., 6th Ave. , 2nd Ave. These must be small scale only. The priority: preserve low rice homes and quality of life on existing residential streets 10 St. 14th St. 19th St. OK for pink.
- Remove 2nd Ave. NW from pink zone. Too much potential for conflict between commercial/shops and residents with regard to noise. This problem already exists in the Beltline. Insane side noise echoes off the bluff so straight noise will be

magnified. Parking is currently a challenge-adding retail/commercial will increase the problem. Relatively speaking Sunnyside is a small area-keep it residential. Builds smarter rather than taller buildings: rest residences should be designed to efficiently use space for small footprints living room for trees and greenery and sunlight.

- Additional areas for moderate to large scale growth: north side of 13th Ave. NW between 16 A St. northwest and 19th St. northwest. This is immediately adjacent to the Lions Park LRT transit station area. Proximity to transit and the north hill mall activity center provides ideal housing for women, students and other marginalized populations that are more reliant on walking and transit to complete their paid and unpaid work. This area is also compromised of older homes in below average states of repair and are prime candidates for redevelopment.
- There appears to be an assumption in the presentation of the core values that it is always summer in the Riley communities. Safe, accessible and efficient movement, recreation and climate resilience need to actively acknowledge and accommodate winter conditions.
- Definitely support all the pink area. Suggest additional pink areas in Hounsfield Heights/Briar Hill on major roads near LRT station. Perhaps this could be a phased approach so that development happens more slowly to allay concerns of residents. No question there is precedent for commercial properties (12 Ave. and 19th Ave. and 16th Ave.)
- I would not remove any areas being proposed for moderate to large scale growth. Having left in Westmount Blvd. and 16th St., given its rare location and the location of Memorial. I honestly believe it could accommodate high density Living Group rather than single family homes. I wonder even if some lots on the park adjacent to the street be added to this plan and also if 16th St. linking my street and the empty lot of the CBC building also be attached to this plan (it is even now very challenging to use to get on Memorial) .
- Need to provide parking for growth areas.
- All proposed actions are for zoning-building. What is in place for accessibility (moving through) and nature and parks-consideration, development, usage management? + a tree coverage+ planting policy would be good.
- I love that second Ave. NW and 1st Ave. northwest and memorial Dr. NW in Sunnyside is being proposed to have increased focus for growth (the new pink areas). I completely support this. I would add 7th Ave. NW, in Sunnyside, Between 5A St. northwest and 4th St. NW as an area of focus. This plus the new pink area on 2nd Ave. northwest would create a great connector of mixed higher density options: more diverse locals to enjoy Princess Island and the bluff. I would add the remaining block of first Ave. NW between 9th and 8th St. NW to complete the existing orange area.
- I do not support adding the area along 2nd Ave. to the moderate to large scale growth. This area is better suited for smaller scale growth to support the small residential community of Sunnyside and the school. Walkable communities need a viable local school. Housing options should support three plus bedrooms which families require.
- The growth potential along 2nd Ave. (Sunnyside) must not heavily increase traffic/effect learning experiences at the school + playground (Noise, litter, etc.). Do something at minimum with the landscaping around the 'containR' space it is completely neglected And have a proper venue for performances would be nice.

- Only develop on four lane roadways Kensington Road West of 14th St. (as proposed) fits as does memorial drive and Crowchild Trail (as proposed). Development of m-L (esp. high mass and optically dense) buildings and not supported on two lane roadways, including fifth Ave. And six apps West of 10th St. to Crowchild Trail and 2nd Ave. northwest. 19th St. and Gladstore Rd. are similar (two lane roads) and should not support high density housing that will encourage a typical (for these streets) traffic flow, congestion risk to pedestrians. Four lane roads are built for this traffic increase plus can better bear construction traffic and lane blockage from cranes etc.
- I agree with the areas of growth and development as long as it is environmentally sustainable, includes room for green space/rooftops, and is esthetically pleasing. 14th St. could really use some TLC when it comes to beautification and esthetics. It is pretty ugly right now but I am hoping that will change with new development.
- I don't like any of the areas in pink except for the Far East section of Memorial Drive, particularly if they are for large scale growth. In my answer to the last section variety brings health to our community, and I fear this would detract from that. Notably I particularly dislike the section on the South side of 5th Ave. between 10th and 14th St. I recently purchased property on the north side of this road for many specific reasons-close to the shopping district but not in it, having proper tea that doesn't look into anothers, lower noise levels, lower traffic roads, etc. I am hoping to live here for years to come and developing this section of road would take away many of the reasons I purchased here instead of another area of Hillhurst (please! 😊)
- The areas of potential additional focus areas for growth that I hope to see removed for moderate to large scale growth is a long 2nd Ave NW and 5th Ave NW/6th Ave NW from 10th St. NW to Crowchild Trail. These areas should remain small scale growth.
- We would like to see the following areas removed from the pink area: the lots on north side of alleys from 19th St.-21 St. of 1 Ave NW and from 23 St.- Crowchild of 1 Ave NW. The reason is to be consistent with proposed pink areas along 19th St. 14th St. and most of Kensington. These three blocks are the only full blocks proposed. There has to be consideration for existing home owners and the potential impact on property taxes + resale value in the pink areas.
- "1)There are currently two many ”amenities” and not enough services. I would like to see more grocery stores come on that's big come on multi department stores, smaller ones, where one store front is the the fresh fruit and veg, next the meat, then deli, then grocery, like that. 1 store, like coop or Safeway call mark can set up that model. No reason why not. This eliminates the need for driving to a grocery store.
- 2)This also applies to things like public indoor pools and fitness facilities. There is no indoor pool for those of us that need one in winter. And all the fitness facilities are private. A city run facility can be used by the schools as well as the public if it is well situated and built. Seniors residences: 4 RNs and 2 PNs per shift+ 6 care RS."
- I would remove the pink areas east of the LRT line-this has largely remained lower density but still a mix of historic homes, infills, townhomes, and apartment/condos. Building out the other pink areas west makes more sense, as it encourages street shopping (going store to store). Also with the high commercial vacancies, I would rather see full occupancy before converting new areas.
- "The areas of potential growth are logical and corridor focused.

- The grid system of roads lends itself to have concentrations of growth along transportation lines and on corners.
- I would not change The proposed lands in pink."
- I have used all the parks, riverbanks and green spaces for the past 32 years. Only Riley Park seems to plant young trees to replace and augment the old trees. The urban tree canopy needs expanding.
- Building over four stories full visibility around this structure, far enough back from roadways to half proper cycling to access major roads safely. Larger building decreases sunlight from existing residence. Priority for existing home/landowner does not happen. Developers are given free [illegible] on their buildings by city. Developers come into communities do damage to existing foundation no responsibility on there are parts. Decrease in green space, tree, plants and[illegible] Capture [illegible] Helps with CO2 emissions. creating parking spots for businesses and residents in these buildings, garbage/recycling bins space for these building [illegible]
- At present, this is a mix of demographics, i.e. families and senior, assisted living facilities in West Hillhurst. An increase in commercial development may mean increased traffic, noise, and less safe roads. I think back 30 years to 10th St. and Kensington was a chic shopping area, but is now mainly filled with fast food outlets and tattoo [illegible].
- "The orange area seemed to be unfair at 2nd Ave. NW between 21 and 22 St. I would be appalled if a building was put up >4 stories or even 4 stories.
- I would remove all pink between 19th St. -> Crowchild on 5th Ave. That is not the appropriate community for that type of growth, the streets aren't wide enough for more traffic. Remove pink from 6th Ave. as well.
- Add pink and orange to Briar Hill/Hounsefield Heights. If your goal is diverse options that does not look apparent in your predominantly R1 neighbourhood. They also have the most accessibility to LRT and school and green space."
- Why do you have the pink areas (focus areas for growth) beside busy roads? Is the thinking that low income people won't mind living in busy roads such as Memorial, Crowchild? Surely these areas will be subject to noise and air pollution? Areas around major roads should be a Greenbelt protecting residents from the roadway pollution. Entirely unacceptable to place high density dwellings there! I am not sure why the city involves itself with a local area plan when developers can propose whatever (huge high buildings, no parking) and have the city approve it. Please don't waste your time and effort on a local area plan when it is and enforceable! It is a waste of time and money. Note that Mike Terrigno is once again proposing an inappropriate development on 10A St. This has already been refused, NO MEANS NO-the city needs to enforce local area plans-otherwise they are useless.
- On the east side of 19th St. north of 2nd Ave., large scale growth doesn't make sense as there is no back alley separating tall buildings from single family homes. Large scale growth makes sense on the West side, and densification could occur through town of row houses, fourplexes on 19th St. north of 2nd Ave. east side. Also, why no densification along 16th Ave. West of 19th St.? It makes sense for large scale growth to be concentrated near the LRT and major roadway of 16th. Currently there is no large scale growth in Hounsfield Heights-Briar Hill, but it's closest to the LRT.

- I thought the city was dedicated to growing upward, not outward. So is this a rhetorical question? Of course we will see more upward growth N3, 4, or more stories.
- "please remove 5th Ave. west of 19th St. asset growth area-we don't want another Marda Loop!!
- all the traffic would impact the playground zone.
- any changes need to be coordinated with improvements to the intersection @ 5Ave. NW& Crowchild- the city spent millions on input for that project."
- Certain areas need renovations/development. There are pink-orange areas already developed or being developed. Areas adjacent to 16th Ave and Kensington Road may be changed into RC2/RC4 zonation. The reason is, there is not much investment in these areas. Change in zone may increase interest and bring investment.
- I think the pink areas along Memorial Drive should be maintained for small- scale growth. These are prime locations with city or river views and for that very reason they should not be developed but kept as a city amenity with heritage housing where that still exists. Do not crowd out the river frontage.
- Stop creating homeless people. I live in the area scheduled for growth and have had to move 3 times in last 5 years. Last time I lived in perfectly maintained 3 story building on 5th Ave which was demolished and rents were doubled. You want to turn Calgary into Vancouver or Toronto where working class people can no longer afford to live? Increasing densification to benefit passive income property owners+ speculators is not the answer, spend money on other things, not this garbage.
- there should be no pink east of 7th St. in Sunnyside. This area it's outside the TOD zone so large scale buildings here do not align with the core values. Underground parking will be a problem because this is a flood zone (+ outside TOD). Already lots of multifamily buildings in this area-some for low income.
- with all the new developments and increased population we need more green spaces for residents to grow food/more shared perennial food beds. I love the community food forest garden in and Sunnyside and would love to see more spaces used like this. Asparagus beds/plum trees/more cherries would be lovely. I would personally be willing to do the work involved given space. There is 100% interest in this from the local residents. I have been on the wait list for a sunny side garden plot since 2016, and would love to see more land across the spaces create community, provide food security and climate resilience, and attract new residents to the community.
- the city needs to adapt a responsible policy on green space, tree replacement, permeable ground that promotes real climate resilience, mitigate flood risk in a natural way, and at least maintains (if not increases) the urban canopy.
- the West side of 18 A St. between 3rd Ave. and 6th Ave. Is not appropriate for this style of growth this street currently has low density housing, a narrow street and no alleys.
- Why not outlaw plastic lawns that are popping up in Hillhurst and Sunnyside recently. People worry about our impact on the planet and yet the use of plastic lawns is picking up? Seems odd. Wonder how many microplastics are getting flushed into the Bow every time it rains.
- In 2015, the application to develop a tower at 201 10th St. NW, was rejected at each of the City Planning Dept., C.P.C. and City Council levels. In each discussion, Norfolk Lane's safety, heavy use, dimensions, logistical problems, blind corners and its other issues were one of the major reasons for the rejections.

Yet the applicant proposes an even less acceptable concept, without viable ideas for moving additional cars in the lane or exit on 10 St.

- … To quote an officer of the applicant, in file no.: CPC 2022-0701, who refused to build an exit from his residence onto Norfolk Lane because it's too dangerous, saying in the application: "… there are safety reasons given the narrow, and very busy, lane way… and the home has been hit a number of times by large vehicles… "
- If Norfolk Lane is too unsafe and busy for TI's officers and families to exit onto it from their Norfolk Lane residence, it is certainly too unsafe and busy for TI's huge condo tower.
- With Crowchild Trail being developed with bridges at Kensington Road and 5TH Ave, how are the proposed mixed commercial/residential buildings going to have road access to the commercial building. If I understand the proposed development of Crowchild Trail (similar to Glenmore Trail at Elbow Drive and McLeod Trail)....there are no road access points. Needless to say, that will add more traffic to the roads in the district.
- 23RD Ave is busy now, with traffic, people walking, it is a bus route and a snow route.
- With what is proposed for bridges at both 5th Ave and Kensington Road bridges, if there is an accident on Crowchild Trail between Kensington Road and 5TH Ave, traffic will go through on 23RD Ave. It happens everytime there is an accident on Crowchild Trail. I'm assuming the City will install traffic calming measures.
- The north side of 6 Ave seems a poor candidate for redevelopment. Existing housing stock along this street is very good quality. Consider instead areas with the character will be less negatively impacted. Also, where does density already exist? Move away from there.
- Kensington Road toward Parkdale---big opportunity for redevelpment and main floor commercial. Let's make this a more pleasant place to be.
- I like it
- I am trying to sort out the pink / orange and how they were detemreind. I presume it is in part having a balnced street wall on both sides of a high street. I would remove the eastern half of 18A Street between 1st Ave and 2nd Ave that is currently colored pink. Increased scale for these parcels would create an unbalanced street wall on 18A Street
- Like Dairy LAneway the 100-200 block of 18A is a quickly of the community that adds to its character in its present form. It's one of the few cul-de-sacs in the area and has limited traffic volumes which heighten its appeal to pedestrian traffic. The paved surface of cul-de-sac serves as an informal community gathering spot, be it for street hockey kids and a social area for General deLAlaane Lodge residents.
- 10 Street increased height and density makes sense. I do not support encroaching such buildings into the core of Sunnyside along 2nd Ave NW. You proposed four storeys next to a school yet we know they will be too small for families with children.

Question 3: What opportunities and challenges exist when thinking of welcoming a variety of small-scale homes into the Plan area?

- "Allowing for small-scale homes makes sense, as long as we ensure there is enough parking and that we find an efficient way to deal with residential garbage:

- -Currently, the row houses each have individual bins and a very small space to store them, which means they are never taken out as it is too difficult for residents. This leads to bins overflowing, and mice and birds getting into the trash, which makes for unsanitary conditions in the alleys
- -We noticed a huge impact to parking on our street from 2 rowhouses. There are 8 units and only 4 assigned parking spaces.
- I would personally prefer multi-use buildings, I truly believe the community benefits more from these as we allow for businesses and restaurants, we ensure garbage is managed in a sanitary and efficient way, and there are enough parking spaces for residents."
- These housing types are fine. Main challenge, as shown in the photos you have used for illustration, is the loss of trees and lack of space for trees after construction. City needs to invest heavily in street trees and widened boulevards along with narrowed roads to accomodate vegetation.
- Parking and vehicle flow; reasonable remaining green space around the development to reflect and maintain existing community feel (green feel, canopy, etc); affordability
- Further to my comment to topic 2, these small-scale homes are better suited for 19th Street north of 2nd Avenue which meets the need for diversification of housing options. There are already a number of medium to large scale approved developments in the immediate vicinity (Frontier at the Legion site on Kensington Road, 19+2, condo at 19th St & Kensington Road).
- I have never lived in a single detached home, so I can't speak from experience. But I would say that one of the challenges would be building a large house beside a much smaller, older home. It can cast shade on the smaller home and block views. Another factor that I think is not often considered, is how it looks from the street and how it fits in with the other houses in the community. A development that looks bad can degrade the appearance of the larger community, I feel.
- Parking is a major issue; how do you go from a single dwelling to a multi dwelling and expect to have enough parking spaces. They should be forced to create underground parking as there is not enough space on the streets especially in the winter.
- The preservation of single detached homes is not receiving enough consideration in the Riley LAP process. The single detached home is a housing choice that should be available to City of Calgary residents. There are only so many of these communities available within close proximity to downtown. By preserving this housing choice in our community, people have the option to live in a detracted home while still limiting their carbon footprint by not needing to drive long distances to gain access to this housing choice. A focus only on larger scale developments within the Riley communities is reducing housing choices, not increasing them. Focus moderate and larger developments along Kensington Rd, not within areas of the communities that don’t have the ability to properly absorb build forms of this nature. Having moderate and large scale developments in areas not suitable for them reduces the quality of life for all.
- While some small-scale growth may be appropriate, we need more specifics. Too many types are grouped together. If the intent is to build Rowhouses, the Planners should be specific. How are we supposed to support redevelopment when the specifics are not clear. No - I don't want Rowhouses. 60% lot coverage and three stories is a significant change. When you look over the community now, you see trees. How will this character be maintained? Also, there is no mention of the logistical impacts -> parking or traffic flow issues. Some more specific details are needed. We can't just trust future Planners to interpret this type of document the way we think they

should. Instead, we need specifics and details. Otherwise, the precedent changes slowly over time, and pretty soon the Planners get exactly what they really wanted but were not willing to say. The rest of us just wonder what happened to the neighborhood.

- Stop allowing triplexes/Fourplexes or row houses from being built. These are ugly and take away from the character of the community. They do not have any green space, They do not have trees or grass.The Garages that accompany them are non functional. Too small to have even one car in them. Often the residence have two cars which eats up on available street parking. The The community doe not have a shortage of residences. You are removing character war homes and small single homes that have green space and maintain a community feel. These row houses and fouplexes great density bat the loss of community feel where people know there neighbours. You are reducing green space which will contribute to an increase in pollution. The row houses/tri-four plexus are too high. Keep the RC1 homes. Duplexes or semi detached homes are great Keep them and stop with the permits on the others.
- Allow basement suites in all small-scale forms in this plan (housing crisis). And do away with parking minimums, or set up the policy to support doing that/parking relaxations.
- Small scale homes as shown are generally ok in the plan area. Should ensure trees planted on blvds and to shade alleys.
- Preserve heritage, maintain or increase, amenities, do not overwhelm with densification
- I have no problem with small-scale growth so long as we maintain local context and do not destroy what makes these heritage neighbourhoods special. That means good design, reasonable setbacks, variety, and not building edge-to-edge. These should be enforced as requirements rather than the "guidelines" or mere "suggestions" provided in the current ARP.
- Small scale growth all over these neighbourhoods are ideal. These are the most likely housing options for families to choose. These families will help support the local schools for years to come and add to the sense of community already here. These also add some gentle density increases without being disruptive to the community like large condo buildings can be. Two challenges with this (or any development) is making sure public spaces are enhanced for new community members and ensuring traffic flows smoothly but calmly. As part of these developments I would like to see funding for additional greenspace, trees for street boulevards, and support for active modes of transportation (walking/cycling) better removed from car traffic. Kensington road for instance is a great candidate for density increases but it feels unsafe to walk along currently because of the wide roads with high traffic speeds and narrow sidewalks
- I do not support changing the zoning for Briar Hill. Extensive development has already occurred and changing the zoning now would not be appropriate. The existing ARP includes consideration for sunlight, views, and privacy which has been supported time and time again by the SDAB and this fails to take this into account which would be a big step backwards. You need to ensure the community has distinct areas with "character" so they all don't look alike. This is one of the few areas left with 50 foot lots.
- I welcome a variety o small scale homes. OUr areas is a good area for this type of home. However the challenge is height I don't agree with them being very tall and imposing on neighbours. THe challenges are keeping the right balance. As the

concern at the moment their is limited supply for larger houses as families grow and want more space

- I agree with all of the benefits listed above. I like the idea of diversifying the community. I don't deny that parking, petty crime, and making conversation at the dog park may require greater creativity, but I think we can and should be up to the challenge.
- There is an undesirable trend where existing 2-story single detached homes or multi-residential buildings are being replaced by 3-story single detached homes (a trend of reverse density). These homes are driving up the costs of housing in the area and reducing housing options. More should be done to disincentivize or restrict developments that reduce density on existing lots. That said, 3-story town homes or duplexes would be welcome as they support greater density and improve housing affordability over large 3-story single-detached homes.
- I wonder if it’s useful to talk about affordability in the context of density. When we lived in Parkdale/West Hillhurst, I saw so many smaller, single homes being bought up by developers and replaced with two duplexes being listed for well over a million dollars. Can we create a plan for increased density that considers affordability, not just opportunities for developers to make more money from more buildings on a single lot?
- Small scale growth should be avoided because smaller houses being replaced with houses that have a larger footprint reduces landscape connectivity and can destroy the potential that backyards have to maintain urban ecosystems. Large scale housing density should be prioritized over expensive and footprint intensive duplexes/quadplexes etc.
- A wider variety of triplexes and fourplexes, built to support diverse socio-economic members, will allow more couples, families, and individuals to live in our community.
- I strongly support small-scale growth (up to 3-storeys) EVERYWHERE in the community. I'd like to improve housing choice and increase density through basement suites, laneway/garage suites, rowhouses, triplexes, and fourplexes everywhere in the community. i.e. I'd like to see broad density, in the form of "missing middle" housing everywhere. I do not want density achieved through height, and I strongly oppose allowing developments over 4-storeys anywhere in the community.
- I'm all for small-scale growth and a variety in types but design them better with room for light where possible. Think about the people living in fourplexes and design them as noise-free and light filled with sunny green spaces. Keep mental health in mind when approving building plans. Introduce better colours. Calgary is grey and brown most of the year - don't paint the houses grey and brown...think happy colours...
- A wider variety of triplexes and fourplexes, built to support diverse socio-economic members, will allow more couples, families, and individuals to live in our community.
- I’m okay with this as long as existing residential heights and building coverage on a lot are respected.
- There needs to be more granularity than provided in Neighbourhood Local. Have some areas of fully mixed use is great but encouraging everywhere to go to mixed use will homogenize our city and significantly threaten the very character of what makes our communities unique. There needs to be additional granularity that will allow pockets of single use house types to persist within areas of our neighbour hoods (ie copses of single family as is found in Briar Hill, copses of semi-detached as found in West Hillhurst, copses of similar higher intensity row houses/triplexes/fourplexes as found in Sunnyside)

- Presumably - this topic is about increasing triplexes/fourplexes and rowhouses. I go back to my comment in topic 1 about achieving sensitive transitions. As part of this process - we should define in the this LAP definitive terms as to what this means. I would focus on defining aspects such as setback from adjacent homes, sightlines, overlook, onsite parking sufficiency, and shadowing.
- Existing R-C1 (single family) homes should be maintained in the HHBH area.
- My vote is for small scale growth, in keeping (mainly) with the present, alluring vibe. The challenge is always this: where do people park? This region already has a blend of people of various ages along with stages of life, etc. I personally feel safer going on a nightly walk (which I do) surrounded by residential homes vs. tall, large, looming and impersonal buildings. And as I age, and hopefully, stay in the same relatively safe and calm area yet with access to bakery, restaurants, coffee shops, grocery store, gym, open nature walking spaces, boutique stores, bike paths, and a residential landscape of varying types of homes and tended gardens. Please walk around these areas, in both day and night and notice what makes these areas so incredibly special. :)
- There should be RCG available to be built on every lot in the entire city.
- These would be appropriate ways to increase grown in all the designated locations. This would increase the value of hillhurst/sunnyside area while respecting the individuals who currently reside here. Kensington area is not downtown. There is no need for increase in growth to assist in downtown travel. People live here for the quaintness and east access to the city. However this east access is not required anymore as individuals work from home now. Downtown is not as huge of a hub anymore. Large scale buildings larger that 4 stories are not necessary and would not fit the town. These small scale growth ideas are much more appropriate for the area. The answer to avoiding urban sprawl is not downtown sprawl.
- "There are plenty of ""small-scale"" homes in three of the four communities in the Riley LAP. Taken as a whole, the Riley LAP area is diverse in housing choices. Why should each community have to fit the City's blueprint? If you want to live in a duplex/fourplex/condo/apartment, the majority of the Riley LAP area will accommodate you. If you wish to have a single family home on a decent sized lot, with room for children, pets, a garage, a garden, room to park, room for your three mandated city bins, then you can choose to live in HH/BH. How is that discriminating against anyone? In fact, by pushing for higher density in HH/BH, the City is effectively discriminating against those who want to live in a less dense area.
- One only has to look at some of the developments that have been approved in the inner city to see the problems that develop. Inadequate parking, no room for bins, etc. Most people are going to continue to rely on their automobiles, not transit. I rode transit to work downtown for decades and finally gave up on it. The low-life population that pollutes the train stations, drug use on the trains, violence - how is that going to be improved with higher density? If people are forced to buy electric cars, which is what our federal government is intending, then how are people going to charge these cars when they can't get parking in front of their multi-plex and don't have a garage?
- Leave the zoning as it is in the four communities, other than areas that may be suitable for moderate to large scale growth."
- I see mainly opportunities in providing a variety of small scale homes in the plan area. Having a variety of types of housing supports a variety of people, family types and incomes which is good for a community.
- You are endangering our biggest investment, our homes, by adding anything other than RC1 zoning to Briar Hill. Thsi is why everybody buys homes in this community. I do not see any opportunities and a huge downside, losing home values.

- Everyone should be able to add more units by-right to every lot. Even if Calgary's population was stagnant, declining household sizes mean we'll need more houses (100 people in families of 4 need 25 houses; 100 people in families of 2 need 50 houses). People shouldn't need to hire a consultant to build a fourplex or rowhouse. Please make some level of change easy so City planners have time to deal with big applications that require genuine review and update Local Area Plans/Area Redevelopment Plans more often than once in a generation.
- I think this can create a dynamic neighborhood, but it also runs the risk of losing the history and character of the current neighborhood. There is also the risk of 3 story homes creating shadows and visually overtaking the smaller homes in the neighborhood. When it comes to rowhouses and triplexes, the increase in density needs to be balanced with traffic management, congestion, parking issues/availability, and safety.
- Hopefully this small scale growth is allowed on every parcel and not just on corners. It's very low density and appropriate everywhere
- Scope creep is a concern. Residences identified as "small-scale growth" should not be allowed to exceed the current lot coverage limitations of existing homes. There is no justification for doing so, we need the green space.
- I agree with all of the above, but small-scale homes make the up the majority of the area already (and indeed the majority of the city). I think the focus should remain on the missing middle and providing options other than small-scale growth.
- Affordability. Who will be able to move into these new homes? I'm getting priced out of my neighborhood, how can we keep our communities affordable?
- "No concerns on small scale densification. I live in Hillhurst (kensington) on 10A Street. We have a small condo 2 storey, heritage homes, new builds 3 storey and larger condos on each end of the block. The mix makes for a more vibrant community.
- However, we need strong guidelines that are actually enforced. Applications for 4 storeys for small scale homes is too high. Setbacks and community context is extremely important. Support from the city (tax benefits) for maintaining older homes (>1950) should be standard. There should be incentives to keep developers building different looking home or incentives for individuals vs developers to buy."
- Rowhouses, Triplexes and Fourplexes in the city tend to lack character due to all units having a front door facing the street, even though that may not be requirement. Providing incentives or easier approvals when a multi-unit home meets heritage guidelines would help keep the character of the Riley communities while allowing more density throughout primarily single detached residence neighborhoods in the area.
- Three-storey apartment buildings should be added as an allowed type of "Small-scale home". This building type could be allowed along 2, 5, and 6 Avenues in Sunnyside and Hillhurst. This is because it would be less intrusive than 4 or more storeys, and may be more acceptable to neighbouring residents of SFDs.
- I am very supportive of allowing, on a blanket basis, the equivalent of four units on every 50-foot lot. Right now, we seem to only allow this on the busier and hence less desirable streets. I would then also support slightly higher density on the slightly busier streets. I think allowing this sort of density will keep our neighbourhoods more human-scale, as compared to allowing very tall buildings (e.g. 8 stories) on busier streets/big lots. It will lead to more vibrant and diverse neighbourhoods, while still keeping a very livable scale. And as for parking, I think the concern is hugely overblown and people will just learn to adapt (heaven forbid you can't always park directly in front of your house like in so many cities).

- The opportunities when allowing more dense varieties of homes are for increased transit ridership (especially near LRT stations) and improved economics for local, neighborhood businesses. Additionally higher density will allow for increased use of the emerging 5A network.
- A challenge is overcoming people's unfounded fear that the character of the neighbourhood will be changed by adding denser housing types. I believe the City needs to push back on these restrictive philosophies to meet their duties of economic, social and environmental sustainability.
- "A huge issue for development of Rowhouses, Triplexes and Fourplexes is parking. Another is that a lot of people will not own these homes, but rent instead. Therefore these people tend to not look after their properties, park in front of others homes and driveways, and traffic is worse.
- There are other areas of the city where people can rent instead of a wealthier area of the city so that we have to change what we love about our communities in order to make the minority of people happy."
- Hopefully these kinds of small scale homes can be built on every lot in the plan
- I think there is a wide variety of small-scale homes in the older areas of the site. The newer areas are mostly post-war auto-oriented bungalows that have little character or heritage value. Ripe for redevelopment!
- Curb appeal of units is a challenge- do not want more than one housing group with an identical look. Don’t want a block of vinyl sided houses. We do need more family accessible and appropriate properties in the area. Parking is main concern- at least duplexes and single have their own garage. There should be a cap of ~3 units in a row house.
- "The wording that ""single detached homes will always be a choice"" is a bit strong for my liking, the future is very unpredictable and single detached homes are not the future for sustainability nor welcoming climate migrants. I think challenges in welcoming specifically single detached homes is something of the past and is no longer feasible, they take up a lot of space, in addition family sizes are decreasing and so 1 family realistically does not need to take up that much space. Once again, affordability is a key message in and around this area. My dream is to own in this area as I love the area, the parks the neighbourhood, and I have a white collar job, however it is still very unattainable for me to own a place here. Even the condos that were just built in front of riley park were going for $500k. I welcome the other builds other than single detached homes.
-
- Challenges I do see is parking and car inventory - I think though if we can have riley park really being a commuter friendly area, people in the area may try and cut down their car usage as the neighbourhood provides all the needs for individuals."
- The opportunities are numerous. We live in highly serviced communities with schools, parks, public transit, shopping and long term care facilities. There is literally something for every stage of life. The challenges are a prevailing attitude of entitlement and NIMBYism. It is time to quiet those noisy voices and think of the greater benefits to having diverse, vibrant and thriving communities that are accessible to more people.
- i think these look great in the community and blend in way better than buildings 4 storeys.
- "Opportunities: small single storey houses with yards are extremely attractive, charming, affordable for young families.
- Challenge: developers use cheap materials that don’t stand the test of time. Small scale homes in this area should be built with brick, sandstone, real wood shingles and

other substantive natural materials. Otherwise our neighbourhoods are becoming like the cheap monotonous Hardy Board and Stucco suburbia that we all despise!!!"

- We are in a climate emergency and a housing crisis. Our residential infrastructure needs upgrades. I would like to see a Density Minimizing Fee on any new builds that contain less then 3 units per 25' of frontage. You could still build a McMansion but you would have contributed a hefty fee towards your local roads, sewer, parks and community recreation infrastructure.
- The opportunity is that we can increase density while maintaining a smaller scale ambiance. I would in general be in favour of this throughout the LAP area. As we have experienced in Hillhurst/Sunnyside, necessary densification can be successfully accommodated with some careful planning.
- Small scale growth like triplexes and fourplexes should be allowed on every lot in the city as a bare minimum
- Density and capacity to age in place seem to be in conflict in the duplexes and row houses I've seen. I wish there were more form factors that allowed for single floor living in a semidetached form. It feels like so many single floor dwellings are being demolished in favour of 3 story buildings with no first floor bedroom or full bathroom. How can increased density be encouraged to be more age friendly?
- "City favours developers over existing residence. Concerns for sunlight,water drainage and parking are not addressed for a three storey or moderate to large scale new build. City has increased the percentage of land a building can take up on a lot. Again decreasing the trees,plants and grass that helps with run off and CO2 omissions.
- The plan for diversity in population does not seem to accommodate seniors that require ranch homes not 3 store town houses."
- This plan should allow for higher height. Pro-formas for new development are unlikely to see value of small-scale three-story apartment buildings especially with parking requirements being what they are. I would allow significantly more height and eliminate parking minimums for residential uses in the entire Riley community. This would provide more potential for the population of Riley to grow for housing costs to drop and for a truly diverse community to be welcomed.
- There should be a bylaw amendment to allow rowhouses to be freehold properties rather than strata corps. My understanding is that only duplexes are allowed to be freehold with a party wall agreement, this should be expanded to rowhouses to make this market segment more desirable for the many people who do not want to be part of a small condo corporation.
- I am a homeowner in briar hill and I want zoning to remain as only RC1. I do not want to see semi detached, row houses, or triplexes/fourplexes. I prefer the RC1 zoning in this area since I like the character of the current neighborhood being single family homes only.
- Love that Briar Hill / Houndsfield Heights is exclusively zoned for mansions. Great job everyone.
- Triplexes and fourplexes should be the minimum amount of zoning allowed on all lots.
- we need to look at appropriate options and include parking considerations - I support more of this near the transit stations (eg on 13 Ave NW east of 19th st nw)
- Developers are evil and most be stopped! They will never bother with small houses.
- I'm really concerned about the ability of residents to age-in-place. I think densification is likely necessary, but it needs to be done in such a way that we still have affordable, single-story dwellings (whether separate or attached) where older residents would not have to navigate stairs. When we were looking at houses, we saw so many duplexes

and row houses, all with a LOT of stairs. it was really hard to find a place that was a single story.

- I think it is extremely important to balance small-scale growth with large-scale growth in a community. It allows for a diverse demographic and this in turn creates a stronger, more inclusive, and more interesting community. My concern, however, is how your define small-scale growth. A three-story home may be 'smaller' than a condo unit, but it is still a large home, and caters primarily to a wealthier demographic. Alongside other types of development, Riley needs to encourage 'actual' small-scale growth, meaning smaller, modest, and affordable homes for lower income families. With the rate of three-story infills and houses being built in this area, we are losing almost all our bungalows and smaller two-story character homes. It is important that we either maintain these types of existing homes, or create more of them in the redevelopment plan. Small-scale growth must consider all types of people and incomes, and ensure that if older homes are being torn down, the newer homes that replace them are affordable to everyone.
- I like to have a variety of housing options so that we have a good representation of all types of incomes and people in our hood. One challenge would be how do we preserve the historical look of some houses/streets while allowing new builds? I like the idea of having historical guidelines for new home builds for certain streets - not all of Sunnyside/Hillhurst.
- The challenge will be that parcels will be consolidated by developers and row housing will be the common form in our community. Bungalows in HIllhurst/Sunnyside will cease to exist nor will heritage homes.
- Affordability and accessibility. I live in a 70s condo and the incoming condo lifting of age restriction is concerning as there is no place for an elevator to go +55 for our homes, our plumbing, soundproofing, and parking does not permit more than 2 people to live in our building due to one bedroom without causing disrupting the quality of life or neighbors. It is also illegal to have a child in a 1 bedroom of the opposite sex. The condo rules don't make a lot of sense making it a blanket provincial policy; we need to grandfather existing condos under the 2017 well-intentioned act or many people will be displaced. Not sure why we are already densifying an already dense community and would like our City to strike a balance not just on busy corridors, building codes to density need to other streets and neighborhoods, we need to stop ghettoizing people and enforce every new build 5% if affordable and geared to 30% (not 40% mixed use) of a person's income.
- As long as the homes fit within these outlined regulations I am more than happy to have a diversity of all types of homes in out area
- Overall small-scale homes need to be more thoughtfully designed to meet the needs of inhabitants. For example, for those with mobility issues - at certain percentage of homes should have elevators (think wheelchairs, baby strollers, health challenges such as arthritic knees and legs) . As well the outside sidewalks and businesses need to be accessible. This also means, that heightened attention needs to be made to ensuring crosswalks and intersections do not have snow drifts blocking access. Pull in spaces for wheelchair friendly transit in front of buildings and other mobility friendly options should be considered.
- Allowing a developer to build housing that fills the entire lot destroying light and neighbour lay interaction is not ok. Be clear as to what you are proposing!
- Opportunities - more variety and diversity of neighbours. You'll have more people from different walks of life and life stages. More people - more support of local business, more pedestrians, etc. Challenges - I suppose this might welcome more lower income

individuals, along with that will there be higher crime levels? Will residents worry about their property values declining at all? Will people want subsidized housing in their neighbourhood? I think more education on this topic would be helpful. Overall, I'm not against small scale growth, but there should be more information on this topic made available, such as the research findings of why this is beneficial for everyone.

- Small-scale homes are different in the intensity and potential of land so difficult to compare single-detached homes to fourplexes and consider as one category. Rowhousing and fourplexes change the fabric of a community. The impacts to character of communities and diluting effects of spot-zoning throughout communities rather than focusing on growth areas should be considered in land use redesignation and the appropriateness of the rowhouse and triplex/fourplex form in communities. Density should be strategically focused in growth areas and located near amenities and infrastructure to support additional people and in turn additional patronage and use of existing investment in amenities/infrastructure.
- I am in favour of seeing more "missing middle" development, specifically in the form of row housing, that would make it more affordable for families to move into the Riley Park neighbourhoods. This could be an alternate form of density approved along corridors like 5th Avenue, instead of contiguous blocks of 6-story condos and apartment buildings.
- Rowhouses, triplexes, and fourplexes, are nearly indistinguishable from single-detached homes and are easy wins for addressing housing affordability and supporting community growth. Those housing types should be encouraged across all of Riley Park where higher density isn't already planned. Riley Park is transit and amenity rich and can support new development without residential parking. Let people without cars buy homes without having to pay for the cost of a residential parking stall.
- This type of growth should be available all over the entire city. Townhouses/rowhouses are low density and don't destroy community character.
- Cost of entry will continue to be an issue to turn over existing information nvme Tory. Supplemental income for families or accommodations multi generational families can be helped by streamlining development of Laneway houses and/or basement suites.
- Allow row houses everywhere especially in this area!
- "Replacing a single-detached home with a larger single-detached home does not serve the community well. We should be working at increased density in all new development.
- There are too many examples in our communities where people build new, expensive single family homes in place of older, smaller homes. Instead, encourage thoughtful re-development that will enhance the quality of the community. That means more people and more diversity."
- "This all sounds great in principle, but the types of ""small scale homes"" that are financially viable to build are not the type of small scale home that builds character or community. Currently it is cost prohibitive for a developer or homeowner to build something small, and even rowhomes and fourplexes are over a million for a new construction. Most new ""small scale"" homes are evicting the long term, lower income residence that make these communities what they are.
- I appreciate adding density through garage suites and other creative build forms, as they maintain the built character and human character of our communities."
- Parking. Currently parking is very limited, so increased density can lead to more issues when there is not adequate parking built (garages)

- I believe we need more appropriate housing for seniors and retirees to support aging in place. Most new builds consist of two floors or more with stairs, which is not well suited to aging community members.
- These low density housing types should be built anywhere a R-C1 home can be built and should be our minimum housing code. There is nothing wrong with these types of homes being in the same community. R-C1 only neighbourhoods should be banned.
- This type of housing should be available in every zone in the city similarly how RC1 is the base, a low form zone should be the base
- This should be a combined land use not split up into RC1, RC2 or rowhouses, it is an incredibly low form land use that should be available everywhere and not just in certain corridors. Especially around the train station in Briar Hill, where we should be directing growth towards.
- "I welcome small scale growth.
- If you are going to increase small scale growth, please improve the ability of residents to move through the community safely (one of the core values). Such as: improved crosswalks that are more visible and have better lighting. Anything to slow down vehicular traffic. I was almost hit this week when walking by someone driving aggressively through our neighbourhood. And this is not an isolated incident. We are close to some major traffic arteries and a small percentage of people forget to drive more cautiously when in our community."
- "All 4 options (Single detatched, semi detached, rowhouse, and fourplex) should be allowed by right everywhere in this plan.
- However the Single Detached is even more misleading given that the the one and to a lesser extent the two story houses are not being made anymore."
- Opportunities: adding heterogeneity to our community. Challenges: limits of existing infrastructure for denser population (eg, Water, sewer, roads, parking) without great cost to existing home owners, zoning so that high density buildings aren't plunked down in the middle of smaller homes, destroying the character/ uniqueness of a neighbourhood.
- Hillhurst has welcomed more than a dozen condos recently. Low to mid rise, attractive condos, and multi floor buildings that respect and adhere to the ARP are not the problem. Tower developments that have no outlet to a main street will cause the swift deterioration of the values that currently exist, values that this booklet does not respect. You talk about diversity of homes, parroting Jane Jacob's still-relevant examples, and yet you have systematically allowed the destruction of most of the affordable housing. As well, this so-called “public consultation” is completely inadequate. The booklet is misleading, and the questions asked are designed to get approval of what’s in the misleading booklet. You are going through the motions so you can say you consulted. You haven’t. This one page on your tightly controlled three topics is not community engagement. Compare it to the ARP process that had ~ 30 sessions and achieved community and business consensus.
- I am strongly opposed to triplex, fourplex or sometimes up to 10 plex homes in my community of Hounsfield Heights/Briar Hill. I am also opposed to any of these that are more than 2 stories. These types of homes do not meet the values of this community. They are built without considering parking, garbage pickup, traffic or drainage. Any residential building over 2 stories reduces privacy of residents. I am willing to accept subdividing 50 ft lots into 2 stand alone single family homes or having a semi detached home but anything more than that is NOT a good fit for this community.
- "The new builds all will use current plumbing connections to the street. This is not necessarily built to handle the demand> I see that water lines have been replaced on

many streets which meets the updated demand but your plans look like you will double or triple demand again.

- This district has very rocky soil and is close to the river water level. The pipes that are installed are usually not very angled because there is so little room to work with. But that very lack of angling prevents easy drainage and most houses have had problems with sewer back up and frequent needs for the city to clear the line in the street. I am not sure if increasing density will not just make this worse.
- When you build multifunction homes this sounds very flexible for demand. I like the idea of nanny suites and suites for extended family. However if you have a lot of rental accommodation,being so close to SAIT and the U of C and the Foothills Hospital you will be attractinng many many students to this area on a short term basis> That is not itself a bad thing but students tend to bring more noise, more parties to a district and less concern for maintenance of property since they have no term commitment to the housing there. This means that your plan is also going to change the character of the neighborhood in ways that may be positive for diversity but that may require closer monitoring by police to ensure safety.
- The buildings proposed also will cut down trees and reduce green space even more. The district was historically a country village flavor and when trees and bushes were planted that was with a view to making this a cozy little area. As you build you would be wise to ensure trees are not cut down much, that replanting is required, that this does not become an urban and concrete ghetto for that would lose the very nature early settlers cherished."
- I'm totally fine with small-scale homes in our area as long as they go no higher than the current height restrictions in the neighborhood. We have had height restrictions in place in Kensington for some time now and this has enabled a livable residential community to be built. To relax height restrictions in this area, when higher buildings are going up all around us does not create the sort of relaxed, livable space that people value.
- Some of the challenges with welcoming a variety of small-scale homes into the plan area surround existing structures and residents. Currently developers need to apply for these different types of land use and rezoning options and community residents can use their voices to discuss how they feel about the individual development in their area, next door, etc. Not all of the different small-scale homes will work where land is available due to the proposed aesthetic, height in relation to existing homes, etc. I still believe that residents/citizens should have the opportunity to voice their opinion on an individual basis for any small-scale home proposal in the area.
- Challenges: Potential for suburban style, cookie cutter, buildings that lack character that would diminish the area's unique assets and histories; as per the new draft of the Vision. Opportunities: Focus on Row and Triplexes/Fourplexes to maximize lot usage and support the Core Values of House Choice and Aligning Improvements to Growth.
- What makes this area unique is the variety of homes instead of cookie cutter wall to wall homes. This leads to too much density which is the issue that can be seen in Marda Loop where ther is terrible traffic. There needs to be a percentage of each type of housing with triplex or four plex only happening every other block.
- Please use, as much as possible, native plants and pollinator-friendly areas.
- There are several abandoned buildings at the north end of Gladstone Road that can be used for small-scale housing.
- All types of low-scale housing should be permitted throughout the communities. Yes, including Hounsfield Heights/Briar Hill. Preserving exclusionary/classist segregation through land use by permitting a single detached policy area here would be deeply

inequitable and based solely on political pressure, not proper planning principles. There should also be areas where low-scale is not allowed because greater intensification is required via density and height minimums.

- No-one has any issues with these sorts of Small-scale growth homes going into any part of the Riley area to increase density and support growth. 19th is a classic example - row homes along the street would significantly increase density yet not overload current infrastructure - drains\roads\sewer etc - and still leave the Community with it's current vibe.
- Mailed In
- Small is beautiful. We need small homes for seniors, preferably single level (no stairs). Also for people with mobility challenges. The challenge is that property values are so high that building upward is the most economical option. courtyards developments have appeal, so your home opens into a natural area. Natural spaces are important for mental health and while being and for climate health.
- I am in favor of small scale homes, and welcome a mix of all the housing types illustrated on page 14 and 15 in fact I think the three story houses are a bit big although I appreciate that families want the space. We need more small houses and bungalows, in my opinion, so that younger and older people can live in the area. Thank you! (Resident of 11a St. who hopes to stay in this area forever!)
- Again, I have no issue with development, but I am concerned by the loss of green space + trees to allow for development. Limited footprint, demand more trees.
- I am concerned about the change in ‘personality’ of the neighbourhood due to the highly modern and contemporary style of houses that are so frequently built when older homes are torn down. While I love the choice to maintain and increase diverse housing options, one of the reason living in this older communities is because of the character and charm of older homes in balance with newer builds.
- Our streets are special because the trees. Ensure the plan focuses on preserving trees while growing. Let's turn the parking lot east of the curling club in two a tiny home village for. Row housing on all corner lots makes sense here. Like most people, I don't want more traffic. Ensure new builds have no parking minimums so we can attract new residents who choose to live [illegible].
- Continuing with small-scale growth would be OK for Sunnyside, although it is hard to find land available around.
- The cast to live in Calgary is extremely high compared to Edmonton and other communities. Taxes, groceries and home pricing are high compared to average income.
- Opportunities include less traffic and congestion. Challenges include not enough schools for families.
- Opportunity for auxiliary unit development to be built on same lot as homes.
- hallenges include: parking- currently not enough street parking on some roads. Crime- significant increase in car and home B&E. Maintaining land and streetscapes: new development Rex current all three and streetscapes. People move to this community for the older mature feel. Question: could f funds ($) have been saved for having this as an online form?
- As planners and architects become more diverse adventurous, the type of small scale homes are unlimited. I was quite taken with the idea of basement suites under townhouses (2 storey) doubling the occupancy with limited parking (on a corner lot). Grant granted, the hope everyone will walk or bus or train to work is the ideal but our climate is still more comfortable when a vehicle is near your home even condos now are charging for parking stall which surprises me. Nevertheless, I love the idea of

secondary suites and backyard suites! Perhaps with this local area plan, it will be easier to get permits, inspectors and home renovation companies. It has been a pleasure to see this good work and booklet thank you for asking for more input.

- Yes to density yes to transit oriented development. Yes to a blend of housing options, including low income. Need diversity of incomes, experience, backgrounds, age and abilities to build a vibrant community. Thanks for asking for input! It's much appreciated!
- Honestly? I think NIMBYs exercising too much control over house format is a significant issue. I'd like to see a variety of zoning by lows relaxed or repealed- things like maximum coverage and setback requirements especially. I am found of mixed-use warehouses flush to the sidewalk with courtyard backyards.
- As long as the new build is contextually sensitive there should be no issues. Living in this community you are very used to construction noise, road closures-it's not a problem.
- I think with small scale development you preserve the character of the neighborhood. I think maybe there needs to be some reform around limit limiting people from buying multiple properties to rent out I would love the opportunity to buy the rental I am in but instead it's one of many properties owned by my landlord I don't think it's fair that our choice of housing is so limited (we are trying to buy our first house), because of this type of scarcity combined with the fact that developers seem to only build houses > $600,000.
- Calgary's favorite past time NIMBYISM!
- Using land to develop small scale homes for many people is a great benefit to the area. I think because of the area and [illegible] keeping costs affordable to have people of all different backgrounds could it be a challenge
- Challenges are associated with the size of the alley homes. Some new homes are very large without really adding to and improved density. These large homes are now being built with large alley homes the alley homes are in some cases larger than existing neighboring homes.
- Parking is already an issue in residential (some) areas such as between 10A and 14th St. for residents… so I see parking as a challenge.
- Challenges: losing areas unique/charming quality; too much/increased congestion in area; not enough community/community-building resources to keep up; not enough businesses for population growth it's already not easy to get seats at cafes. Opportunities: increase focus on physical health with parks/community-building, communal garden, increase number of businesses in area first (not big corporations though).
- I think that we should not worry about and formality and instead encourage variety in housing styles. Designers/architecture planners may hate this, but how else will we foster diversity in housing needs?
- Opportunity to introduce small scale development on 5th and 6th Ave. and 19th St. North of 3rd Ave. Young families are looking for small scale development homes close to schools, parks and recreational facilities and these streets are perfect for kids to walk to school and have friends and recreational opportunities close to home. Crowchild intersection at 5th Ave. could be closed/restricted two right hand turns on/off only which would further improve community safety as well as improve traffic flow on Crowchild with the elimination of the traffic light
- Small scale growth inside/outside of the main streets three floor maximum height! Not four floors. All other restrictions are OK.

- Many opportunities exist with variety. The challenge is accommodating residents' vision of "established communities". what exactly is "established" or "character" for that matter? some older homes in this area are probably needing demolition due to 1) unsafe conditions-certainly asbestos 2) inefficient heating and so on. Small scale works well with eight with an aging population in general. I'd think residents should welcome more affordable living options. This isn't a new idea- all major cities are similar. I have lived in Toronto, Montreal and Halifax. Thank you.
- I support a variety of homes, however, I think that streetscape is important so triplex and fourplex that are "apartment look" do not work on a residential street in my opinion. They also make the street very busy which is a concern for children playing.
- Benefits creates more density and diversity of our communities. Challenges changing the character of the neighborhood too much or in a way that is only embraced in some pockets.
- Opportunities keep the small town feel mentioned in the booklet. Family focused best forward near the river, [illegible].or business development and residential small scale could allow for small businesses and increase choice. Good news of the land. People living on top off each other isn't ideal when there Our increase of crime or homelessness in the area, this area would work best with small scale homes. Near the shops in Kensington the large scale homes are near the historic buildings. Challenges Students wanting housing but they should be in the university district not West Hillhurst. Row house is [illegible]. Near 10th in Kensington.
- This encourages the destruction of beautiful small homes for profit. I am not sure how to balance this is because the community planning groups no longer have a voice to have valid comments heard. I do support laneway housing and secondary suites absolutely.
- Single family homes are for the rich. If we want density we need only multifamily buildings going in. Please no more single family small scale homes in our inner city privileged neighborhood..
- Opportunities increased density, increased pop growth, increased diversity. Challenges NIBY's
- I live in a small home. My neighbor next door lives in a newer large home. he pays almost double what I do in property taxes why would the city want to reduce their tax base? But I suppose how size doesn't matter when you're increasing taxes across the board on a yearly basis. 2024 can't come soon enough!!!
- When three story homes are being built and frank bungalows on both sides it appears awkward and unfair. I don't live in a bungalow but I can imagine that suddenly living in shadows come up potentially ruining long-term gardens when sunlight is blocked, darkening the home interior from side windows is maddening. Add to that, most of these homes, especially on lots that suddenly have two detached or attached homes rather than one as before-nobody fits their vehicles into the alley garage and now the streets are full of parked vehicles as population density increases. Visitors and owners must get annoyed at the constant challenge to park and visit
- Agree the variety is positive. All lots should be zoned up to four Plex so that more units can be added without selective increase in land values, which will just drive up prices for the resulting units. The overall goal is housing that lots of people can afford, but so much that build is weigh outside the most people's reach. Opportunity: folks who love the neighborhood (some who grew up here) can raise their own families here. Challenge: the financial incentive seems to be building huge expensive houses that change the look and feel of the neighborhood and do not always connect with local schools and businesses. The new big Fort rest style houses diminish the

community spirit townhouse style and courtyard style have more potential to continue the existing look and feel.

- I like what's happening with some of the taller/Slimmer individual homes going in. would that appeal to people who want their own place on a smaller land area? Keeping things small keeps them malleable and seems to fill a gap. Opportunities: small smart homes; unique spaces; public pathways; downsizing options for some; homes on top of commercial spaces.
- Cost of land and property is a barrier to entry of home ownership- this poses a challenge. However, a variety of small scale units keeps a diverse community thriving with people who care deeply about their community and property.
- "There are no additional opportunities available because they existed here historically since 1910. All that can happen is the planners & developers ruin the many existing values of this intact healthy community by inflicting condo towers over our lives. Your explanation in this booklet & the online meeting are discouraging, vague, based on assumptions that the community doesn't accept – and predetermine the outcome you want.
- No where have you offered a cumulative analysis of the accumulating effects of 28++?? Developments in H/S as you ask us to take more and more while developers offer less than other communities GST"
- "Small scale growth – neighbors knowing each other increases safety & reliance on each other – helps in the affordable renting options, walking neighbors with dogs helps with safety – awareness of what's going on / people talking with each other daily, neighbors taking care of each other.
- Safety issues have increase remarkably in last three years with more encampments, less options to discourage these form from being established – theft is up of household – yard items, bikes, propane tanks, outdoor umbrellas, furniture."
- Opportunity to triple or double density while maintaining character of the community taller structure that are closer together or attached concrete shadowing issues and limit space for trees (10m).
- I think there should be a cap on three – storey houses. This does not serve density. Monster homes are for the suburbs. That said, having a blend of housing options is optimal – it helps diversify the neighborhood. Red tapes need to be reduced to allow for more basement apartments (like in Ontario) and laneway apartments.
- Lot coverage is not enough. 60%!? This is wasted space and makes housing more expensive. We don't need lawns, when we have safe parks.
- "Not so many studio / 1 bedroom – turinto rotating rentals
- - 2 bedroom units minimum
- - Riley park"
- The ability to incorporate rental options within this category is critical. Given the proximity to Downtown, transit and school rental availability in this community supports a broad range of socio-economic population groups, while also disadvantaging homeowners who will need income support to enter into the buyers' market. As well, these types of homes may very well accommodate multi-generational family accommodations.
- I live west of Crowchild trail - grocery stores not accessible without a vehicle . as a pedestrian, the intersection at 5th Ave & Crowchild is a dangerous situation. People from the "burbs" fly along Crowchild at speed 10 – 30 kmph above speed limit – no radar cameras – These should be permanently installed. Any new development in red / pink zones must include grocery store(s) on Crowchild Trail Think "Thrifty" on Vancouver Island or Peppers in Oak Bay! Thank you! [removed]

- If they have reasonable prices, it would be great for a newly formed families on you commers to think of a hopeful future and start life in an awesome neighborhood.
- Parking + driving. Smaller homes mean more vehicles, one already overrun streets. Where are the additional resources to support this expansion? Police? Fire?
- Housing regulations don't seem to mean anything anymore, build whatever and pay a penalty. Every infill or condo wants to be bigger than one next to it. This is ridiculous!! Why so many plants run into conflict!
- I think the biggest challenge is how it will all fit together. Why build small-scale homes with is sunny gardens if a while later, a large building is built blocking out the sun? I love this area because it is close to a small town feel. I know my neighbors, shop owners, etc. We do not need to be turned into another downtown. We already have a downtown in Calgary. We want to be the Riley communities- where we can enjoy the sunshine on our patio or do the same in a neighbor's backyard. I worry how large apartment complexes and small-scale homes well grow in proximity to each other/in relation to each other. How will it be decided how much large scale growth is implemented and how much small scale growth is implemented? I would like to see many varieties of reasonably priced/reasonable rent residences in between luxury infills and small dark cement cube apartments. How to encourage developers to do this? General note: I would love to see more concise/easier and quicker ways of responding/giving feedback-short surveys/ questionnaires/ multiple choice/ insert comments on infographics. It is great to be able to give general feedback but can be quite time-consuming. Going forward into future planning, participation may increase if giving input was more engaging.
- opportunities are limited. Challenges: land cost, City policies discourage long term living (parking charges). Small scale developments are essential to preserving the communities
- challenges would be loss of heritage homes and existing affordable four/six-plexus. Hillhurst currently has an un-densifying problem where older apartments are replaced with huge three story single family homes-not ideal for character, or affordability, or diverse neighborhood (re: housing choice value). If larger small scale housing is to be built it should increase density, example a duplex. I would much rather live by a duplex than a 3-story infill. Opportunity to increase density and housing choice by this incentivizing this big infill trend.
- Ensuring developers aren't buying that majority of houses up for sale, tearing down and building infills (which often leads to “cookie cutter” or repetitive homes and drives up housing prices in the area).
- Keep buildings at 4 or less stories-higher add major parking issues and destroy fuse and access to sunlight of existing residents. Variety if possible-2 to 4 stories please!
- Challenges include: reduction of the urban canopy and sunlight especially in winter; reducing outdoor space- COVID 19 showed us the importance of outdoor private space (60% off large coverage is too much). Opportunities include; smaller scale housing. Is younger generation interested in large houses? There is an interest in tiny houses (developers need to address this trend) look to the success of Sunnyside Co-op over the years. Language development and intergenerational housing (to address our older population and aging in place).
- higher density housing adds traffic. could there be rules against rental properties to maintain quality. Half some kind of architectural bring you to ensure designs are complementary. Thanks for the opportunity to share some ideas and feedback!
- parking? I do like the laneway house option though not ideal with mobility issues. I love the diversity and vibrancy of my community!!

- Great to have a variety of homes in our neighborhood.
- I think these are great core values and visions! I would like to see development along these lines. I really like the focus on the park space and active mobility options!
- There is already too many small scale homes in the area. I am fine with the homes we have, but I really don't think we should add too many more. It spreads out the neighborhood and makes it hard to support shops and transit.
- None-it's just going up in height on 2nd Ave. That will cause the issue. Thank you and good luck!
- The biggest challenge I see are parking and garbage. Row houses don't come with enough parking spaces (four spaces for eight units on our street) and each unit has three garbage bins which makes it impossible for them to manage-this leads to overflowing bins and mice and birds in the alley. I would rather see multi use buildings, but I am OK with small scale homes if there is a plan for parking and garbage management.
- More small scale homes (bungalows, villa communities) are definitely required in this area. The current trend of buildings three to four story homes do NOT encourage aging in place. If household size is shrinking, why are big houses still being built. Many row houses that are being built also have garages but residents rarely park in them. Can former school sites (such as soon to be vacated Louise Dean) be used to build an inner city “Horizon Village” development for mature residents. Not all seniors want to live in an apartment.
- In the West End in Vancouver, remaining heritage homes blended nicely with high rises and appropriate commercial establishments. It worked. Trees, plants paving stones enhanced, tied its together. Commercial needs to blend with residential, not vice versa. Taxes were paid to keep it up. Worth it.
- this area is so overrun already, congested and built up. The new buildings on 10th St. Do not match the character of Sunnyside and Kensington and further development that is not well thought out could jeopardize what makes this hood so special. We need more green space, pedestrian zones and less cars/no more high rises. I believe in densification but it seems there are other areas-West Hillhurst/Downtown/Sunalta/with our strategy East Village that are better suited.
- We live in Briar Hill and we want to maintain their current lot sizes and single home families. We are not in favor of more densification of the Riley communities
- I think small scale homes are absolutely critical for our community. The loss of single family homes would be devastating. Challenges would be of course developers wanting space for multi unit. There is an opportunity to keep our community vibrant and family focused by having small scale homes (less than 2000 square feet) and focusing on the existing historical architectural style that exists.
- Concerns: traffic congestion, parking, crime, EV charging, infrastructure. Opportunities: support for transit growth, additional retail. Thank you for requesting our input.
- Developers building residences to maximize profit and give little to no consideration to ensuring the new developments are appropriate. All new homes/residences need adequate off street parking-garages, parking pod, underground parking
- NIMBY-ism & greed= challenges. Diversity= opportunity
- We already accept that infill redevelopment will double our density. We are constantly pushed to accept more. No! These inner city streets provide high quality moderate density homes. Critical to mandate front doors to face St. Critical to limit heights to three stories. Only greedy developers push for taller, actual residents do not. Preserve residential streets! Thanks for this. I want to help nail down a better plan

- Opportunities: increased density with homes with smaller footprints. Build wiser-> homes with efficient use of space, environmentally sensitive and incorporate sustainability (e.g. Japan, Eco resorts). Small scale homes increase likelihood of residences having enough sunlight for solar power. Small homes may allow residents mix of students, singles, families and seniors and physically challenged folks. Challenges: how to maintain and increase number of trees and amount of greenery. Assuring that all residences receive adequate sunlight (solar power). Challenges: Parking space. Increase number of residents-> increased noise and vehicular traffic. Vertical buildings often inaccessible to physically challenged and seniors come up block some light, wind tunnels and dark corridors.
- Accommodating and facilitating row home development on mid street lots. Row homes efficiently provide denser housing while providing character to a community. Row homes are currently challenged to be built anywhere other than on corner lots.
- The most challenging aspect of small scale homes in that they are actually often very big homes that gobble more resources than the smaller homes they replace. Duplexes townhouses and other higher growth residences make much more sense and should be encouraged where possible.
- We need more laneway housing and even accommodation for tiny home type allowances. This type of housing allow for density by bringing in new populations such as low income owners and students (and other not able to afford places) into our increasingly gentrified location.
- Need higher density developments.
- I bid Î
- Opportunities: focus of row and triplexes/fourplexes to maximize lot usage and support vision of affordability. Challenges: potential for suburban style cookie cutter building demolishing the areas unique assets and histories; as per the vision draft.
- Small scale growth must be consistent with the existing streetscape. This includes architecture (i.e. roof style), height and massing. This is fair to current residents and helps to keep housing affordable.
- Allow for more flexible zoning for suites (basement, alley/garage) to maximize potential of the lots. Do not charge four parking if we live in this neighborhood, not everyone with a home has a garage they can park in.
- Support courtyard developments (esp. ‘Fonzi’ suits over garages) to increase density without substantial alteration off road fronting homes. Completely reject [illegible] the combining of multiple lots to create one ‘super house’ lot. Allow secondary suites on R1 zoning, but firmly in forest safety/access regulations for same.
- Opportunities for a variety of small scale homes include: help make city centre affordable for more people, bring higher density which potentially improves local businesses and economy. Challenges: parking and driving in higher density areas can be frustrating-would need to plan for this.
- Besides maintaining some character in the community I don't see are. Thanks for all your work, asking us what we think, and taking the time to read my response! Sorry for my printing!
- I welcome all varieties of small-scale homes into the plan area. The only challenge is avoiding damage to the existing urban tree canopy.
- Opportunities for small homes that are senior friendly. Small homes should equate to larger yards= more green spaces + trees.
- "1)transit needs to be improved a great deal. Not only the number of routes, but the frequency of existing routes both at rush hour and off hours. During the day, having to wait an hour for a bus is just silly.

2)Reduce transit fares"

- Small scale growth can be seen as cohesive in this areas where residential plots are typically small. The challenge will continue to be affordability. In terms of transportation, unless safety improves the focus on extension of services and increasing ridership will fall flat. Additionally, the loss of valuable car sharing program (i.e. Car2go) has compounded lack of options.
- "Parking! Limited activities
- I live on 22nd St. and 4 Ave. Lots of retired folks on the street. We've pay taxes for five or more decades + we are still alive, interested, interesting + vital. Quit focusing everything on the kids! We want activities-woodworking (e.g build a birdhouse), leather working, glass projects (stained glass etc.) mosaics (make a table top), calligraphy, painting etc etc etc."
- -The biggest challenge to me when welcoming new neighbors to my street is the sometimes large scale destruction of trees and greenery.
- -I bought my skinny infill 32 years ago because the developers left behind some mature trees.
- -This seldom happens anymore, although I realize that people can do whatever they want on private property.
- -My biggest concern is about boulevard trees (or lack of them)
- -The city's current policy is a passive default to the owner who must request them.
- -This leaves [illegible] of my neighborhood without trees. Plant more! "
- city favors developers over existing residence. Concerns for sunlight, water drainage and parking are not addressed 4 A3 story or moderate to large scale new building. City has increased the percentage of land a building can take up on a lot again decreasing the tree, plants! [illegible] That help with flood/run off and CO2 emissions. Developers are not concerned with existing residence foundation off residence homes. foundation, landscape to allow drainage. Developer leaves and sells leaving mess for current and existing owner.
- People looking for "family" home measures the alternative of moving to the "suburbs". It seems clear that unless the downtown core be revived as a center of young professionals will continue to work from home.
- "Traffic studies regardless
- Parking bylaws (we've seen it destroyed neighborly relationships)
- West Hillhurst/ Hillhurst is hard to get around already. Traffic and parking need to be facilitated better.
- Marda Loop is an example of terrible city planning. Developers have taken over, there is no appeal, and it's a traffic disaster. please consider a longer period than 60 ears, that is too short a life cycle"
- Huge, one family houses should be restricted. They are changing the demographics of the neighborhood. There should be more restrictions on height and how much of lot they can take up. They destroy the value of historic, smaller homes located beside them. I support duplexes, row houses if they supply some parking (we live in a winter climate (and the lack of funding for the LRT [illegible] if useless unsafe and tons wait times.) Huge high structures (anything higher then 3-4 stories has no place in a historic neighbourhood. They loom over existing buildings, and shade everything. They do not contribute to St. life. This neighborhood would be a nicer place to live municipal/provincial/federal governments work together to deal with poverty, addiction, lack of housing. Thanks for allowing community comments.
- "Opportunity:
- -maintaining community feel while densifying

- -privacy for surrounding neighbours
- -preserving sunlight (solar potential)
- -progressive densification (i.e. allowing mid-size units instead of just massive buildings next to SF homes)
- Challenges:
- -parking-City may need to implement permit parking.
- -can we incentivize car-free residents?
- -Shading-there are lots of homes with solar panels!
- -this area is a full desert-can we get some low-cost groceries in the area?"
- the cost per square foot is likely to be prohibitive.
- NIMBYism & red tape- our neighbours had to jump thru hoops with the city to build a garage house- it should have been a lot easier. Max height makes sense @10 meters by 45% coverage should be increased so there is more space for basement & backyard suites.
- A wonderful new energy and vibrance into the norm. Great ideas for the future development of [illegible]! Thanks and Happy New Year 2!
- "why always the same design? -> Makes the neighborhood boring! Crowchild west of Crowfoot-white skinny detached/yuk! and expansive should be attached -> better use of space."
- Laneway housing appropriate on some sites but not others. Should consider overlooking of adjacent properties. Privacy will always be an issue. I agree that we need a variety of these types of homes in Riley.
- Transition from exisitng low density areas to high density should be scaled, not abrupt.
- Acieve sentitive transitions. AS part of this process, we should define in this LAP definitive terms as to what this means. I woudl focus on aspects such as setback from adjacent homes, sightlights, overlook, onsite parking sufficiency and shadowing.

Question 4: Do you have any feedback on the initial draft Chapter 2 or refined draft Chapter 1 of the Riley Communities Local Area Plan?

- I am excited to see our community is an area of focus for the city. We need to allow for more growth, particularly multi-use buildings, and hopefully that will translate into increased investment from the city into green spaces, recreation, and mobility
- "Overshadowing of Riley park is already an issue making the park less appealing and really starts making the view of this public park a private benefit.
- Recreation facilities plan is desperately needed for this community: add public indoor pools, develop affordable and accessible facilities for this area before adding even more people."
- I would like to see more consideration given to climate action; if we are setting new rules for redevelopment there should be some minimal standards to ensure efficiency. perhaps better bike lanes.
- "First: Online forms are very time consuming and challenging as the person submitting doesn't get a record, and there is no opportunity for ensuring that feedback is heard and taken into consideration. Emails are much better so that we can record what we write and expect a response. Once I submit the form will I ever get a direct response? Who knows.
- I provided feedback regarding development a while back, and much of it is the same. Regarding LOC-2019-0015 and DP2019-0979. I don't have any evidence that my feedback was heard or considered at that time. You can check for my email - neil.fricke@gmail.com.

- Two points:
- 1. Development plans need to be specific. The plans so far are too vague, in particular regarding the scale and extent of Moderate to Large-Scale Growth, and to the extent of Rowhousing in Small-Scale Growth. The groupings are very large, and leave too much to interpretation later by Planners and Developers. These groupings allow for precedent to be set, and be used to justify further development. Also, there is no meaningful discussion relating to the practicalities of development - traffic, parking etc. Just cute pictures of people chatting with each other. No pictures of people swearing as they try to turn South on Crowchild from 5th Avenue.
- 2. The pace of development in Calgary is unsustainable. How many people should live in Calgary? Certainly not many more than live here now. There is no sustainable industry to justify it. While I am in support of urban density, it should be clear by now that there is an unrealistic amount of both residential and commercial development in Calgary both in the inner city and suburbs. Why continue to build new residential properties until it is clear who will live in them and what they will do for work. We are a city built on the oil and gas industry - unless this industry continues to grow rapidly (which seems increasingly unlikely) we simply do not need to exacerbate our long term difficulties by over-developing at this stage. I'd prefer density over more suburbs, but right now we are getting too much of both. There is no guarantee of economic sustainability right now so we should be much more cautious.
- Thanks, Neil Fricke. neil.fricke@gmail.com"
- The City wants to engage with communities but they are not willing to actually listen and take on the feedback provided. This area wants to maintain the character of its community. People moved into and have stayed in the community for many reasons. Your plan for the development is taking away what residences want. We have a great community. The proper densification of mod- large building (4plus stories) is not wanted. People don't know their neighbours in these large buildings . There is little to no green space, trees or grass. There is an increase in traffic, pollution and noise, and then obscure the view of everything. Triplex/row houses and four plex- again no grass, trees, green space. Just high monstrosities that eat up the skyline, and create issues for parking. They tend to be built as high as they can. they don't seem to be required to put in proper sized garages that would fit 1-2 standard vehicles. Allow us to have special status. The existing approved developments are going to overload an already taxed road system. The ten storey on Kensington and the row houses (99) haven't even been built yet and will add to the congestion. The area has had enough densification. Go build around elbow park and Britannia
- It’s very difficult to comment on the policies by area when there arent any maps. The “low” category of density isnt very low; 6 storeys is pretty high and not suitable for Sunnyside. Chapter 2 doesnt address what kind of street is Memorial Dr? Why isnt it mentioned? And the biggest concern is not even contemplated, namely the Green Line monstrosity bridge/tunnel/whatever that will slice through east end of Sunnyside, creating horrible overpass environment with all the unsavoury activity, loss of nature and urban blight that other bridges and LRT routes have created - see East Village and the flyover at Edmonton Tr for examples. These are major urban impacts that this doc doesnt even acknowledge; document is myopic at best, more like misinformation and distractive in intent.
- The only modification I recommend for this draft is including commitment to safety at transit centers in the plan. Open drug use and anti social behaviour at train stations is currently a major issue for people who want to rely on this system for getting around.

- It would be fun to have more areas zoned to allow small businesses within residential communities (off main streets). For example, And Some cafe is located in the heart of Sunnyside and has become a fun community hub.
- "This comment pertains to the unique opportunity of the alleyway behind Kensington Road.
- This alleyway sees heavy usage by many local commuters as a walking or biking route. It's also becoming home to a number of patios and side trafficways off Kensington road (for example the hayden block patio and the side passageway for the mash). Unfortunately, it's also an eyesore, in disrepair, filled with overflowing garbage dumpsters, and sometimes home to prowlers and other less-than-desirable residents of our community. Some residents are even putting murals on their garages here. What could we do to make this a friendly, more beautiful place that our residents could be proud of? Could we look to bow-to-bluff corridor, the bridgeland archway, and other similar projects for inspiration? Could we make this a safe space for people to gather and for children to play rather than a simple ugly, forgotten alleyway?"
- Yes. The LAP fails the consider the existing "rights" to views, sunlight, and privacy which have been supported time and time again by the SDAB which are supported by numerous recent case studies. It also fails to consider the differences between the communities and with the broad stroke of a single brush will make them similar versus unique. Briar Hill is different that West Hillhurst and Hillhurst.
- "Density on main streets needs to be supported with the advance build-out of protected cycle tracks BEFORE they are developed so that new residents in these buildings have the option of safe active transportation on Day 1 when they move in. Otherwise, we will be effectively forcing more residents to become car dependent in our neighbour and increase traffic, noise and air pollution.
- The City of Calgary should support residents with better tools and processes to evaluate new moderate to large scale developments than just the absolute height of a proposed building. Residents would benefit from more awareness and insight into the quality and integration of the development into the streetscape. Looking at the existing recent developments of this scale that have met the 4-6 story limit that many residents wish to impose, many of these developments appear to have been of poor quality and squandered commercial opportunity in their ground level store fronts. Did we really need a Fresh Slice or Marble Slab on 10 Street or could we have done better? In the pursuit of merely limiting the height of these developments, residents have (possibly) unknowingly missed out on the opportunity for better quality developments that do more for the community."
- More emphasis should be placed on affordability (to combat deleterious effects of gentrification) and maintenance of urban ecosystems which includes well established backyard gardens
- Please protect and increase our outdoor spaces - from keeping boulevards natural to designating MORE green space. This also includes protecting our sunshine. Tall buildings are making the streetscape less desirable. We want to be outside enjoying the sunshine, especially in the winter months.
- "I would like the 2009 ARP respected. I live in Kensington on 10a st and we are constantly hit with increase heights. Please respect the heights within the 2009 ARP
- I also find the images you've used in this misleading. The moderate to large scale development section only show moderate development. There was no 15 story residential building shown which is what I understand it being considered. How can the results be analyzed if you have not fairly presented what you are considering to

residents??? The resultsfrom topic 2 will be very misleading unless folks understand what you are planning"

- "Both chapters are too long and contain much information that really not need be included in a Local Area Plan. Please consider making them more concise and removing information that doesn't need to be there.
- As mentioned on a previous tab Neighbourhood Local doesn't cut it. Need more granularity that will allow copses of single use districts to persist in areas of our neighbourhoods"
- "The Phase 2 booklet did not call attention to these drafts and that comments could be made.
- Comments on draft chapter 1:
- - 17A was definitely a coulee, don't need 'likely', it reasserts itself from time to time 😊
- - I don't recall any bike lane on 14th Ave NW, nor does the community support that idea in future
- - There is no school on 17th Street north of 8th Ave, perhaps this refers to supports within the new children's mental health hospital
- - Your map doesn't colour the Grace Hospital site as a Community Activity Centre, though it is mentioned as one in the text
- Comments on draft chapter 2:
- - "Residential redevelopment will occur in all communities in a variety of housing forms, such as single-detached, semi-detached, rowhouse, multi-residential or mixed-use buildings." Why must all communities have all solutions, moving communities toward a homogenous mash up, rather than a good unique mix of options in each community? Communities should have variety but should not have to be all things to all people. A region should have even more variety and accommodate a full range of needs.
- - Not keen on the phrase 'mix of housing types' – new subdivisions plan where the single family, duplex, row house, etc. will go, we should do the same. They should not be randomly mixed.
- - I presume from your map that only a smaller portion of 19th Street is being considered for Neighbourhood Commercial / Flex?
- - I see shadowing mentioned in section c, which is good, but privacy should also be mentioned there. The built form context, oriented to street, and off street parking are all important things that are good to see there.
- - I see no mention of special policy/study areas, or any granularity beyond Neighbourhood Local. We have ideas that we look forward to discussing openly.
- - It is NOT appropriate that secondary suites 'do not form part of the unit count when considering the following policies' – they absolutely should. They are, as a matter of fact, a separate dwelling unit with a separate household in it, even if there is not a separate title. They also represent an affordable and good starter option and this should be properly tallied. Not including them under represents the density already in established communities and the potential to add more, and that is unfair to established communities.
- - This is the first mention of Bethany Calgary that I've seen. I think the physical description is flipped, it is WEST of 17A Street, and EAST of 18A Street. The community is not aware of any thoughts of redeveloping Bethany. Such redevelopment would potentially greatly impact the community, as the site is much bigger than the new children's mental health hospital. A key consideration for the community would be to keep the same scale of facility, as roads and infrastructure

would not handle significantly more, and to restrict the height of the facility as it is, to not shadow and dominate the homes around it.

- - I'm sure more details will be tailored to our area, and we'll have more comments as we work through this chapter.
- - The organization of the document seems to repeat itself a lot, which makes it harder to read."
- Stop pandering to the entitled residents of Briar Hill Houndsfield Heights. There is a c-train station right there, that's where the development should go. Let people with regular incomes live in this neighbourhood. The folks in Briar Hill are never going to get out of their luxury cars to use the train so let people who WILL use it live there.
- "Downsize the growth or at least toss out moderate to large scale buildings.
- Keep 5th Avenue NW free of excess traffic woes by capping the height of the buildings.
- 5th Ave.NW (north side) already has moderate to large scale buildings so keep this street the site (if growth is the never ending goal here: obviously, I am not overly keen for more moderate to large building on 5th Avenue NW. North side but realize the 'barn door has already been opened here"".)
- In conclusion, 5th Avenue NW on the south side would better serve the existing amazing vibe of the community by keeping structures to a small scale. Namaste"
- Don't exclude Hounsfield Heights Briar Hill from growth just because they have higher incomes.
- "I have read through both documents. The main comment that I have relates to the ""Limited Scale"" classification. The category seems only to apply to the height of buildings allowed, not their overall mass. It states that duplexes, multiplexes and row houses would qualify. How is that ""Limited Scale""?
- Currently Hounsfield Heights/Briar Hill is zoned as R-C1, permitting single family homes. Current residents and aspiring residents choose the area for that reason. They certainly don't choose it with the thought that an eight-flex or row house is going in next door. Within the Riley LAP area, there are three other communities which offer a variety of other housing choices. If people wish to live in one of those types of housing, then those are areas where they can purchase or rent. What is with this fixation that every community must be ""diverse"" in its housing choice? In fact, by proposing that HH/BH zoning be changed to allow ""Limited Scale"" development, the end result is that there is less diversity within the overall Riley LAP. What is next? Mandating that each street must be ""diverse"" in its choices?
- I strongly believe that HH/BH should be left in is current R-C1 state. Rosedale has been granted a ""special policy/study area"" status. It is an R-C1 area, with a similar mix of housing types, lot sizes, demographics as HH/BH. Therefore, I request that HHJ/BH be granted the same status. The community and its residents, who after all are the taxpayers that provide all City employees and elected officials with their salaries, benefits and pensions, deserve to have their opinions listened to, not dismissed and acted upon."
- It is a mistake to lump all zoning categories under one roof. Briar Hill has a different community character than Sunnyside for instance. City is ignoring the feedback from the residents of Briar Hill community. I find this unacceptable.
- Please remove section 2.8. That will take political courage, but it's the wisest policy choice. All signs point to needing more housing, so we should stop using density bonusing to punish people who want to live in more compact urban forms.

- "More focus needs to be given to traffic management (e.g., congestion, parking issues/ availability, speeding and cutting through residential streets, etc.), pedestrian walkability, safety and amenities to support the growth in the community.
- Too broad of focus – The existing focus areas for growth can still be significant improved. Resources should be more heavily weight on these areas in comparison with the additional focus areas proposed in this local area plan.
- Amenities - As the community grows focus needs to be given to ensuring the amenities keep up. The community pool and local daycares are already at capacity, which is forcing people in the community to have to go to other communities to get the services they need to serve their needs.
- Traffic - With 14th Street, Kensington Road and Memorial all being busy main roads more work needs to be done around how to ensure traffic congestion and speed does not get worse with increased density. Speeding and busy roads create an unhealthy and unsafe environment for those in the community.
- Pedestrian Walkability - There are several areas in the community where pedestrian safety and accessibility should be improved. Currently it feels very unsafe to walk on 14th street due to traffic, uneven and narrow sidewalks, etc. There are parts of the community (e.g. North of 7th Ave and 15th street NW) where there isn't even a sidewalk so if you have a stroller or wheelchair you need to walk on the street. This needs to be fixed.
- Safety - with increases in density and development this often brings additional crime. This is already a challenge in the neighborhood with the proximity to inner-city and the C-Train. Therefore, sufficient investment should be made in ensuring the neighborhood is safe."
- This plan appears to be protecting the wealthy communities of Hounsfield Heights and Briar Hill from any change, why?
- if possible, in the Kensington/10th street commercial area (and even the 19th st stretch) limit the max floor area/unit for commercial developments. Having new buildings with large commercial spaces is generally too expensive for local and unique businesses. If we intend to keep the Kensington commercial area local and accessible to Calgary businesses we need to ensure that the cost to rent in the area is not cost prohibitive and the easiest way to ensure that the costs are lower is to reduce the max sqft of commercial ground floor units. In the new Murbs in Kensington and around the city we generally see larger chains move in and its because the unit size is too large, and therefore too expensive, for a small local business.
- Briar Hill needs to be envisioned to accommodate more housing. It is unacceptable for a community with such great transit access to be envisioned to remain low density. Briar Hill's current configuration is negatively impacting transit ridership and is disallowing Calgarian's, and especially young families, which desire smaller ground oriented housing near transit.
- None further
- "My comment is directed to the parks area. I live near Grasshopper Hill and I know that it is an off leash area for dogs. There are issues with this because it is not fenced in at all and people do not control their dogs. Every day we have dogs running into our back yards and owners that cannot control them. I have elderly neighbours who have had dogs running to them in their own back yards and jumping on them.
- Other dog off leash areas in the city have a fenced in area for dogs to run free, this area of Grasshopper Hill needs the same thing done. We are tired of owners that cannot or will not control their animals and cleaning up after them. Put in a fenced area like other parks!!"

- This plan seems like it's asking places that are already taking on growth, to take on more growth. While at the same time it's allowing places like Briar Hill to not have to do anything. This is very unequitable.
- For any new development I would really like to see an onus on green initiatives with the new developments. Something like Green Roofs, battery chargers, green furnaces, low water usage toilets etc. to be mandatory in all the new builds within the area. Maybe on the roofs of apartment buildings we can have urban bees or garden spaces. Also instead of planting Kentucky blue grass we can introduce native plants and grassland grasses to the properties to help with climate resiliency as well. The ideal individual living in riley park I would hope is climate aware and can understand the benefits of the naturalization.
- Closure of streets to cut through traffic west of 14th is desirable if higher density is expected. safe walking areas are a must for students and families living in the area.
- "Can we talk about setbacks. More important then height is making sure residents in the built environment interact with the community at large. This means front porches and patios that are sized to sit on. Green grass out front is not climate friendly, seating for friends is because it encourages dense communities is.
- Instead of tall buildings being able to max out there FAR to become rectangular cube's could we enforce step backs at say 3 stories and maybe again at 6 & 9 so that from the ground level there is not a wall of shadow but beams of sunlight along the street between the buildings to encourage gathering."
- This LAP looks like it's playing favour to wealthy houses in Hounsfield Heights and not being serious about development potential. The south side of Lions' Park c-train station should have higher density and intensity.
- It would be good to articulate support for local neighborhoods to have the strongest voice in commercial development. More focus on the compatibility of commercial development with adjacent residential neighbourhoods in form and function.
- I'd like to see more work about enhancing the quality and frequency of bike and pedestrian connwctions of connections across Memorial and Crowchild and 14 st through the study area. This will utimately tslow the vehicular capacity of these streets with additional street lights and other similar elements. These streets are currently barriers between the neighbourhoods and the most incredible neighbourhood assets like the Bow river. Please ensure there are ways to tame traffic through this area, add safety for vulnerable rooad users and layer in high-quality pedestrian and bike routes frequently that ensure parents and children, as well as older folks, can easily cross without the need for detours. Don't simply look and tell us there are enough parks for the growth think critically about the manner of improving assess across the neighbourhood and through it ensuring these corridors are viewed as the barriers they are.
- Don't make equitable plans that favour rich neighbourhoods.
- I'd like to see some specific language which supports safe landscaping and infrastructure - we need to consider usage of our green space which maximizes community use and minimizes criminal activities - especially near the transit stations - consider fenced dog parks etc
- "More detail needs to be provided about the implications of ""consolidating parcels along Main Streets"". For example, some parcels on main streets are adjacent to ones on ""community corridors"", like 19th St NW. I'm thinking of the Lions Park complex on 19th st NW, for example. As that property is right up against residential homes, it would not be appropriate to consolidate that with the commercial properties right next

to it on 16 Av NW, even though some might look at them and think, why could they not be consolidated as they are adjacent.

- I'm also curious about the arbitrary cutoff for heritage homes. So many homes in Briar Hill were built in the early 1950s, and, at over 70 years old, seem to fall into that category as much as those built in 1945, for example.
- It would be nice if the lifespan approach could be more front-and-centre in the chapters. One of the interesting things we are learning about our new community is that people often spend their whole lives here, passing their properties from generation to generation, or living down the street from their parents. Is that a community value that we want reflected in the area plan, perhaps? Again, as someone new, I don't really know, but I think it does affect the approach for development--not demolishing all of the single family homes, for example, so that elderly residents still have options to age in place."
- We need wider sidewalks along the Main streets, more consideration of the existing housing forms (especially heritage) that back onto Mainstreets, an improvement to our density bonussing algorithm and more focus on our tree canopy (private and public).
- "I think consideration should be made, within the constraints of flood management and ecological preservation, for potential development of the natural spaces along the Bow River. Many large cities with rivers have successfully developed along their rivers. A possible example would be to develop the old fire station close to 10th st and expand development of retail/restaurants etc. along the area between 10th and 14th streets.
- I support efforts to improve the cycling and pedestrian travel avenues. Near term priorities could be to expand the segregation of pedestrian and cycling paths along the Bow to improve safety.
- I do not see any references to the positions of the community on plans for Kensington Rd and 5th avenue - Crowchild intersections. I would prioritize maintaining access to Kensington Road as the main community east west thoroughfare. Are there plans to incorporate that aspect of future development into the community plan?"
- I am seriously fed up with fighting these new developments. Each development always tries to push the envelop and build bigger, denser and higher than the ARP. We are then responsible to fight each one just to get it to scale back to working within the ARP. We spent 3 years developing the ARP and yet it seems to have no teeth with the city or the developers...I was under the delusion that we were working together to develop a concrete plan....instead it seems we worked together to develop a guideline. Shame on me for being duped.
- "I do not see the overall road system discussed in this draft. With increased density, the realities of more vehicles in the area need to be addressed. For example, parking.... new buildings should include underground or other off road parking, to prevent further road congestion and safety risks.
- Additionally the use of Crowchild and Memorial will continue to be major roadway arteries. While Crowchild has been improved, access off of Kensington road onto Crowchild can still be problematic.
- Access to Memorial from within the communities is limited. The only street with traffic signals is 10th street, which often has significant traffic back-up. Traffic turning left onto Memorial from either 16th street or 19th street has limited visibility, no traffic lights, and heavy traffic to content with. At least one more set of lights would greatly improve safety and traffic flow. Additionally it makes no sense to have varying speeds on Memorial - setting the speed at a consistent 50 km would help reduce speeding overall and improve safety."

- People that live in these communities want to maintain the neighbourhood feel. We don’t want developers bribing the city to destroy our neighbourhood.
- I'm looking forward to change that creates a more vibrant community, fosters and encourages a more active lifestyle of residents, and improves the property values of home owners. Keeping and maintaining our heritage buildings is important too, I think we can incorporate that as we move forward with this change. It will help keep the original soul and history of the community in tact.
- The plan is okay, but it appears that certain communities are intentionally being excluded from this plan when they should be taking on more of the work. It isn't equitable to ask the Sunnyside train station to take on more growth, when it's already taking it on, just to protect single detached home owners near the Lion's Park train station.
- NO
- It's incredibly dangerous that city administration is encouraging the exclusive community mindset by not including Briar Hill as an area for more growth. These types of policies should be discouraged not celebrated. Being right beside a train station, this area should have far more density than other areas of the plan, not being told no. And let's be honest, this is because the neighbourhood has million dollar homes, not because it's some special "character" community.
- It's very disheartening to see city admin create a plan that promotes inequality by recommending Briar Hill doesn't take on any new growth. Even though it's an area that is best suited for this growth being right beside a train station
- The fact that Briar Hill appears to be exempt from new growth is abhorrent and akin to modern day Robert Moses segregation. Here we have city planners promote segregation through income or housing choice instead of directing new growth to train stations and TOD areas. It's horrifying that this is coming from administration.
- The misleading booklet distinguishes between established and developed communities without ever defining the terms. It is insulting to say community redevelopment is complex on the front cover and then use words without definition as if the average taxpayer couldn't understand a defined word. Asking for comments on words that you leave obscure is misleading. You'd get more informed and better comments if you were honest about what you're trying to do. The ARP is subject to review but there's a few values that are easy to agree on, such as, Hillhurst is residential with main streets that are commercial. Your challenge is keep those two separate, so that the area continues to attract vibrancy and multiple uses. We are not downtown. Towers will destroy the residential values of the residential community as they destroyed downtown as a residential community. Hillhurst supports density and TOD. That has to be achieved without towers over heights allowed in the ARP, except in the rare corners such as Theodore, and LOC2022-0006, where established homes are not impacted.
- As a Hounsfield Heights/Briar Hill resident it is extremely frustrating for our community to be included in the Riley Community local area plan. We have our own community plan and our own values that should be respected. We do not want to be lumped into this combined area plan that does not meet the needs and wants of this community
- I would recommend to remove the flood map that's within Chapter 1; as it serves no realistic point and misleads those who don't read the fine print. There has been too much flood mitigation work done and even more expected to be done to build a case of having a map showing "1% chance of flood with no flood mitigation". Remove it or update it to show the current and future flood area with the new and upcoming flood mitigation plans.

- Greater focus needs to be given to retail street policies. Currently, the Hillhurst Sunnyside ARP provides critical direction for how development on the street should look and function. Existing city-wide policies are insufficient to capture all of the good policies on use type, transparency, signage, etc.
- This feels like a tick box exercise from a Council that has no intention of listening to residents. People will only believe when they see these plans adjusted to reflect residents concerns and not Developers want.

Appendix B: Phase 2 – Riley Working Group Feedback

Riley Working Group Session 5: Small-Scale Growth

Purpose of Session 5

Working Group Session 5 was a virtual session held on February 15, 2023. The fifth working group meeting focused on the benefits and challenges of small-scale growth. Working group members were presented with three different scenarios related to small-scale growth:

- Semi-detached dwelling with a backyard suite
- Corner rowhouse with secondary suites
- Courtyard-style housing

Presentation from the session: Small-Scale Growth Presentation

What did we ask?

For each of the above scenarios working group members were led through a facilitated discussion that included the following questions:

1. Given the unique context of each of the Riley Communities, what benefits and challenges do different types of small-scale homes present in each of the communities? How may they be viewed by:
   - New residents in the proposed development?
   - Adjacent residents to the proposed development?
   - Existing residents in the wider community?
   - Local businesses and services in the community (for example, schools)?
2. Given the benefits and challenges listed for each group above, how could these types of development be better integrated to fit into communities?

The last session activity focused on limited-scale policy opportunities. Participants were asked to consider the identified benefits and/or challenges already discussed and how small-scale development could be integrated into Riley Communities based on the following policy approaches:

- Universal - broadly applied to the entire Plan area
- Location Criteria - determined by certain site characteristics
- Area-Based - using urban Form Categories, Transit Station Areas or other map-based tools

- Miscellaneous / Other Policy Tools

Session 5: Summary of Feedback

Participants were assigned to one of three breakout groups and moved through the above questions and comments. A summary of input based on the topic of conversation is outlined in the tables below.

Activity #1 – The Benefits and Challenges of Small-Scale Growth

Semi-Detached Dwelling with Backyard Suite	
New residents	Working group members commonly discussed the following as benefits to new residents: • Accommodation of different living arrangements (e.g., live-in nanny or caregiver, extended family). • Increases affordable housing options for people to start living in the Riley area. • Housing choice in a walkable area near downtown and transit options. Working group members commonly discussed the following as challenges to new residents: • Approval complexities through the planning process. • Parking allocation. • Potential lack of privacy (e.g., shared yards, close properties).
Adjacent residents	Working group members commonly discussed the following as benefits to adjacent residents: • Observations by those who already live near the types of developments that privacy and parking are not associated with backyard suites. • Rental opportunities. • An esthetically pleasing way to increase density and welcome new neighbours. Working group members commonly discussed the following as challenges to adjacent residents: • Next-door neighbours may perceive problems with shadowing, view impacts, privacy and parking allocation. • Property turnover may be high therefore impacting current owners.
Existing residents	Working group members commonly discussed the following as benefits to existing residents: • Provides small-scale options for new neighbours who might not want to live in a condo. • Can respectfully increase densification within the neighborhood and existing vernacular. Working group members commonly discussed the following as challenges to existing residents: • Potential for increased pressure on roads, parking and neighborhood parks. • Existing residents might be worried about backyard suites fitting within the context and character of the neighbourhood.

Local businesses and services	Working group members commonly discussed the following as benefits to local businesses and services: • More population to support already existing businesses and services in the Riley area. • Attraction of new and needed businesses enhance the community. Working group members commonly discussed the following as challenges to local businesses and services: • Laneway deliveries and business access. • Perception that laneway developments are unlikely to attract families with young children so perception they may not attract families.
Community integration	Working group members discussed the following as ways to integrate this small-scale housing type: • Manage and pave laneways. • Residential parking permits and/or management strategies. • Permissibility across the plan area.

Corner Row Houses with Secondary Suite	
New residents	Working group members commonly discussed the following as benefits to new residents: • More affordable than single family homes. • Rental potential in a walkable area. • Enhance diversity in the Riley area. Working Group members commonly discussed the following as challenges to new residents: • Limited to no outdoor space for the occupant. • Impacts on commuter traffic and parking.
Adjacent residents	Working group members commonly discussed the following as benefits to adjacent residents: • Increased opportunities to meet neighbours. • Property values likely to increase nearby. • Creates opportunities for diverse housing and ownership options. Working group members commonly discussed the following as challenges to adjacent residents: • Perceptions of increased traffic and parking impacts. • Increased heights of row houses might create shadowing and loss of privacy.
Existing residents	Working group members commonly discussed the following as benefits to existing residents: • Potential to attract younger families and first-time buyers. • Increased population might lead to more services and businesses for existing residents to enjoy. Working group members commonly discussed the following as challenges to existing residents: • Lack of adequate parking and increase in street traffic. • Increased demand on local amenities.

	• Potential loss of green space, softscape and tree canopy.
Local businesses and services	Working group members commonly discussed the following as benefits to local businesses and services: • Stronger local customer base. • Potential for employees to live closer to their workplace. Working group members commonly discussed the following as challenges to local businesses and services: • Business and service capacity to serve influx of new customers.
Community integration	Working group members discussed the following as ways to integrate this small-scale housing type: • Investment in public amenities, such as parks, open spaces and public transit. • Ensure contextually sensitive designs and building materials that fit in with existing neighbourhood character. • Guidelines for where this type of development can be placed. It likely should not go everywhere.

Courtyard-Style Housing	
New residents	Working group members commonly discussed the following as benefits to new residents: • Expansion of housing choice in the Riley area. • Design allows for socializing and neighbours to know one another. • Attractive on the streetscape and orientation potentially allows privacy preservation for neighbours. Working group members commonly discussed the following as challenges to new residents: • Concern that court-yard style does not fit with existing context, heritage and character. Some designs were regarded as bland or containing materials that respected existing vernacular. • Lack of privacy or green space at ones home.
Adjacent residents	Working group members commonly discussed the following as benefits to adjacent residents: • Might revitalize streetscape or vacant lots. • Might attract community-minded neighbours. • Creates a more diverse community. Working group members commonly discussed the following as challenges to adjacent residents: • Perceptions of increased traffic and parking impacts. • Concerns about shadowing, privacy loss and building heights. • Style of housing may attract short-term residents.
Existing residents	Working group members commonly discussed the following as benefits to existing residents: • Positive perceptions of this housing style being a gentle way of achieving more density.

	• A means to turn over old housing stock and use existing land efficiently. Working group members commonly discussed the following as challenges to existing residents: • Potential loss of green space, softscape, and tree canopy. • Pressure on existing parks and amenities that residents are already using. • Concerns that developments are built too quickly and with poor-quality building materials.
Local businesses and services	Working group members commonly discussed the following as benefits to local businesses and services: • Stronger local customer base. • Potential for employees to live closer to their workplace. Working group members commonly discussed the following as challenges to local businesses and services: • Business and service capacity to serve influx of new customers.
Community integration	Working group members discussed the following as ways to integrate this small-scale housing type: • Guidelines for where this type of development can be placed might provide greater certainty to existing neighbours.

Activity #2 – Limited-Scale Policy Opportunities

Universal	
Benefits	• Simplicity in a policy that is universal. • Might spread growth out over a larger area, therefore, limiting impacts around traffic and parking. • Locational criteria will be helpful in some instances and will lead to greater community acceptance.
Challenges	• Find the right place to go. Some Working group members indicated midblock was not the right location for certain types of development such as courtyard-style. • Does not acknowledge the differenc between neighbourhoods in the plan area. • Perception that this caters to developers rather than existing residents.
Location Criteria	
Benefits	• Corner locations were cited as presenting opportunities for different housing types and perceived as less impactful to current residents. • Working group participants suggested quotas or stated criteria that would enable a limit to what was built in each area. • Seem more predictable for existing residents than the universal policy approach.
Challenges	• Service delivery impacts (e.g., garbage, composting, recycling).

	• Heights need to be considered and guided to alleviate concerns about privacy loss and shadowing.
Area-Based	
Benefits	• Working group members thought this offered a specific and customized approach that might consider existing conditions such as typographies. • Some Working group members provided examples of where they felt this policy approach could be applied. • A map-based application might support education and predictability for existing residents.
Challenges	• Potential for the community to not be fully aligned on where development types should be located.
Miscellaneous / Other Policy Tools	
Benefits	• Some participants suggested mechanisms such as density bonusing and non-market housing. • Comments received indicated a desire to consider the unique context for the neighbourhoods comprising the Riley area.
Challenges	• Working group members wanted to better understand how housing types and policy approach can better support affordable housing.

How did we use your input?

Input received at Working Group Session 5 was used to refine Small-Scale Housing policies as part of Chapter 3 in the Riley Communities Local Area Plan. Small-Scale Growth will return to the working group as part of session 7.

Session verbatim feedback

SENARIO #1: SEMI-DETACHED HOMES WITH A BACKYARD SUITES

Given the unique context of each of the Riley Communities, what benefits and challenges do different types of small-scale homes present in each of the communities? How may they be viewed by: New residents in the proposed development?

Benefits:

- Place for caregiver to live and doesn't encroach on existing home
- Affordable housing
- More cost-effective long term
- Rental opportunity
- Easy commute to work
- Having small cheaper accommodation is really good for a lot of people (students, caregivers). Small suites are flexible type of living situation
- Gives families chance to have extended family member near by
- Brings new housing stock for residents coming in
- If you see your neighbours doing it you see more potential (rental suites)
- Resale value could increase (for example a family could buy and have a nanny live there)

- Allows for newer, more affordable housing options in communities where the barrier to entry is very high.

Challenges:

- It does matter what the rezoning is as could mean that someone else later could do something that many don't want to see
- A suite can be good for a single person, but for a family it is maybe not enough.
- Is there enough space for parking?
- Increased noise for the resident.
- Light from street lights
- Parking seems a consistent challenge or issue.
- Challenge for lot coverage and expanding lot coverage
- Their rezoning application may not be approved
- Shared yard, less private outdoor space for each person
- One down side is no parking
- Parking – The Federal electric mandate makes all cars sustainable- Even in TOD areas there is a strong benefit to having a car available – The assumption that people who primarily use transit, or walk or bike will not own a car is wrong.
- Privacy- Overlooking from back yards
- Privacy- Looking back into windows from the rear of adjacent buildings.
- More shadowing on neighbours back yards.

Given the unique context of each of the Riley Communities, what benefits and challenges do different types of small-scale homes present in each of the communities? How may they be viewed by: Adjacent property owners in the proposed development?

Benefits:

- … but consider it a reasonable compromise to do secondary and garden suites - secondary being less impact on neighbours
- With regard to privacy, many are already overlooking several backyards from their second story so in areas like this, does not see privacy as being an issue.
- Observed rental options with the choice which gives people choice.
- Living next to these developments, seeing minimal issues with parking and garbage.
- Seems like something healthy cities do. Not to be feared.
- L:ived across the street from a 4-plex with an existing garage and added suites above. Perception across the street is that you prevent riskier rentals because there is more investment as a good fit.
- To have this proven property option nearby, it presents an appealing flexibility to the existing homeowner.
- We rented an infill in the neighbourhood first and then purchased. This strikes me as good for the character of the neighbourhood and market value.
- An opportunity to meet new friends
- Potential for more diverse neighbours
- More eyes on the alley way could increase community safety
- More options to do the same to their own place
- More neighbours/friends
- Increased property value

- Opportunity to execute a similar development on their property and receive rental income
- More diverse neighbourhood

Challenges:

- Neighbours may not love the height over the garage but…
- Some will be concerned how it will affect their lifestyle when utilizing backyard - could be impacted by things like loss of sunlight. Will new construction of a suite impact how they use their backyard. Loss of privacy and loss of sunlight. Windows over garage will look directly into adjacent yards
- privacy is a consideration for many of my neighbours, something to find compromises on...
- From the perspective of someone who lives near this type of development, the construction would be the most significant challenge.
- Observed that properties might turnover a fair amount, might be a starter home for families.
- Possible view impacts.
- There might be less sun exposure on adjacent property. More shade might make yard colder or not as productive for gardening.
- Energy, heating/energy use and people's moods/mental health might be impacted by not enough sunlight.
- Perception of rental suite correlation with crime. Personal experience with renters conducting local break and enters.
- Increased noise with close new neighbours.
- Lived across the street from a 4-plex with an existing garage and added suites above. Perception across the street is that you prevent riskier rentals because there is more investment as a good fit.
- parking issues
- Could be disruptive for neighbours
- Noise, privacy and additional lighting near adjacent residents
- Changes the vibe
- If it is 2 storeys high, then more shading of the adjacent yard
- Concerns about shadowing/ privacy in backyards
- I think a lot of the “challenges’ revoled around perception. The percption of increased density, the perception of renters, etc…

Given the unique context of each of the Riley Communities, what benefits and challenges do different types of small-scale homes present in each of the communities? How may they be viewed by: Existing residents in the proposed development?

Benefits:

- Allows for a diversity of people that get to live in your community. Could have a young professional who may not be keen on living in a condo or able to afford a townhouse but could live in the neighbourhood in the above-garage suite.
- Way to increase densification without brand-new construction / development

- Footprint doesn't change, leaves space for trees, softscape that absorbs water, etc, outdoor amenity space for the suite on the property is a good thing…
- Depending how close someone lives, referring to a back alley, some people might visually not be impacted or care.
- Someone experiencing this is seeing the lifecycle. We have seen people going through different ages and stages. A stagnant where nothing is changing might be worse and concerning. If this change wasn't happening in innercity neighbourhoods, it would not be a good indication for the local economy.
- [Note - copied by Kelly as this comment applies here too!] To have this proven property option nearby, it presents an appealing flexibility to existing homeowners in the area looking to stay in area as things generally become unaffordable. Rather than being forced to sell, for instance, they could rent a secondary suite.
- [Note - copied by Kelly as this comment applies here too!] We rented an infill in the neighbourhood first and then purchased. This strikes me as good for the character of the neighbourhood and market value.
- More streetlife
- Better use of transit
- Additional trend for others to do same.
- More community presence
- More interesting streetscapes/architecture potential
- More neighbours/friends
- Increased property values
- More diverse neighbourhood
- More housing using similar zoning and footprint

Challenges:

- Increased traffic and parking might be an issue.
- Increased pressure on greenspaces with any kind of density.
- More people, several of these suites on the same street, will increase the intensity of development. Might change the nature of the niehgbourhood. Problems might be neverending construction. Lots of replacement of bungalows.
- Area might become less peaceful.
- More parking competition on streets
- Trend for others to do the same.
- Low quality construction degrades quality in neighborhood
- Low quality could be seen as reducing value of the neighbouring properties
- Once 2nd property is there would it lead to splitting of property?
- Increased traffic and parking will be an issue.
- Increased pressure on greenspaces with any kind of density.

Given the unique context of each of the Riley Communities, what benefits and challenges do different types of small-scale homes present in each of the communities? How may they be viewed by: Local businesses in the community (for example schools)?

Benefits:

- Given the unique context of each of the Riley Communities, what benefits and challenges do different types of small-scale homes present in each of the

communities? How may they be viewed by: Existing Residents in the proposed development?

Challenges:

- Laneway deliveries. Busy commercial areas like Kensington have tight interface between business/commerical and residential.
- These units rarely have children- no real benefit for schools
- May deter families from purchasing in the neighbourhood

Given the benefits and challenges listed for each group above, how could these types of development be better integrated to fit into communities?

- Residential parking permit
- May need to add a parking stall on the property
- Target people without vehicles?
- Community effects assessments (e.g. how many do we have already in this area?)
- Is there a limit or threshold that can be considered?
- If more people are living along laneways they need to be pedestrian and cycling friendly. At a minimum, should be more pedestrian friendly.
- Alleys have been impassable (January 2023, February 2023) and sheer ice.
- Residential parking permits
- May need to add a parking stall on the property.
- Paved laneways a pre-requisite
- Given their low scale and impact, I honestly believe that this type of development should be permissible by right across the entire plan area.

SCENARIO 2: CORNER ROWHOUSE WITH SECONDARY SUITES

New residents in the proposed development?

Benfits:

- more affordable than single family homes
- Newer building = more modern amenities/design in the home
- Numerous neighbours can give more community
- More Rental potential for individuals/families who can't afford to own
- I agree with the comments of affordability and variety of people.
- Excellent in the corner lots.
- More transit options will emerge with potentially less cars on the street by introducing this type of housing.
- Much better for people who don't own vehicles/don't want to own vehicles
- Turn over of older housing stock
- More neighbours/friends
- More diverse community
- More diverse ownership

Challenges:

- … but not more vehicles (not sure what is causing the change in perception)
- No back gardens, no room for trees, everything is a side yard.

- Safety could be an issue - homes like this could mean more kids and wondering if density of children increasing with no yards to play in - they have to go play in parks, could be issues with traffic (ie increased traffic and kids needing to travel to parks to play)
- More pedestrians will slow down the commuter traffic through our neighbourhood.
- It would be disheartening if neighbours were unwelcoming.
- Concern for people already in the community and who might be worried about limits to amenities like schools.
- We are definitely only talking about 1 title on the property, right? But this is something that many people are concerned that if they're all 4 suites and are rentals, and not owned out right.
- My initial concerns with the newer building and modern amenities. I look at a lot of the rowhouses that are being built – but I can't help but wonder the quality of the development and what they will look like in 5-10 years.
- Parking - the street is a parking lot
- It is hard to say what looks nice now and what it will look like in the future.
- Same sets of challenges and benefits and the previous scenario. The pressure seems to be on the community associations – how do they integrate these newcomers into the community? I am interest in the social planning aspects when introducing newcomers to the area.
- It is concerning when we talk about 'other' people and us vs them.
- I want to be clear. I am not concerned about the mix of the community – I celebrate it
- Parking concerns -is interesting as Hillhurst and Sunnyside is so walkable and many have only a scooter.
- Parking – The Federal electric mandate makes all cars sustainable- Even within TOD areas, or smaller units, there is a strong benefit to having a car available – The assumption that people who primarily use transit, or walk or bike will not own a car is wrong.
- Not appealing to growing families
- Cohabitation (i.e families) are the most dense form of development – this does not appeal to growing families
- Families keep the school in the neighbourhood and the children can walk to school – improving sustainability
- No room for trees, everything is a side yard. Tress make the community more walkable and therefore sustainable

Adjacent residents to the proposed development?

Benefits:

- Connection with more people and potentially families. Community growth. Diversity in streetscapes and people. Endless rows of bungalows or infills make for dull streetscapes both on street and in alleys.
- Densification offers an increase in property value typically.
- Increased ability to age in place.
- Contributes to the safety of a neighbourhood because more eyes on the street, more people moving around.
- more neighbours and more community
- Better to have the density in certain areas - like corner lots would work better

- More diversity in the area
- Potential for prettier neighbourhood scape
- Shadowing/Privacy – I think that as the city evolves people get used to that density. Toronto/ Vancouver people tends to get used to it as they see the benefits that come with the added density
- The reason why my family and I moved here is because we can have just one car (Hillhurst).
- Turn over of older housing stock
- More neighbours/friends
- More diverse community
- More diverse ownership
- Increased property values
- More efficient use of existing infrastructure

Challenges:

- BAD shadowing of adjacent property, significant privacy imposition - several new dwellings overlooking adjacent back garden
- Property tax increase might happen down the road. Might impact people on fixed income or seniors.
- Privacy and traffic increase perceptions.
- Shadowing
- The increased height creates more shadowing and loss of privacy
- For a neighbor who suddenly has row houses backing along their full fence line they loose sun, privacy etc. This could be alleviated or at lease reduced by not allowing construction to be turned on the lot and not filling the whole lot.
- Change is hard
- If the orientation is turned on a corner lot, then there can be a number of the units backing onto the neighbour's yard
- Incremental change can be a lot easier for people to adjust to rather than change seen as very dramatic (like one house is there and now eight go up on a lot beside you)
- People may have trouble getting accustomed to the density, but easier if smaller changes
- Corner lots: Row houses on the corner – they are very intrusive for the adjacent neighbour when they are turned sideways
- I live one in from a corner. I have looked at the architecture (row houses), and if they were built more across the front like and the same orientation of the existing homes that would integrate with what is existing.
- Parking – The Federal electric mandate makes all cars sustainable- Even within TOD areas, or smaller units, there is a strong benefit to having a car available – The assumption that people who primarily use transit, or walk or bike will not own a car is wrong.
- Not appealing to growing families
- Cohabitation(i.e families) are the most dense form of development – this does not appeal to growing families
- Families keep the school in the neighbourhood and the children can walk to school – improving sustainability
- No room for trees, everything is a side yard. Tress make the community more walkable and therefore sustainable

Existing residents in the wider community?

Benefits:

- Potentially younger families moving in, diversity in age/demographics
- Encourages lower-income families to move in so our communities in Calgary aren't as segregated by income/class
- Great way to have more diversity of housing options - not just condos and huge single-family mansion-style housing (homes with area that could allow 3 or 4 families to live there)
- Assumption that commercial might follow the increased density and residential options. Commerical opportunities and amenities are generally welcomed.
- increased density can lead to increased transit in an area
- Add to more viability of rec and community service
- Affordability will allow more people to move to a neighbourhood of diverse backgrounds, allowing existing residents to meet individuals of a wider.
- Turn over of older housing stock
- More neighbours/friends
- More diverse community
- More diverse ownership
- Increased property values
- More efficient use of existing infrastructure

Challenges:

- No parking for basement suites, imposes on street parking and all existing residents ability to use the general street parking
- Take away trees/green space - this affects neighbours, not just these residents
- More people isn't usually the issue (people aren't anti-people), it's the lack of parking, if it takes away green spaces, affects wildlife - less room for all the wildlife in the area, trees, some don't like the look of the new development as it doesn't fit in.
- Less softscape- drainage, aesthetics - many of these designs don't fit well with existing community
- Community would like these types of structures in specific areas, and to add WAY more on the mall site in HH-BH, HH-BH would like to see the 'building envelope' stay the same (45%, 10 m high, building depth contextual, for all the wildlife, trees, etc reasons above). BUT we are quite open to duplexes (or even 3) in that envelope
- Safety
- Increased traffic and fewer parking spots throughout the neighbourhood.
- Families with little children might have safety concerns.
- Parking issues
- Heavier demand/pressure on parks, rec services.
- Car storage vs car usage (whether we take transit. In between using them, they do need to be stored some place). Wanted to highlight this in regards to the parking issue.
- Potential greater loss of tree canopy
- I think a lot of the "challenges" revolve around perception. The perception of increased density, the perception of renters etc

Local businesses and services in the community (for example, schools)?
Benefits:

- Again, more customers and children for the schools
- Schools can accommodate more kids
- Benefit to local services and businesses by having people live in close proximity.
- Potential for employees and people living close to these opportunities. There might be opportunity for people living in suites who are local for service-type job opportunities.
- North Hill mall is well positioned to welcome more customers.
- If families with children move in it revitalizes the community, keeps the school population higher
- Since more affordable for families, it can help keep a neighbourhood at a sustainable age group/growth rate to allow services to stay open/grow
- More clients in a walkable area

Challenges:

- Lease rates or inadequate provision for commercial.
- Do other existing services have the capacity to receive more of a customer base? Can be increasingly difficult to make appointments.

Given the benefits and challenges listed for each group above, how could these types of development be better integrated to fit into communities?

- More community gardens
- Enhanced facilities in parks/open spaces (ie community association fields - playgrounds, recreational facilities)
- Would like to see this type of development in specific areas that make sense - not necessarily in any street in the area
- Maintain character/"feel" of community through design
- Can add more people in condo-styleAlong 13th Ave North Side - nice situation facing the park. New style of homes where they look 2 directions/have courtyard, this would be an excellent opportunity for this type of home.
- 14th Street needs something a bit denser to make sense for redevelopment, same with first part of 19th street by the church. In terms of Sunnyside, 19% of Sunnyside is single-family homes, condos is 69% so wondering what the goal is.
- Shocked that single-family homes are so low in Sunnyside. Of all the communities w/in this group all percentages are different so is there a goal to get each community to a certain percentage?
- A single family community character (or maintaining that feel, but fitting more in 'the box') IS a 'housing choice' and we don't feel the choice of this consistent community choice should be taken away from us…
- If the new options are allowed to be random, it isn't as desirable… in a newer community they plan the more dense options, including RCG, go, we should have the same thing
- What is the threshold or assessment for what is already existing?
- Strategic environmental assessment—is this something that is done in Calgary? Something to tell us what are the impacts and benefits?

- There is a need for better active and public transportation. We know tehre will be comments and complaints about parking so we need to provide opportunities for alternatives.
- Public space investment is also critical with these increasing housing choices. People may have less private space around their home but alternatives can be found in the public realm.
- One policy the City should look into is the property tax uplift that is received when this new development takes place (one bungalow versus fourplex).
- Public space investment is critical, similar to what business districts are able to harness.
- Property tax lift might be dedicated to communities that reach a certain threshold of density (e.g. bike lanes, pacing alleys, supporting commercial services, etc)---what does the community feel it most needs?
- It can be a different situation when you are in a primarily residential area but the property tax uplift can be significant. Community accept the change but the property tax allocation should be considered by the City and should translate to benefits and promises of infrastructure and public amenity investment.
- https://masslandlords.net/gentle-density-increases-nearby-property-values-evidence-shows-contrary-to-popular-belief/#:~:text=Every%20study%20concludes%20that%20well,of%20nearby%20single%2Dfamily%20homes.
- Just an interesting article showing that studies indicate that gentle density tends to increase the value of single-family homes rather than decreaseMaintain character/"feel" of community through design
- Family friendly (i.e. cohabitation friendly) and therefore more sustainable with 3+ bedroom options
- Because these developments happen on corners, ensuring that there are front doors on both streets would help to address contextual concerns

SCENARIO #3: COURTYARD-STYLE HOUSING

New residents in the proposed development?
Benefits:

- Diversity of housing for people. The added bonus of green space and windows is a perk for people looking for something different.
- Really attractive from the streetscape.
- Courtyard is a space where families can gather and kids can potentially play.
- all similar to above, more density and more affordable units, great proximity to neighbours
- Courtyard is a usable space
- I like the idea of the courtyard, and a space that they can use. I think this is a positive thing (communal space).
- Possibility for more sociability among residents
- When you look at the amount of coverage on this – that is a LOT! This is still going to be D72 density because it looks like a lot more because of the size of the building. I am fascinated by this. But it does look very intense.
- I was going to say something similar. Redevelopment increases the value of existing homes as the developability is increased and the area is renewing.
- we need to not be car judgmental either way - for example I have a 2 car family but 5 people in this house, so it's 1 car to 2.5 people!

- these types of housing align with the MDP and its targets for the inner city.
- I'd rather live next to this one that in scenario 2. I think this one is much better and if I had to pick, I would definitely pick this one. It's not that different from a two storey with a house and a garage out back.
- I have lived in this type of housing before – and there was families, singles, couples – great opportunity to have that density. And the potential for suites below and reaching that 50% target. Gentle density has been proven to increase housing values.
- Allows for newer, more affordable housing options in a communities where the barrier to entry is very high.
- Turn over of older housing stock
- More neighbours/friends
- More diverse community
- More diverse ownership

Challenges:

- Crosses line of not respecting neighbours when building anything this tall
- Good orientation so the courtyard gets sunshine and does not affect adjacent residences.
- Whether the neighbours are compatible or will there be conflicts
- Have heard neighbours are concerned about types of developments.
- The challenge will always be the disconnect between the high density row house or courtyard homes and surrounding lower density homes. Kinda a jengablock of development. Doubt it will ever happen but it Would be nice to have density in planned locations and maintaining other areas with lower density
- Would there be greater need for nearby park space for children/families
- What is the person that was hoping small children that would live in here. Lack of space and lack of yards.
- This isn't an HGO more like a half HGO
- There is no common space for people to have a bbq
- Parking – The Federal electric mandate makes all cars sustainable- Even in TOD areas there is a strong benefit to having a car available – The assumption that people who primarily use transit, or walk or bike will not own a car is wrong.
- Privacy- Overlooking into back yards
- Privacy- Looking back into windows on the rear of adjacent buildings.
- More shadowing on neighbours back yards.
- The Sunnyside ARP identified community character and streetscape as very important for the community – These developments rarely fit

Adjacent residents to the proposed development?

Benefits:

- Potentially might revitalize a lot that has been in holding. Better utilization than a vacancy.
- It's more open, faces the street, and less intrusive on adjacent homes.
- I have lived in this type of housing before – and there was families, singles, couples – great opportunity to have that density. And the potential for suites below and reaching that 50% target.
- Gentle density has been proven to increase housing values.

- Turnover of older housing stock
- More neighbours/friendsMore diverse community
- Probably a more compatible interface than the solid wall produced by the row housing in scenario 2

Challenges:

- concerned about shadowing and privacy, indeed! Another issue with these categories is a taller max height… allowing this sort of thing as a 'standard' anywhere in the community means that neighbours lose all certainty that the sunlight and privacy in their back garden will be there, can be a huge change and completely destroy the enjoyment of peoples forever homes..
- In west hillhurst where I live, concern about shadowing and height is same with SF vs these development since some new SF homes are built super tall.
- The setback is less than the surrounding rest of the streetscape? Might be visually jarring to nearby residents.
- Potentially more short-term residents, meaning more turnover in neighbours which could be a challenge
- To dense housing for the single houses around.
- More noise
- The placement, and coverage, of these buildings severely affects the shadowing the neighbouring property and is quite unfair to have this placed beside your home
- Parking – The Federal electric mandate makes all cars sustainable- Even in TOD areas there is a strong benefit to having a car available – The assumption that people who primarily use transit, or walk or bike will not own a car is wrong.
- Privacy- Overlooking back yards
- Privacy- Looking back into windows on the rear of adjacent buildings.
- More shadowing on neighbours back yards.

Existing neighbours in wider community?

Challenges:

- Good in certain places, like north side of 13th Ave NW where the back row can address the park
- Opportunity to revitalize surrounding amenities and public spaces
- I have lived in this type of housing before – and there was families, singles, couples – great opportunity to have that density. And the potential for suites below and reaching that 50% target. Gentle density has been proven to increase housing values.
- Turn over of older housing stock
- More neighbours/friends
- More diverse community
- More diverse ownership
- More efficient use of existing infrastructure

Benefits:

- Loss of wildlife, tree canopy (big trees mostly don't fit now) etc (see above), concerns again about parking and not being realistic about number of vehicles
- NOT at all aesthetically fitting with adjacent homes, takes away from character of community

- It might be a financial barrier for the developers as lots mid-block or on quieter streets are more expensive - I know it is a personal thing, but as someone who has had large buildings built next to me while living in west hillhurst, I have not had my privacy or backyard enjoyment compromised. I have had to make changes. A pergola, some nice shrubs, but a small price in the end.
- Your photos show nice looking row houses - but lots don't have that nice look and do look quickly built
- I think a lot of the "challenges" revolve around perception. The perception of increased density, the perception of renters, etc

Local businesses and services in the community (for example, schools)?

Challenges:

- Children for schools, customers
- More customers and potential employees; similar to last scenario.
- I have lived in this type of housing before – and there was families, singles, couples – great opportunity to have that density. And the potential for suites below and reaching that 50% target. Gentle density has been proven to increase housing values.

Benefits:

- Maybe capacity to serve? Seems unlikely though.

Given the benefits and challenges listed for each group above, how could these developments (Courtyard Style) be better integrated to fit into the communities?

- Locations where adjacent neighbours are minimally affected – I.e North end of the block or adjacent to apartments building w/o green space
- Less units more 3 bedroom units – to promote co-habitation which is more sustainable

Given the benefits and/or challenges that you've noted, how could different types of small-scale development be integrated into the Riley Communities? Please tell us below.

Universal (broadly applied to the entire plan area)
Certain housing forms can be applied universally across the limited-scale area. These housing forms would typically be considered the standard allowed throughout the entire Plan area.

Benefits:

- Plans do not decide where housing forms will be built, developers do. Plans can create limits, but the market, economy and people will in the end truly decide how things will appear.
- The differences we already see between these communities are expressions of these forces. And will continue to be

- Value in properties will determine how developers do these things. Market forces are at play, and that is how these communities get built (not necessarily based on the info in the plan)
- Clarity and simplicity are a benefit of having universality. We want to encourage people coming in and the more rules and nitpicking and layers of oversight that are installed in the process make it less likely that we'll be looking upon favourably by those who want to build houses and different kinds of houses. The clarity is a benefit and will affect whether we grow or not. People seem generally okay (in West HIllhurst) with RCG and HGO on corners, but perhaps not midblock.Benefits of densification are location specific so you might be losing that concentration that offer greatest benefit. Very positive benefits to concentrating density in nodes and corridors.
- For example, maybe allowed on a corner but is able to extend toward midblock if it was similar to Prarie Sky or something like that.
- This might be a general rule that could be applied, but not all places in the plan area are open for development.Spreads out the growth over a larger area, limiting traffic/parking concernsWe got a great lesson from the scenario #3 (however the side walls were only 18 feet high.) Whereas in HGO they could be twice that high. So if you could make things that fit in then that would be better, and not negatively affect the neighbours on either side, then we could put this type of development in a lot of places.
- The universal approach doesn't seem to fit with everything we've talked about, and it isn't really a thoughtful approachIf it is done well then there are a lot of places where this could work.
- Location criteria – whatever ends up happening I hope it is very predictable. I think that it is consistently applied then it becomes more digestible and people understand why these are coming in.
- Some form of small scale growth should be permitted across almost the entire plan area. There should be some locational criteria applied in specific instances, but we should be encouraging this type of sensitive redevelopment rather than trying to restrict it.

Challenges:

- Doesn't acknowledge the current differences in communities that exist, and thus takes away the CHOICE to live in different character communities and consistent communities, doesn't acknowledge privacy and sunlight, what one can do with one's own lot isn't the only aspect, it's what your neighbour can do…
- simple for developers, but not simple for neighbours - now much less predictable - HHBH doesn't see this as clarity, but taking away from clarity and certainty of form
- Practical considerations such as laneway/alley access and other issues with built environment that may not be suitable for some forms of housing
- As I saw these starting in my neighbourhood, some people were taken advantage of by developers under the guise of redesignation. Is this worth the money to people who did not intend to buy anytime soon?
- Differences from street-to-street and corner-to-corner (e.g. deadend street versus main street)
- Might not be sensitive to the current context and streetscape.
- Certain streets seem better able to handle different scales.
- The city also has some education for new developers that is clear. (Given a recent DP encountered in Tuxedo and the current NH LAP that allows this types of housing)If

anything (for example rowhouses) can be applied for anywhere, this leads to uncertainty and anxiety for the neighbours.

- This may lead to more uncertainty for people
- NOT universal – we would have way more density than Riley communities could handle. If I look at HH/BH – unless we have a real to squeeze more people in then maybe HH could manage the secondary suites. But to put HGO because it is close to the LRT -it is not necessary. If they don't need to change it then lets not.
- Adjacent Neighbours are the ones who suffer disproportionately when height, massing and density changes are imposed broadly.
- Most people cannot ensure a sharp decline in their homes' worth because they had a bad development put up beside them.

Location Criteria (determined by certain site characteristics)
Certain housing forms can vary based on locational criteria (street type, presence of lanes, adjacency to transit/parks/etc., location on a block- i.e., corners). This would allow (or restrict) additional housing forms, beyond those identified in the universal approach, in locations that meet these criteria.

Benefits:

- Could look at the interaction with the existing built forms, but concerned that it would still not keep whole pieces of consistent communities.
- Could we talk about keeping lot width (can't divide to narrow lot adjacent to wide lots, eg., but can go the RC2 that would have a similar look and fit in)
- Not sure where to bring up, but how do we add the idea of up down R2 that have the benefit of the ground floor unit being good for aging in place or disabled, again these could LOOK like the existing homes and fit in
- Corner lots lend selves well to these types of developments, parking not as utilized on corners too.
- East side of 19th street, Kensington Road and 6th ave. where 5th and 6th ave meet, no alley there so doesn't' make sense to have single-detached next to four storeys or higher but perfect location for development like this, like rowhouses, fourplexes. Presence of a laneway helps when developing condos.
- Broadly there are a lot of weird streets in these neighbourhoods, there will need to be location-based decisions. There's straight streets, curvy ones, topography that makes a difference in certain places.
- Having certain quotas or stated criteria that enable you to build to X with this much area.
- Opportunity for investment in public space which could be part of the criteria.
- This allows for a nuanced approach to redevelopment
- A nuanced approach is a thoughtful approach that won't lead to as many random situation where things look more erratic
- Backing onto Lions Park – I could imagine rowhouses all along that green space. If I was thinking about where you could maximize density with minimal impact on neighbours – that would be a great spot.
- I keep changing how I think about this. I think how we are suggesting predictability – this idea of incremental change – I like this idea that we would be looking at the location criteria rather that universal based. Location Criteria seems to be the most palatable / incremental / predictable. The courtyard development would be more

palatable to the neighbours because it was done nicely. This seems like more incremental change that would be appropriate.

- I am finding this very hard to digest in my head – it is very BIG. It is low impact and a universal approach would work better.
- On the other end the courtyard – it would have to be very specific. The impact ion the block and ideally you would have to have the whole block developed on the other end. Is there a way to manage this in a more finegrained way. I am trying to stay between the different styles, and trying to figure out how you would do that in a planning world.
- Opportunity to minimize the impact on adjacent neighbours by being very selective under how and when certain forms are allowed
- ALL corner lots in the plan area should be permitted to have this type of development.

Challenges:

- Some communities will fight against any form of change in certain areas and therefore create a divide in their own communities (example row houses are ok on the east side of 19th street but none are allowed on the west side)
- With map and the four storeys or higher it looked like it could be that type of building all over. Would rather see things like fourplexes etc. in these areas rather than big tall buildings. Far more pro about the smaller scale rather than moderate-to large-scale.
- There are parks in different situations, so can't use parks as a blanket…
- Topography matters, makes blanket ideas or criteria that applies everywhere not so feasible…
- Potential impact to City service delivery (e.g. garbage, composting and recycling collection)
- Location Criteria - I just like to see typography added (as we have some very steep hills and that could impact the neighbours) As the street moves up the hill and the lower houses could be a good fit versus as you move up the hill and the houses that are at the top of the hill.
- Height should also be considered

Area Based (using Urban Form Categories, Transit Station Areas or other map-based tools)
Urban form categories (such as neighbourhood collector) and transit station areas (core and transition zones) can be used to provide further guidance on where various housing forms are supported. This allows the plan to provide some map-based approaches to allowing additional housing forms.

Benefits:

- More location specific and potential to congregate near those existing amenities such as grocery stores and transit stations.
- Seems to look at the whole area, where it is and what makes sense.
- A hilly street seems like an opportunity to do more height at the base and move up; do things at different levels and take that into consideration.
- Perhaps an option that requires more direct consultation with nearby neighbours.
- Provides specific area guidance that may provide desirable predictability to other residents in the area (but on the flip side, legislation and discretion can always change so these things will not be inflexible/ set in stone
- This helps with predictability, since it is map based.

- Small scale growth should only be permitted at the periphery of transit station areas. These areas should be focused on higher intensity outcomes.

Challenges:

- Community is not 100% aligned on which streets should be added to the list of areas for further development – and likely those that are supportive do not live on the street, or behind it.
- Small-scale growth should only be permitted at the periphery of transit station areas. These areas should be focused on higher intensity outcomes.

Miscellaneous / Other Policy Tools
Are there other policy tools that we haven't thought about? What other tools can you think of and how would you use them?

Benefits:

- history and character
- Is this 'limited scale policies' or 'study areas' or what? terminology?
- Look at numbers, where density is in different areas and by looking at that decide what types of housing should go where to help spread the density out more evenly. Some places already saturated so look at numbers to see what areas don't have things like rowhouses or semis and add those to areas that don't have them already.
- Not sure there's a given that every form needs to be in every community. Everyone should add some density - but some areas are better for some types. Ex. in HH-BH there is opportunity for huge density on the mall and library, but still have the look and feel of the community as is (being thoughtful about where other types of houses might go and what those types of houses would be). Ex. Kensington has a different character with small lots, and people there probably like that look and feel. Could we write down what works in the different communities?
- Discuss a definition that works in each community that fits with the history and characterIs this 'limited scale policies' or 'study areas' or what? Terminology?
- Look at numbers, where density is in different areas and by looking at that decide what types of housing should go where to help spread the density out more evenly. Some places already saturated so look at numbers to see what areas don't have things like rowhouses or semis and add those to areas that don't have them already.
- Not sure there's a given that every form needs to be in every community. Everyone should add some density - but some areas are better for some types. Ex. in HH-BH there is opportunity for huge density on the mall and library, but still have the look and feel of the community as is (being thoughtful about where other types of houses might go and what those types of houses would be). Ex. Kensington has a different character with small lots, and people there probably like that look and feel. Could we write down what works in the different communities?
- Strategic Environmental Assessment (SEA) is the appropriate modality of assessment to identify the impacts and benefits of a development plan. It is a participatory process that considers the concerns and interests of different parties and integrates multiple aspects for the area covered in the plan. It considers cumulative effects (past, existing and foreseeable development), integrating different aspects, e.g. transit, historic values, house density, green spaces, capacity of services. For greater benefits, SEA could be done parallel to the planning/ consultation process, to integrate pros and

cons of the envision, explore and refine. That allows for the assessment of impacts and benefits of different alternatives (e.g. locations of types of development, and ways to provide services) to select the best, based on e.g. a multi-criteria analysis. Land value capture mechanisms, e.g., density bonusing, to fund permanently affordable non-market housing, but where?

- Parts of HH-BH are quite steep, the hilly-ness of the street should be taken into account
- This is great conversation, but I am concerned that what you showed us as courtyard housing is not accurate. I just want people to understand that courtyard housing can easily be 3 storeys high, and not like the picture.
- See if we rewrote the rules for HGO and RCG – if we could modify the rules as they are taken from the bylaw now then we could make these more compatible.
- All of the housing forms presented here can be up to three storeys whether it is single family, semi-detached, row housing or courtyard. We should not be creating policy based on incorrect perceptions. Most of the land use designations used in redevelopment scenarios (R-CG, R-C2 etc…) are by definition contextual. This means we end up with similar heights and contextual setbacks regardless of the unit count.

Challenges:

- A SEA needs a budget and time.
- Provision of affordable housing is something the market is not effective at, but policy options need to be available (e.g. where can we do density bonusing).
- How do we know the types of housing types presented here can help with affordable housing?

Riley Working Group Session 6: Draft Urban Form and Building Scale Maps

Purpose of Session 6

Working Group Session 6 focused on presenting advisory members with draft Urban Form and Building Scale Maps. Following a presentation of the work to date and an explanation of how the maps will function in the Plan, attendees were assigned tabletop groups. Discussions at each table focused on six key areas within the Plan area. The key areas were:

- Lions Park Station
- 19th Street N.W.
- 14th Street N.W.
- Kensington Road
- 10th Street N.W.
- Sunnyside Station and Second Avenue N.W.

Presentation from the session: Draft UFC and Building Scale Presentation

What did we ask?

Attendees were presented with an aerial map of the Riley Communities which identified the six focus areas. This was followed by the presentation of the draft Urban Form and Building Scale Maps. The following questions were considered for each corridor area:

1. What will each key area look like 30 years from now?
2. UFC Map: Did we get it right? If no, what additional changes should we consider and why?
3. Scale Map: Did we get it right? If no, what additional changes should we consider and why?

Session 6: Summary of Feedback

Feedback themes received from working group members are based on each focus area. The below summaries include the Phase 2 Engagement Booklet map, draft Urban Form and Building Scale Maps based on each key area.

Lions Park Station

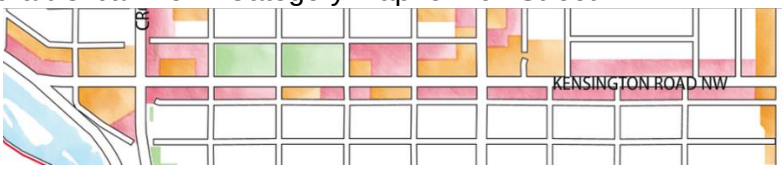
Left to right, you will see the Phase 2 Engagement Booklet map, Building Scale Map and Urban From Category map for Lions Park Station.

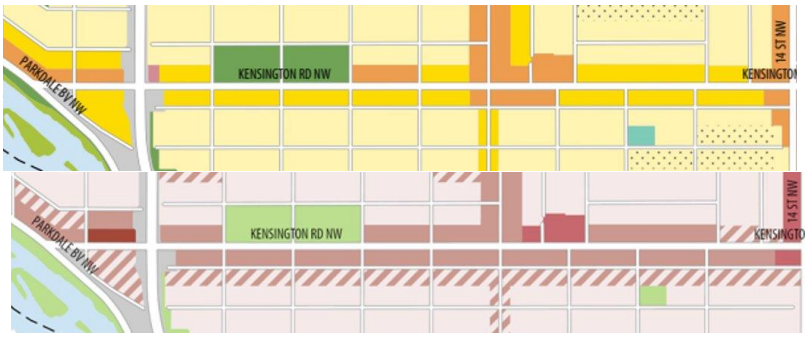
Feedback summary:

- Participants identified opportunities to maximize the site around the Lions Park LRT station, focusing on more people living south of the train station, more day-round activity, and the potential for a larger-scale civic facility at the Louise Riley Library location.
- Members were generally supportive of the Building Scale Map and seeing increased heights around Lions Park with consideration to enhanced service provision, commercial presence and public realm consideration (e.g., to the road development on 16th Avenue, revitalization of the park space behind the LRT station).
- Conversation regarding Lions Park Station also touched on higher than low-modified between 12th Avenue N.W. and 14th Avenue N.W., like Seventh Street N.W. Increased housing choice near North Hill Mall, existing park space and the LRT station were considered a potential factor in activating the area, increasing safety and capitalizing on existing transit infrastructure.

Kensington Road

Top to right, you will see the Phase 2 Engagement Booklet map, draft Building Scale Map and draft Urban Form Category Map for 19th Street N.W.





- The urban form categories of Neighbourhood Connector, Commercial and Flex were all generally supported along Kensington Road. Many participants indicated that the west part of Kensington Road lacked public realm, with fences lining the south side of Kensington Road offering an unwelcoming feeling.
- Comments reflected that added height and scale should consider adjacent neighbours north and south, with the north side of Kensington Road offering the most potential for added building scales. Residential presence with commercial capability on block corners were suggested by working group members.
- Conversations revealed Neighbourhood Commercial potential as Kensington Road extended into Parkdale Boulevard.

19th Street N.W.

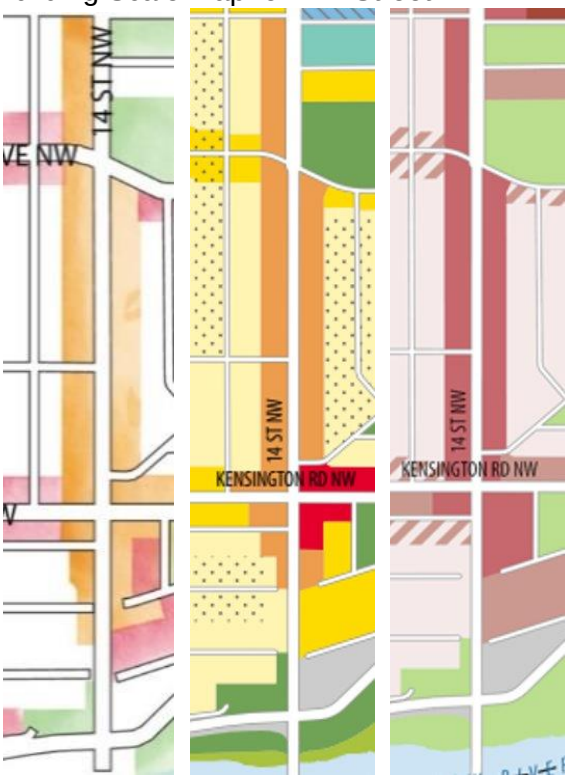
Left to right, you will see the Phase 2 Engagement Booklet map, Urban Form Category and Building Scale Map for 19th Street N.W.

- Working group members expected 19th Street N.W. to grow as a high street with enhanced streetscaping features for people to enjoy and congregate.
- In response to the building scale map, core intersections at Fifth Avenue N.W. and Kensington Road were considered appropriate for increased height if thought was given to shadowing effects and transition. Participants expressed a desire to see continuity in scaling up and down on the ends of 19th Street N.W. Some working group members felt that height should be kept low (e.g., Low or Low Modified) along 19th Street N.W.
- Neighbourhood Flex and Connector for Urban Form Categories were viewed as making sense with current residential and commercial presence with some participants indicating Connector form should run all the way south until 16th Avenue N.W.
- Questions arose related to the local area planning process and the influence of current development permits on what was being brought forward through the maps.

- Working group members indicated that growth, including higher building scale and form categories that offer commercial opportunity, would make sense toward Memorial Drive. Bike lane infrastructure was considered important for connecting 19th Street N.W. to Memorial Drive.

14th Street N.W.

Left to right, you will see the Phase 2 Engagement Booklet map, Urban Form Category and Building Scale Map for 14th Street N.W.



- Working group members acknowledged the current car-focused nature of 14th Street N.W. citing it was not the most attractive street for pedestrian and active mode users.
- Participants expressed a desire to see locally focused and owned businesses populate 14th Street N.W. in the coming years. Neighbourhood Flex and Commercial were regarded as appropriate urban form categories for this corridor, especially with the current commercial and service-oriented business presence.
- Neighbourhood Connector was identified as an appropriate form for the south side of Fifth Avenue N.W. from 14th to Eighth Street as well as the north side of Memorial Drive.
- Transition policies for height were discussed in consideration of adjacent residential streets such as 13th and 15th Street N.W.
- The intersection at Kensington Road and 14th Street was identified as a priority for public realm investment.

Sunnyside Station Area and 10th Street N.W.

Left to right, you will see the Phase 2 Engagement Booklet map, Urban Form Category and Building Scale Map for Sunnyside Station and 10th Street N.W. area.

- Riley Park was cited as an important public amenity in the Riley Communities. Investment and preservation of this open space was noted as important. Working group members expressed concerns about 12+ storey height being placed adjacent to the park.
- Participants indicated 10th Street N.W. already felt like it was meeting the scale and form proposed in the draft maps.
- Height opportunities with a minimum of 12 storeys were identified for 10th Street N.W. north of Fifth Avenue. The focused height was also supported near the LRT (e.g., the new JEMM development and container park).

Sunnyside Station Area and Second Avenue N.W.

Left to right, you will see the Phase 2 Engagement Booklet map, Urban Form Category and Building Scale Map for Sunnyside Station Area and Second Avenue N.W.

- In 30 years, participants expected this area to remain a central corridor through Sunnyside.
- Participant comments cited the existing Transited Orientated Development policy. The Neighbourhood Connector and Flex forms along resonated with participants who felt there was more potential for corner block commercial.

- Memorial Drive was considered for building scale up to six storeys.
- A theme of conversation acknowledged the need to maintain a residential focus and maintained height in the Sunnyside area with Neighbouhood Local suggested to replace Connector in certain places.

What Did we Do with Feedback?

The project team used the key area feedback and perspectives offered by working group members to revise the draft Urban Form and Building Scale Maps further. Updated maps were presented at Working Group Session 8 and part of the next public engagement program (fall 2023).

Session verbatim feedback

PRESENTATION QUESTIONS:

- Q: you mentioned with the building height, if height wasn't allowed could there be an alternative for a lower height? Does it go the other way to make it bigger than the policy allows? So someone who wants a 12 storey where it's mapped as a low story, they could get an exception?
- Q: About form map, in contrasting the neighbourhood would those designations impact whether new developments would be allowed to have like driveways coming in from roads, those types of considerations? Is it development permit stage?
- Q: General question about how far the Kensington Road key area extends

KEY AREA: LIONS PARK

What will each key area look like 30 years from now?

- More density in 30 years.
- More residential in areas and more built up along certain areas, such as 19 Street.
- More efficient use of land within the Mall area.
- There is already some residential component to the Mall area, so the eastern portion I could see developing out with more residential.
- I would like to keep the green space that exists in the area.
- I would like to see more activity on the park behind the library. It could be more activity there, but I don't want to lose any of the green space.
- Are there plans to redevelop the library?
- It would be nice if the green space was more of a activation.
- It would be nice to have a community hub within certain areas (such as community centres), which are expensive to maintain. Some of these areas would be nicer.
- I wonder if there is an opportunity within the North Hill site, to have a contribution to upgrading the park behind the library.
- I think a bit more development would be great south of the C-train is underutilized property. It would be an ideal place to live without needing a car.
- area where you increased up to modified form of up to … transition we'd naturally see, yours is more gradual, I think it will be a steeper transition, more intense at the station area than you've got but it comes down quicker.
- It's a lovely walk along there but it's not well enough lit.
- An improvement to current conditions.

- In 30 years, hopefully, a lot more dense. Makes sense in terms of the proximity to transit.
- North Hill Mall and Sear Parking lot could be multiple condo towers.
- On the parking lot, someone once mentioned a gas station. Has it been remediated? Other cities have tackled this type of thing so there are likely lessons learned from other municipalities.
- We can see growth around the youth centre in Briar Hill. That would make sense.
- Commercial residential mix near the North Hill and limited access to 14th. How to get more commercial south of the park from a traffic management perspective?
- North end of hill on 19th, the walkability of the hill is a disaster. Also, not the best bike route in the summer. But in 30 years this might be more palatable. In 30 year we might see a little more continuous development between 5th Ave and 16th Ave.
- We'll see more services, we need to see more services. I noticed library site is marked as special area …
- Opportunity for that to be like a little downtown.
- Right now it's like a wasteland, so much opportunity to diversify what's there, commercial, residential. As a person who likes to live in my low-density bungalow, there is an opp. to put some height up here. I love what's there now as it steps up from the community.
- The apartments there now are nice.
- The mall site is good for density but what are the ramifications for the cost of living in the residential surrounding area? It seems small-scale growth was what was desired for HHBH, like those branching off 19th was for more small scall increased use.
- Perhaps more consistency around the density distribution in this area. Row housing should really be throughout the area and palatable because of the human-scale.
- Highland Liquor etc: Why can't this area be higher density? It is north facing so not blocking sun, it seems easy access.
- Can you ever address the sound barrier in some way with higher density along 16 Ave.
- 14 Street (westside) there are lots of rundown houses. Seems like there might be big change on the horizon.
- Courtyard design integration with new builds; from a safety perspective allows for more eyes.
- Riley Park buildings (on 5th Ave)
- Can we varying building heights to allow sunlight distribution
- More connections across park will equate to greater safety
- 12 and 14 Ave NW already contain commercial, so it seems more to grow.
- Value in a place like this is you can have height and density but still have low density and they merge into a nice community that benefits. If I live in the high rise there, there are green spaces I can access.
- Right behind station, just bungalows… to me that's where you put walk ups and row houses.
- Question about the people who will live there…. We talked about inclusive communities that included a diversity of household types. In 30 years, it will be much more mixed cosmopolitan community, you talked about it being sterile, I think it will be different, there will be a lot of pressure for the area to look at lot different.

UFC Map: Did we get it right? If no, what additional changes should we consider?

- I like that the open space still exists on these maps.

- I think there is an opportunity to improve the playground around the
- I think the urban form categories look right.
- I think it's consistent with what's already there.
- I could see the neighbourhood connector going all the way up the 19 street.
- I think there should be more density across the street from the west hillhurst community centre. (outside of box 1)
- We talk about diversifying housing, in Parkdale, West Hillhurst, even when they put an infill in, they're not replacing a $600000 bungalow, they're not replacing with something more economical, they're replacing with something just as expensive. Not sure about 30 years from now but in 10 it will be even more expensive.
- More affordable housing needed, more schooling, housing, there are schools there, trains, there, etc.
- North Hill Heritage recently went to council, 30 years ahead, wondering if there's … does comprehensive planning overlay – (I missed this bit but Fraser wrote it in his notes)… is it worth institutionalizing that area?
- Underused Bethany site and park?
- What is the convention, this is what it is today or this is what it will be in 30 years. May not be an easy answer, City owned and institutional private we're just codifying what they are at today rather than what they could be. (This was a comment from industry member David – he was speaking in higher-level terms I didn't understand but tried to capture what he was talking about).
- What is the maroon at North Hill mall?
- How do you integrate residential with Commercial Centre form?
- More thought needs to go into the Parks and Open Space along the LRT. Is there a different way to image this? But yes, it should stay green space along this corridor.
- The forms generally make sense and will liven up the area. These forms might add activation during the evening hours which really isn't happening now.
- Not sure if this is scale or form, but it'd be great to get developed out to the roadway on 16th Ave.

Scale Map: Did we get it right? If no, what additional changes should we consider?

- Important in terms of 30-year vision, to have affordable housing.
- Height, the 6 storeys by lion's park could be higher… focus higher closer to station.
- 12 Ave NW, marked as commercial, that could be higher too
- If you look at current…. 60%, east side of 20th street 60% is redeveloped in last 10 years, won't be redeveloped again in the next 30 years. 1/3 of houses in the block on both sides have redeveloped as single storey. Problem with this block is you will create a stagger.
- Risk I see right now is w/o the developers coming in, what you'll have is the low scale redevelopment that won't go anywhere in next 30 years, so opportunity will be lost. Would be a shame if only bare minimum happens, as areas will hollow out and be exclusively ppl who bought bungalows 20 years ago when they were cheap.
- Comment about plume contamination issue.
- Still no Heritage consideration in HHBH, we are HHBH and there are still jokes about?? ,reluctant to see further division in the community, would like to see physical scale connection around (19th street, circled on map)
- Should have the big lions park area as just an open to whatever.
- The transition from density south from 6 to 4 storeys makes sense but I think 14 street should have a higher density along 14 street.

- If we are talking about activating this area and safety, it is really only the first row that will make a difference to this area. What if you have six stories at the top of your hill and the way it drops off, there is a risk that you develop a wall of buildings? Can this be addressed with design?
- More height can likely be accommodated along 14 Street NW.
- The team can probably consider higher than Low-Modified between 12 Ave and 14 Ave NW (e.g. along 7 Street NW). Mid makes sense near the LRT station and park space and will likely activate and create more eyes on the area.
- More height around the plaza and Jurees/Highlander area resonates and can be accommodated there.

KENSINGTON ROAD

What will each key area look like 30 years from now?

- One half of it's street doesn't have it's back to the road.
- There are a lot of new builds.
- We've looked at whether to take in 19th street as part of Kensington as a non-contiguous piece
- Walkability is a big issue, especially on the north side of Kensington Road. The sidewalk is narrow, overgrown and left unmaintained in the winter. More intense development facing the road, more functional things in the back.
- I see higher commercial presence along this street in the medium to long term. Maybe you need a buffer that shields you from the back. Trucks come in the back with specific entry points.
- Ultimately, this can be a more pleasant walking environment, but hopefully that comes well before 30 years.
- In the future, we might see more commercial and service-oriented businesses near Kensington Commons (the church) as you head toward the Parkdale Area. There will be a natural rejuvenation and continuous mid-level development.
- Hoping in the future we see greater transit provision along this with specific improvements to travel north corridor

UFC Map: Did we get it right? If no, what additional changes should we consider?

- I like that it's connector all the way down.
- It would be nice to see some sort building that had more commercial and live work units on both sides of the street.
- I don't think a lot of those buildings on the north of Kensington Road won't change because they are newer fourplexes all the way down.
- Kensignton road has a really good opportunity to be a pedestrian corridor, so if you add commercial amenities that would be great.
- I don't think it makes sense that there is neighbourhood connector between 19 street and 20 street
- There will be set pieces in 30 years' time, does that still inform the logic…. Are we codifying what's there?
- With the ARP we thought it would be 25 years before we reached the density planed and it happened in 10 years.
- We were so careful with ARP in terms of setting heights at levels that would attract developers to come, if we limit height too much they won't come and we'll only have single family homes.

- Kensington toward 19 Street: why have flex and then a block that doesn't match? This area should be flex across the corridor, especially at the corners so you can have access points. More difficult from the midblock and perhaps more obstructive to neighbours.
- A mix of neighbourhood connector and flex makes sense along Kensington Road. There seems to be agreement here about some of the challenges at corners---does this become part of mobility study.
- Maybe unrelated, but what about the school by Kensington Wine Mart? That always seems underused and like there could be a more intense use at play.
- With proper technical analysis, there might be rationale for the Neighbourhood Commercial form on Kensington Road between Parkdale and 14, but perhaps this section should stay a mix of connector and flex. Recommend a little more flex along here to provide a more active streetscape and pedestrian environment.

Building Scale Map: Did we get it right? If no, what additional changes should we consider?

- The transition from density south from 6 to 4 storeys makes sense but I think 14 street should have a higher density along 14 street.
- This area of Kensington road already is mixed use, lots of little businesses. Should be more red than orange. Could have small scale shops etc. on the corridors/intersections.
- Not sure how Kensington road will work as a main street, people won't want to walk around, enjoy a coffee cause it's ??? (yucky/a mess). Point being is to develop this as a connector would be tough unless there's changes to transportation.
- Access can be an issue south of Kensington road west of 10th(?)
- There will be increasing density and we'll have to adopt parking rules of grown-up cities like NYC where you park where you find parking, you don't own parking in front of you.
- I think the scale is consistent with having more commercial on the north.
- Why would go to six storey to four storey transition on the south of Kensington road, but not do that transition on the North where it goes from six storeys? The sun?
- I live on Westmount here, our backs of our houses are against Kensington road, devleopment happening lots up for 2.6m, this is 8 stories, this is 6, no parking (refer to map). My street is zoned for x and x, have older neighbours…we're pushing out older people in neighoubrood/we're pushing out diversity in neighoubrood. Seniors who are here, can't keep car or do other things, cause they can't park or need to park somewhere too far to walk. No one builds infrastructure with enough parking. In 30 years we'll get more 6 storey buildings but even rowhouses, make parking tougher.
- 6 storeys along here, residential next, no sun so residents will be upset, need some transition. (Kensington road area west of 14th street)
- There will be set pieces in 30 years' time, does that still inform the logic…. Are we codifying what's there?
- There will be increasing density and we'll have to adopt parking rules of grown-up cities like NYC where you park where you find parking, you don't own parking in front o Is there a reason that Parkdale Blvd does not propose more height? It seems reasonable that more be proposed for here
- I always look at Pizza Bob and think there could be much more density in this interesting nook of the neighbourhood.
- Low modified on both sides of Kensington Road, along certain blocks, seems acceptable as long as access points allow for this density.

19th Street N.W.

What will each key area look like 30 years from now?

- I would like to see a stop light at 2 ave.
- I think on a corridor like that I would like to see 6 storeys.
- I love the idea of commercial on the bottom and residential on top.
- Technical question, why are there quarter block designations? There is an implementation section in other LAPs and they're very specific about how footprint applies in terms of measured depths.
- People will see mixed-use and commercial heading south toward Memorial Drive.
- Vintage Coffee and corner at 19 Street could host greater intensity.
- What about more commercial light that is continuous? That seems likely
- What about the well-preserved homes along 19 Street? Is there a preservation plan of any sort? Also, there is no laneway access. None on the east side. Might be something to account for.
- Referencing the area with the green square by the community centre: This area around there has tons of potential. Has there been development interest here?
- The hill might always be an issue, but maybe less so with better transit and the rise of electric bikes.
- This area has really developed a nice village feel, even in the last 5-8 years.

UFC Map: Did we get it right? If no, what additional changes should we consider?

- I think the flex could run another block north on 19 Street.
- I would love to see some slower traffic with some bumpouts (This might be a reference to 14 street).
- It would be nice to have more parking options with underground parking to park underneath.
- There is no lane along the east side of 19 street (north side) so that makes it harder to have larger projects along here.
- To me in doesn't make sense to cut in and out and in and out. Question marks on map, are to call out where we're not sure about continuity.
- If that would be a commercial district all the way along it would be a more critical mass and businesses could support each other.
- There is a heritage component that is isolated to that street.
- Whole area is going to wind up a mix of commercial residential. If more goes orange, do we need to see more darker yellow to help with the transition. Most of the yellow should be more of the orange.
- There are small pockets of businesses toward Kensington road, people come to one place and leave, we need people to stroll and enjoy a critical mass of shops.
- What kind of commercial is in a neighbourhood connector?
- We seem to have commercial and residential zones. What might Britannia Square be considered?
- Neighborhood flex makes sense and scales down as you move north toward 16 and then south toward Memorial.
- The maps reflect a mix of Flex and Connector---it makes sense given the growth and function of the street currently.

- How does the LAP proactively attract local-focused commercial only (in the Neighbourhood Connector form category).

Building Scale Map: Did we get it right? If no, what additional changes should we consider?

- I don't like 6 storeys along kensignton road is too high. Too much shade.
- On the core intersection I think the densities make sense. Save the shadowing as you move a way from the corner and go to four storeys.
- Why are these random parcels showing up? Destination already allows for 4 storey or more on those parcels. If that's already there, do we look for more continuity? Make it more contiguous.
- Scale up and scale down on ends of 19 Street.
- As a note, we could extend commercial presence north toward West Hillhurst. The proof of concept is already there.
- North side of Memorial it would be great to see more flex. On the other hand, this is not where cars stop, this is where cyclists and walkers stop. We might be talking very small-scale (like a coffee shop), but it might provide some variety and greater options to people using this area.
- 19 to 14 along 8th Ave---seems well positioned to add height.
- Scale toward Memorial Drive can likely be a bit higher than Low-Modified. Up to six storeys seems reasonable.

14th Street N.W.

What will each key area look like 30 years from now?

- Redevelopment takes more time and is more
- Access is a major issue as well.
- There is an issue with walking along here.
- I would like to see 14 street more like 19 street. It's like a mini highway.
- At 14 Street at 8 Ave you can imagine a rejuvenated street in the future. Very run down currently.
- 6 Ave and 13 Ave area are similarly run down, and the potential is there for something a bit more aesthetically pleasing as well as accommodating more density.
- To a degree, 14 Street will likely always serve as a street for vehicles to pass through quickly so this should be considered in the planning process.
- Kensington and 14th Street intersection needs an upgraded pedestrian realm. This will hopefully be a more pleasant place to walk in the future. Currently feels a bit hostile toward pedestrians.

UFC Map: Did we get it right? If no, what additional changes should we consider?

- 10 Street and 5 Ave why not ensure that the ground level similar to 19 Street where you are keeping in at 4 storys but there is that commercial presence? "Commerical but short" might be a way to explain it.
- There is conflict of the form of the street and the UFC. Until you modify the traffic, it's just not going to work. It's not pedestrian friendly. The colours are fine, but the road needs to change. Do you need two lanes all day for this road?

- Does it even make sense to talk about it as a pedestrian corridor. Like 16th Ave, you can beautify all you want but it's still a highway. Not nice to walk along.
- Speed and number of cars, lighting is poor. Needs to be some kind of transition, on both sides, high then stepped down.
- Does it make sense as commercial along here? It already is. Flex gives flexibility.
- Parting comment on that side of 15th street, turnover was extremely high, which may be indicative of something.
- Biggest thing is accessibility, it's awful to walk down, scary. Need height to get tradeoff for greater public realm development.
- Neighbourhood Connector makes sense at 5 Ave near 10 Street
- Between 14 and 10 makes sense as a Neighbourhood Flex.
- More commercial presence on this street would liven things up. The density is there so just the outward facing energy would be helpful.
- There might be the potential for Neighbourhood Commercial near the corner of a block, pending the right type of mobility investigation.
- Generally, makes sense especially given access to transit options.
- What is the "no urban form cateogry" at 14 and Memorial? It might be good to have a focus on Memorial Drive. What will this be in the future? There are likely much more people who can live along Memorial with its easy access to amentieis, roads and downtown.

Building Scale Map: Did we get it right? If no, what additional changes should we consider?

- Chicken on the Way location can definitely handle height. Ideally, the building comes out to the sidewalk. As someone said in the form categories, it is about livening up that sidewalk space and making it an interesting place to be
- There is no transition. It would be nicer to see a nicer transition of 12 storeys to six storeys on either side.
- I would like to see some scale transition policies.
- Suggest we need more transition here, having orange straight to limited, I used to live in this, the transition is too great, I was in a duplex with a 12 storey apt building behind me, it was intense. Needs more of a step down. We're not talking 6 to 4, we're talking 12 to….single-family.

KENSINGTON ROAD

What will each key area look like 30 years from now?

- Redevelopment takes more time and is more
- Access is a major issue as well.
- There is an issue with walking along here.
- I would like to see 14 street more like 19 street. It's like a mini highway.
- At 14 Street at 8 Ave you can imagine a rejuvenated street in the future. Very run down currently.
- 6 Ave and 13 Ave area are similarly run down, and the potential is there for something a bit more aesthetically pleasing as well as accommodating more density.
- To a degree, 14 Street will likely always serve as a street for vehicles to pass through quickly so this should be considered in the planning process.

- Kensington and 14th Street intersection needs an upgraded pedestrian realm. This will hopefully be a more pleasant place to walk in the future. Currently feels a bit hostile toward pedestrians.
- 10 Street and 5 Ave why not ensure that the ground level similar to 19 Street where you are keeping in at 4 storys but there is that commercial presence? “Commerical but short” might be a way to explain it.
- Chicken on the Way location can definitely handle height. Ideally, the building comes out to the sidewalk. As someone said in the form categories, it is about livening up that sidewalk space and making it an interesting place to be.
- What is the “no urban form cateogry” at 14 and Memorial? It might be good to have a focus on Memorial Drive. What will this be in the future? There are likely much more people who can live along Memorial with its easy access to amenities, roads and downtown.

UFC Map: Did we get it right? If no, what additional changes should we consider?

- There is conflict of the form of the street and the UFC. Until you modify the traffic, it’s just not going to work. It’s not pedestrian friendly. The colours are fine, but the road needs to change. Do you need two lanes all day for this road?
- Does it even make sense to talk about it as a pedestrian corridor. Like 16th Ave, you can beautify all you want but it’s still a highway. Not nice to walk along.
- Speed and number of cars, lighting is poor. Needs to be some kind of transition, on both sides, high then stepped down.
- Does it make sense as commercial along here? It already is. Flex gives flexibility.
- Parting comment on that side of 15th street, turnover was extremely high, which may be indicative of something.
- Biggest thing is accessibility, it’s awful to walk down, scary. Need height to get tradeoff for greater public realm development.
- Neighbourhood Connector makes sense at 5 Ave near 10 Street
- Between 14 and 10 makes sense as a Neighbourhood Flex.
- More commercial presence on this street would liven things up. The density is there so just the outward facing energy would be helpful.
- There might be the potential for Neighbourhood Commercial near the corner of a block, pending the right type of mobility investigation.
- Generally, makes sense especially given access to transit options.

Building Scale Map: Did we get it right? If no, what additional changes should we consider?

- There is no transition. It would be nicer to see a nicer transition of 12 storeys to six storeys on either side.
- I would like to see some scale transition policies.
- Suggest we need more transition here, having orange straight to limited, I used to live in this, the transition is too great, I was in a duplex with a 12 storey apt building behind me, it was intense. Needs more of a step down. We’re not talking 6 to 4, we’re talking 12 to….single-family.

SUNNYSIDE STATION AREA & 10th STREET N.W.

What will each key area look like 30 years from now?

- It would be nice to have a little bit more to have green space.
- We don't want pressure put on every single space.
- Yellow area up by 5th street, needs to be consolidated.
- This area seems to be already following the policies.
- Is there more room for Neighbourhood flex? Why stop at Vendome? Can envision in 30 years more continuous main floor retail presence?
- It's important to be respectful of heights east of tenth street. In thirty years, commercial will likely expand but you want it to fit into the context of the area (like the heritage guideline area).

UFC Map: Did we get it right? If no, what additional changes should we consider?

- Most of this is already existing.
- Putting some question marks on the map where things need to be reconsidered.
- Chat about bonus density.
- Will the LAP threaten the bonus density plan? No, separate City policy.
- As we densify, things get more expensive, living in smaller spaces, parks, green spaces, public realm, shops become your yard, space, etc. And should be places ppl don't have to pay to go to and enjoy. Sense of community in big buildings that actually have green spaces, etc. that you don't get in long apartment blocks.
- Huge benefits of free events in Kensington, makes people feel good.
- Generally, yes.
- The blocks north of 5th Ave, on 10th Street, might be equipped to handle a slightly higher intensity than Connector. What about Flex? It is so close to transit and amenities; it makes sense to consider how we accommodate people and density in a sensible and meaningful way.
- This is perhaps unrelated, but I'd love to see something done to improve circulation and public realm near the Safeway parking lot. It often feels a mess.
- Neighbourhood Commercial makes sense where identified. Can special attention and support be made for local businesses that have populated the street for many decades versus chain restaurants and businesses?

Building Scale Map: Did we get it right? If no, what additional changes should we consider?

- Area that is up to 12 storeys creates a significant overlook onto Riley park, concerns about shadowing and 'creating that wall'. (Explanation about shadow study) ? area in there could be higher but maybe the rest that faces Riley should be more like 6. Need to protect this resource, not wall it with high rises.
- When we look at the area there are limited opportunities for affordable housing, limited ops for park spaces.
- As we densify, things get more expensive, living in smaller spaces, parks, green spaces, public realm, shops become your yard, space, etc. And should be places ppl don't have to pay to go to and enjoy. Sense of community in big buildings that actually have green spaces, etc. that you don't get in long apartment blocks.
- Huge benefits of free events in Kensington, makes people feel good.
- It seems like tenth street is already meeting this scale.
- Is the four storeys necessary on the south side of fifth avenue. That seems too tall.
- I don't want to see too much shadowing on Riley park.
- Along the train line, we can envision more height which can almost act as a shield.

- Why not all tall around 10 Street near LRT as you transition north? Why go to mid or low here? What is the rationale? Six or more storeys partway up the hill is much more palatable than at the bottom toward 3rd and 4th.

SUNNYSIDE AND SECOND AVENUE

What will each key area look like 30 years from now?

- Update on triangle Container site, Council has Attainable Homes going to do a price out of a 4-6 storey residence on that site… doing a study, price out.
- What it sounds like to me is kind of ask … would be continued to build on what's there. Essentially the feel of the place would continue as it is in a lot of ways.
- Improvements around LRT seem likely as well as increased density in the next 5, 10 & 20 years.
- This will continue to be "the spine" of the area.
- Cycling accommodation and placemaking features will continue to expand around this area.
- I suspect we will see more mid to high rise development along the LRT line.

UFC Map: Did we get it right? If no, what additional changes should we consider?

- I don't think that this entire area should be connector. Perhaps only closer to the sunnyside station.
- Interesting piece, disconnect with what across on street from curling club (housing coop site – circled), someone might look at that and think of geeky stuff in Land Use Bylaw from last fall… H-GO, can only go in certain places, would be crazy to see redevelopment limited where you couldn't use something like that but could down the way. Stack houses and row houses stuff that's been modernized in the LUB are getting standardized out of this, some of this revolutionary stuff from the LUB won't be allowed. Fraser put a ? on the map.
- Commercial integration is important through here and Neighbourhood Connector allows for that, so it makes sense to me.
- Heritage context should be considered.
- Memorial acts as a bit of a shield in this area so forms and associated density make sense.
- The UFC accommodates existing TOD policy.

Building Scale Map: Did we get it right? If no, what additional changes should we consider?

- The varying of the scales is a little bit confusing.
- It seems like this area is too dense. There's not a lot of great infrastructure (roads) to support the type of scale that's considered.
- Memorial up to six makes sense.
- The middle part doesn't make a lot of sense as six storey.
- Next to heritage home area, projected low scale yet marked as up to 4 storeys.
- Problematic to codify anything as auto-oriented development, this community is so far ahead, we don't need this anywhere here.
- Six storeys seems high in this area, unless there is really good articulation between sidewalk and building, it might feel crammed. It is a fairly narrow street.
- Consideration of sunline and sloping---can that be integrated?

- Is there something to make sure that you don't have a block full off 6 story's all in a row? Can we go with "taller at the corners" type policy?
- The scale map should allow for transitions to respect the folks who already live there. More limited scale mid-block might be a way to warm people up to what is being proposed.

Riley Working Group Session 7: Map Refinement and Small-Scale Growth

Purpose of Session 7
Working Group Session 7 focused on refining the urban form categories and scale from the last session and discussing small-scale growth criteria with participants. Discussions at each table focused on activities around these topics:

- Activity 1: Urban Form Category and Scale Maps Feedback
- Activity 2: Small-Scale Growth/Limited-Scale Policy Tool Discussion

Presentation from the session: Map Refinements and Small-Scale Growth

What did we ask?

In Activity 1 participants were presented with a recap from Session 6 showing an overview of Urban Form Categories and Building Scale concepts and reviewing map samples. The previous draft Urban Form and Building Scale Maps from April 2023 were reviewed followed by the presentation of updated maps which integrated previous working group feedback.

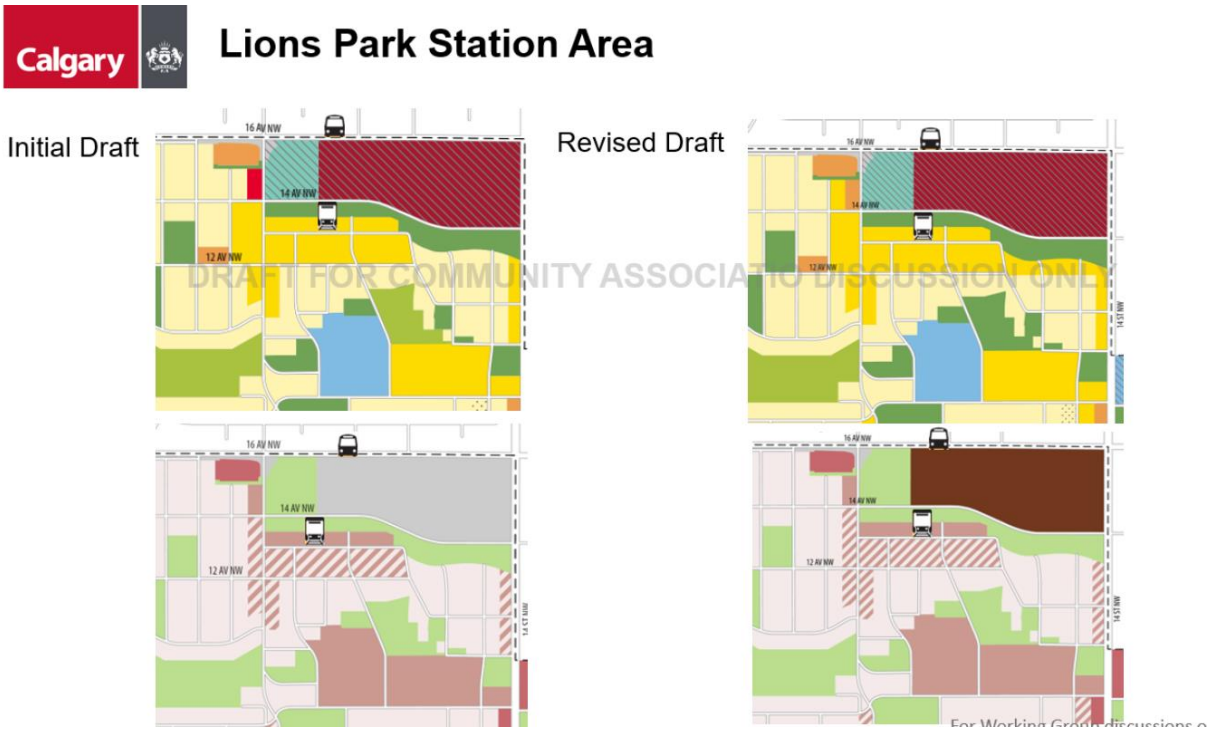
In Activity 1 participants were shown the updated Urban Form Category and Building Scale Maps for specific areas and discussed the changes according to several questions:

- Did we get the Urban Form Map right? If not, what changes should be considered and why?
- Did we get the Building Scale Map right? If not, what changes should we consider and why?

Feedback themes recorded below are what we heard from three working group breakout tables and written submissions from three group members.

Session 7: Summary of Feedback

Participants were assigned one of three groups that ensured a mix of neighbourhood representation within each group. Feedback themes have been summarized below and a brief description of map refinements has been included.



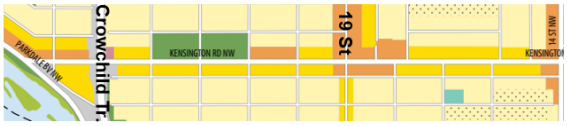
More Connector form was added from the May 2023 session, including along Lions Park after receiving additional insight. The commercial strip mall along 19th Street N.W. changed from red to orange to allow for flexibility and commercial uses and to match the existing form. The highest scale was added to the mall site. Appropriate policies to capture scale transitions on this site are still being worked on and requirements will be tied to a comprehensive planning site overlay, which will require further details at the time of submission to ensure scales are achievable and thoughtful in their approach.

The themes from Working Group Session 7:

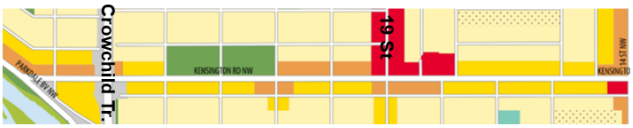
- The working group members supported the changes at North Hill Mall acknowledging this is an appropriate place for intensity and flexibility in site planning. Some would like to see affordable housing integrated.
- Working group members noted green space near Louise Riley Library was smaller in real life than what was reflected in the presented maps.
- The working group discussed how best to activate the edge of Lions Park with grade-oriented units to keep eyes on the park.
- Can LRT stations & TOD/Walk radius on both category and scale map be added to evaluate density in this walkshed more clearly? Land values were considered to be an obstacle to adding intensity in the surrounding area.
- Bethany Site and building scale on 19th Street N.W. and Eighth Street N.W. drew a lot of conversation about the right amount of intensity for the local context.

Map Revisions – Kensington Road

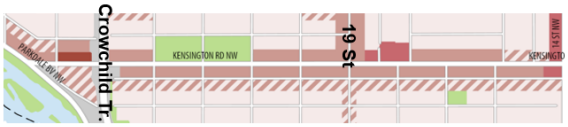
Initial Draft



Revised Draft



DRAFT FOR WORKING GROUP DISCUSSION ONLY



Since the May 2023 version, the Parkdale Boulevard area west of Pizza Bob's strip mall (off map) was updated to Neighborhood Connector and increased to a four storey maximum to allow for more innovative housing options along Parkdale Boulevard. Also, a scale change was made on the south side of First Avenue from Limited to Low-Modified, allowing for future development to provide a better height transition from the taller future development along Kensington Road. The west side of 14th Street N.W. was revised from Neighborhood Limited to Connector, Limited to Low-Modified allowing for future development to provide a better height transition from the taller future development along Kensington Road. The 19th Street N.W. intersection changed from Neighborhood Flex to Commercial reflecting the mini-main street nature of the southern portion of 19th Street N.W. and the Legion and former Legion sites to the west. Also, a change from Connector to Flex on the west side of the intersection allows for a similar wrapping of intensity to spill out from 19th Street N.W.. The strip mall (with Demetris' Pizza) increased to mid (six) scale since it's next to the new Legion site.

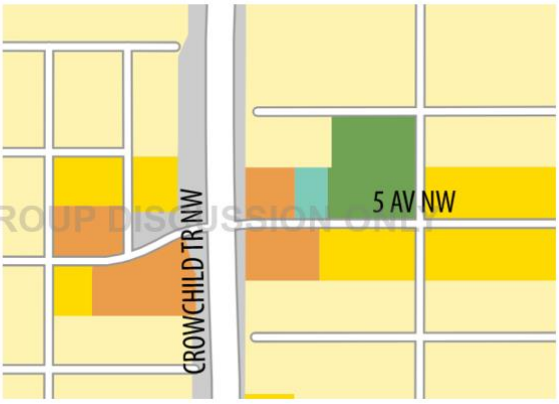
Working Group Session 7 Themes:

- The working group would like more clarification around four-storey built-forms and what they would allow for (e.g. Commercial on the bottom? Apartments? Rowhousing?)
- Discussion about green spaces and whether existing green spaces, such as Louise Dean will remain part of the green space allocations.
- Future scale considerations along the corridor are welcomed to add more consistency. The group discussed how with redevelopment there are some differences now between bungalows and larger developments along the corridor.
- General agreement for intensity along Kensington Road and at the Sunterra site.

Map Revisions – 5 Ave & Crowchild

Initial Draft

Revised Draft



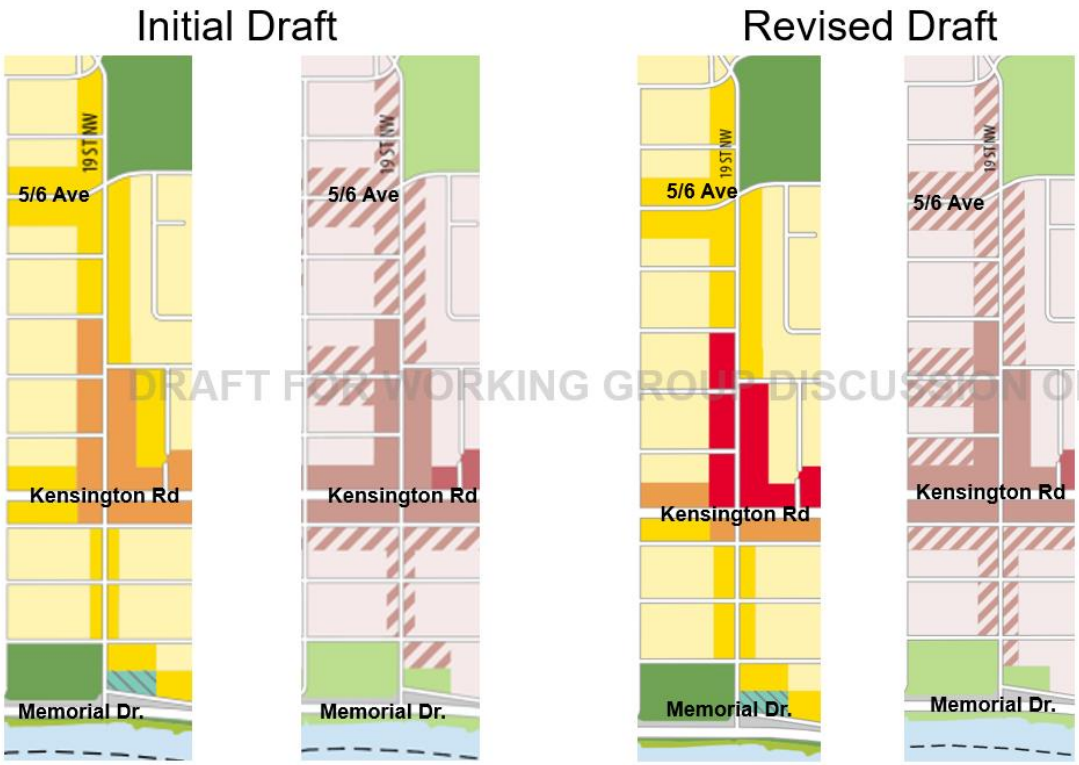
DRAFT - FOR WORKING GROUP DISCUSSION ONLY

From May 2023, some larger commercial sites changed from Neighborhood Connector to Flex, which will help encourage the development of a future node and gathering place in the area. Some Commercial Corridor sites were updated to Neighborhood Flex to allow for more comparable building forms with the surrounding neighbourhood. This also matches the Flex on the other side of Crowchild. Future Crowchild Trail improvements feature an at-grade east/west overpass that will provide easier and safer connections between the two areas.

Working Group 7 Themes:

- Most working group members had questions about timelines, upgrade details for Crowchild and questions around changes at Fifth Avenue N.W. including active mode accommodations.
- Flex form was generally supported on either side of Crowchild Trail.

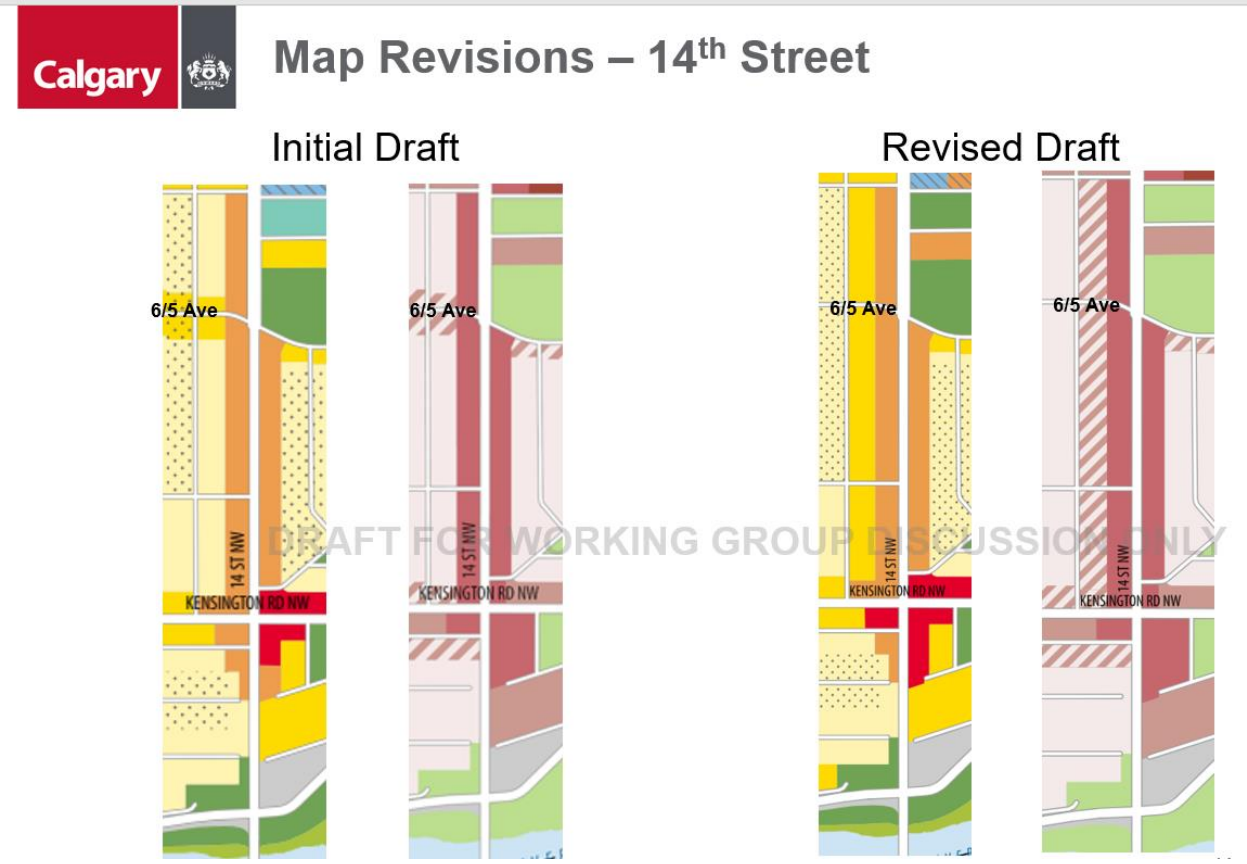
Map Revisions –19th Street



Since the May 2023 draft, the Kensington Road intersection was updated from Neighborhood Flex to Commercial as commercial at-grade will be an important development feature along this "mini main street". East of 19th Street N.W., north of the new Legion building, Neighborhood Connector was changed to Limited due to limited access to 18 A Street cul-de-sac. The strip mall with Demetris' Pizza moved from low scale (six storeys) to Mid-Scale (12 storeys) to integrate with the new Legion building.

Working Group Session 7 Themes:

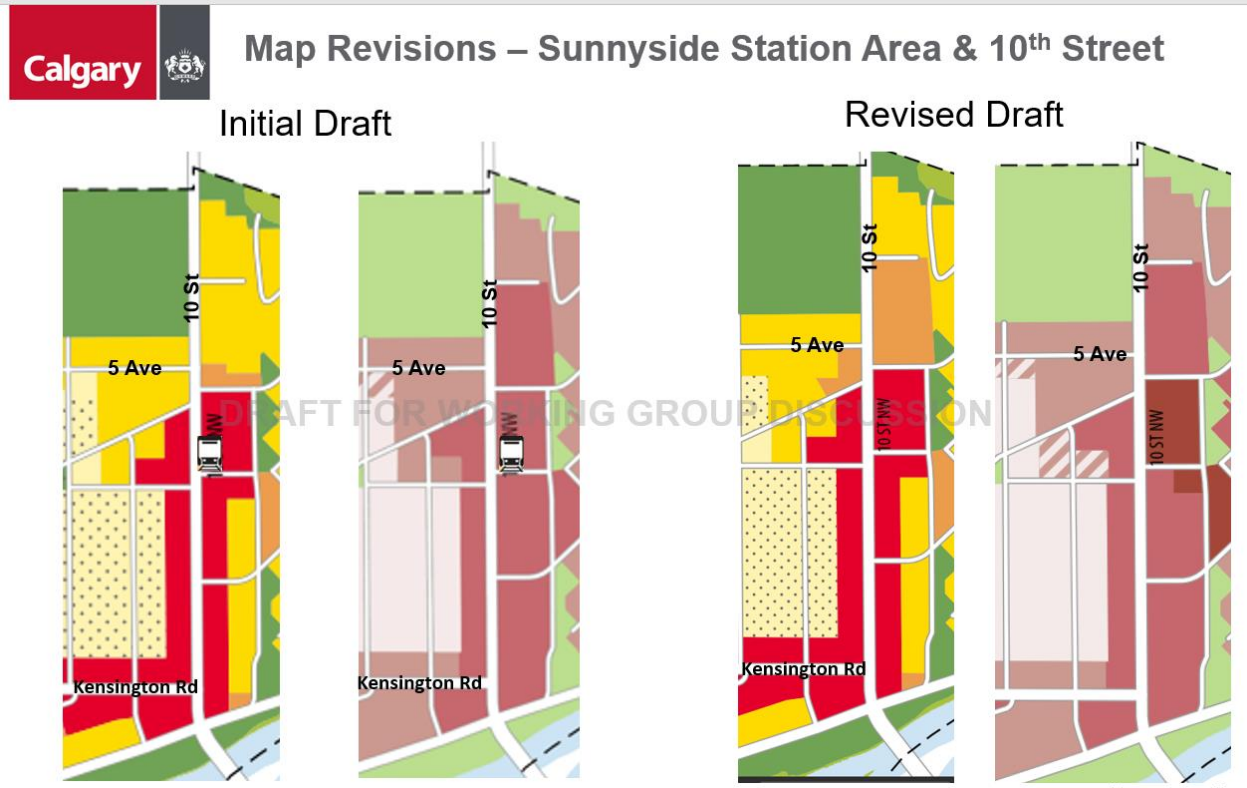
- 19th Street N.W. scale generally makes sense to the working group as a "village-type" area so the mix of flex and commercial makes sense. Some concern was expressed about the interface to the east with four storeys transitioning to limited.



Since the May 2023 draft, the north side of Fifth Avenue changed from low modified to limited to remove conflict with the heritage guideline area on this block. The east side of 15th Street N.W. changed from Neighborhood Limited to Connector (along with a scale change in this same area) to allow for future redevelopment to provide a better height and intensity transition along the west side of 14th Street N.W. The southwest corner of Kensington Road changed from Neighborhood Flex to Commercial to address concerns that required at-grade commercial uses on the west side of 14th Street N.W. to bring some activity to the other side. Off map - Riley Village site has the eastern portion changed from Regional Campus to Neighborhood Flex to better align with the existing land use districts on these large sites that were recently changed to facilitate substantial redevelopment that is expected here.

Working Group Session 7 Themes:

- The working group discussed how to improve the livability of the street by improving the public realm and creating commercial attractions for people at the street level.
- Discussion of how the side streets can be set back, interface or transition with higher scale buildings along 14th Street N.W., including south of Kensington Road.



Since Session 6, Gladstone and Third Avenue N.W. were changed from Low to Low-modified on some blocks to allow for future redevelopment to provide a better height transition from the north side of Gladstone Road and the west side of the 10th Street N.W. block. The east side of 10th Street N.W., south of Fifth Avenue N.W. changed from Neighborhood Connector to Flex (no change in scale) to allow for a wider variety of housing forms and flexibility to improve the 10th Street N.W. lane condition.

Working Group Session 7 Feedback:

- Working group members had general comments and questions about heritage “dots” on the map and scale transitions from higher intensity. Positive feedback was given to heritage considerations and some session attendees wondered if the area could have more intensity.
- Some participants expressed concerns about existing conditions on 10th Street N.W. and a desire to see the neighbourhood and commercial character preserved on
- Additional Neighbourhood Flex

Map Revisions – Sunnyside Station Area - 2nd Avenue

Initial Draft

Revised Draft

Since the May 2023 versions, multiple changes from Low to Low-modified within the Sunnyside area were made in response to the concern that intensifying continuously along Second Avenue N.W. created a patchwork of height differences throughout that needed more consideration.

Working Group Session 7 Feedback:

- Scale on the Triangle site was supported by some if height allowed affordable housing to happen and others felt that it was too high considering the surrounding context. Community/green space on the site was discussed.
- Sunnyside is undergoing a lot of growth and development and would like to see continued improvement in amenities like Bow to Bluff.
- General support for considering heritage and Limited Scale adjacent.
- Some discussion around why the Curling Club was not marked on the scale map.
- Working group members suggested that the parks and open space mapping should be clearer in this area to show the parking lot versus green space. A request to discuss the future of that site.

Activity 2 included a discussion of Small-Scale Growth/Limited-Scale Policy Tools. Breakout groups were asked to look at the following question.

What criteria can we use to describe where buildings with small-scale (three or more units) homes can be welcomed in each community?

- Lot coverage was discussed amongst working group members including how to add criteria for density vs large infills.

- Some group members had concerns about lot coverage and orientation of rowhouses and how that might affect permeability/tree canopy. Service-related impacts on neighbours such as sunlight, waste management and parking were also discussed.
- Some working group members discussed different contexts that could have more criteria than others. For example, collectors and end of blocks might have fewer criteria vs midblock or larger-sized developments. If there is more impact potential on neighbours should there be more criteria?
- Locational vs universal criteria as approaches were discussed.
- Phrasing as a "number of units" was expressed as sometimes clearer for residents to understand.
- Affordability and housing accessibility was a theme of conversation and a few members pondered how small-scale growth supported affordability goals.
- Whichever criteria were chosen working group members would like a clear and consistent approach that everyone can understand.
- Some criteria considered focused on waste and parking requirements and/or locational elements such as on a corner or with a lane.

Verbatim Session Feedback:

ACTIVITY #1: URBAN FORM MAP & BUILDING SCALE MAP

Did we get the Urban Form and Building Scale Map right? If not, what changes should be considered and why?

WEST HILLHURST

- Current zoning at Crowchild and Parkdale
- What are the thoughts about not allowing intense height along Crowchild?
- Along Kensington Rd up 14th street – we need to think about transition – what will end up beside a bungalow (This is what struck me the most – if I was living on Westmount)
- Would be good to have a setback
- You're also limited on north of Kensington Rd.
- I am looking at this map and I feel like it isn't very equitable. I think it would be much more equitable that we allow around green space more height – it should be around every park if these folks aren't able to have a yard. I think it should allow up to 6 storesy. We know we are in a housing crisis, and we need a place for families send their kids. We want these schools to stay open.
- I would hate to lose the green space, and think the density should be around
- I agree and a good point. But it is important to note that not all green spaces are accessible – but there are certainly that is a good point.
- I think that would be an interesting point if it existed around the whole city. What the green space offers is a way to introduction.
- What is the timeline for the Crowchild Interchange improvements? This will influence West Hillhurst. Is there budget for this? Can the policy annotate that this is priority?
- 19 Street scale generally makes sense. This is becoming more of a village-type situation so the mix of flex and commercial makes sense to solidify as a direction the way it is in the maps here.

- Kensington Auto and old Italian Restaurant have lots of potential. Urban Form Map looks good there.
- I personally 100% agree with how the map looks. The far westside of the schools, there is a ton of opportunity to increase the density there as well.
- It would be nice to have more commercial space even outside of 19th street, as I am currently travelling to the mall to my grocery store versus going to Kensington to get to the Safeway
- The changes that have aready happened at 19th street are fantastic
- I have to say that looking at this map – there is a concentration of density off 14th street – but as you move west it decreases. It's interesting and I would like to understand why. Why wouldn't there be more density in Hillhurst / Sunnyside? (Answer – heritage in Gladstone)
- I like that they are keeping the heritage in the Sunnyside (Gladstone)
- There are quite a few streets in WH that I don't think should allow for parking as they do not have a driveway. (Something Fraser did acknowledge as an observation)
- Great to see the double loading on both sides of 19 Street. Is there a concern about side streets?
- Coming out of Kensington BIA, it is obvious how much happening in Hillhurst Sunnyside and it feels like lots is being "left on the table" in terms of scale in Hillhurst. For their ARP, by the time the ink was dry the developers were asking for more.
- Maybe that is another question for Sunnyside. It almost seems like Sunnyside is at a max, just because it has so much going on and is soaking up so much development and growth.
- Does benefits or improvements come with the growth in Sunnyside? Are they getting something for the volume of growth they are seeing.
- A lot of this seems like the last session so it isn't surprising. I'd say this is reasonable. There aren't major surprises.
- Building scale on 19 Street and 8th, near Bethany, you might see interest here for more scale. It seems a little weird that there is going to be a block that is only single family homes in such close proximity---can we adjust this? It should probably complement the change that is likely happening, even with the slope and escarpment.
- Is there a thought to continuing the low modified scale all the way along 5/6th Ave NW. People on 7th Ave might be upset.
- At grade commercial on 19 Street and Kensington, for urban form, makes sense. General agreement that this makes sense. Height potential at the Sunterra and Coop Liquor is interesting.
- Flagging stretches of Memorial and looking at Memorial area in Sunnyside. How about pushing that more intense policy further west? If a developer came in and could get five bungalows in a row on Memorial maybe they'd take the opportunity.
- Wasn't there a conversation about River light and sun access? Is that an issue on the north side?
- It comes down to what does 4 stories look like? Is that row housing? Apartments? It's tough to have a conversation w/o having that context or conversation.
- Could it be commercial on the bottom and houses on top?
- Are you talking 3 storeys or 4 storey? Are you talking housing forms that look similar to what's in the range of the neighbourhood now or what I think of a traditional box, 4 storey walk up shoe-horned into a neighbourhood witch is visually and structurally are different ot rest of neighbourhood and what if your house is behind that or between the two. Could you have 3 storey walk ups?

- On other WG member's point, what happens at council? it is council's decision on this but once the box is there, they'll refer back to that... unless you have a reason to compel them not to check the box….
- Like four storey buildings here (see circle by #1 on scale map – Evan & Lauren table) does that make sense? Does it make a big difference if it is four storeys?
- What are all the dots? (heritage guideline areas)
- We have green space at Louise Dean school now, is that unknown? Will it be green space forever? Might not be the case.
- How does that work… I always thought that a community was entitled to a certain amount of green space proportionally and so things like school yards are included in that so if school is sold and developed wouldn't that green space need to be preserved?
- What is going on here? (CBC site) Does it make sense to you (up to 6) – may be OK
- fairly big site, a developer would have to buy a lot of spots to consolidate - does 6 storeys makes sense at this site?
- If I lived behind it, that would be quite devastating…. Or maybe not I lived near there before.
- Opportunity to be stepped up toward the houses.

HILLHURST / SUNNYSIDE

- I am pleased that you have addressed that beside a heritage building is limited (S
- The Sunnyside LRT area – yet again it looks like a lot of this density around here and heritage
- This is the best developed LRT site in the whole of the city currently
- There has been significant investment from the Bow to Bluff – massive investment. I think these scales are pretty tight as they are proposed.
- In terms of equity – the 10th street where you are proposing 12 storey on side, you should be able to accommodate 6 storey on the other side
- I feel like there is a lost opportunity at the 14th / 5th it should be up to 12 and not 6 storey
- Memorial – I think it should be an entire park
- I think that it is important that we also need east-west connectivity
- Why is the curling club not marked on the BS map?
- Parks and open space mapping – it is a bit deceiving – ie. The curling club comment
- I am assuming that the curling club will be developed at some point and it could be a future site for tall development
- If we are building on that, then the large surface parking lot should also be considered
- UFC map legend – application on Neighbourhood local vs Connector – I appreciate you are trying to calm down the noise. I think you are going to get a cluster of questions from the folks who live in this area
- - what is achieved by having it limited but showing up to 4. Why is it local and not connector? I can see the logic elsewhere but don't understand (reference UFC map – comments on the map)
- The treatment of memorial – how do you minimize the effect of one long wall of buildings?
- We had talked about this before – and I think we need to look at this again to strike a more balance

- On the 3rd ave ped bridge – you should activate this a bit more as it is a corridor – could be a great spot for a coffee shop / small retail as those are accessing the downtown through this bridge
- Referring to high scale at 10 Street NW (currently container park), is this some kind of city planning agenda? Is there something in the books for this site that hasn't been released yet?
- What assurance does the triangle lot by the train station will have affordable housing? How do you execute that? There is efficiency of scale to increase the height to actually accommodate more affordable housing units.
- The new development at the Lunenburg site, will there be main floor commercial? Do they have to? Rumour that it will just be residential and that might be because there is limited access and street appeal at 9A.
- When will these maps be married with transit and infrastructure maps? It seems like the proposed growth, it seems to make this feasible we need to see how this can come to fruition? Access issues will definitely be a reality with the proposed density. When can we chat about that? It seems like we need that information to have the most realistic conversation.
- I think you will see the population moving to other corridors. A lot of Sunnyside will not be significantly redeveloped because it has already accepted a lot of density and height.
- Sounds like we might be talking about how decisions are made based on what developers might consider most appealing or feasible, but there is still opposition and how neighbours come out.
- In the past we've talked about 14th street being a tunnel, hard to get on/off, this kind of densification along it doesn't seem to change that, is there capacity in LAP in to look at that?
- That will improve the public realm cause there will be wider sidewalks in, opportunity to put up trees, etc. You'll be better as a pedestrian if it goes higher there but it will always be a heavy traffic route like 10th street.
- Live along 9th street and 10th which is very high traffic, felt more liveable, issue with 10th is there are places for people to go on 10th, natural attraction that builds human element. 14th has a car wash a parking lot, developments that are there not as many people, not as many stores, it's just stuff to go in and out
- 14th is different than 10th but could morph and change into something better
- If we get good commercial development on main floors like on 10th and Kensington road… 14th isn't part of BIA cause it doesn't fit our vibe, if we got more commercial devleopment to bring people in we'd bring into the BRZ, right now too much work
- Once development happens, pull over areas for parking will slow traffic and people will start going to Crowchild to drive instead.
- Section of 14th close to the river is the worst.
- Has the city thought about what does that look like with houses oriented one way and you put 14 storeys facing main street… (area south of 5th Ave NW heritage area #3 on map)
- Houses with backyards will be looking at a big thing/wall
- Can't step back properly in this area (see green square on scale map) – (concerns about step back basically and whether they could work in this area)
- Seems like it would create a disconnect between whatever is living here and whatever is living here, like creating a division

- Where my bungalow is on 12th street just by 16th ave, we've got my bungalow and 3 storey buildings so I can't see the sunlight anymore. Reality is we need to densify inner city
- I have a 4 storey building behind me but there's an alley there to divide
- 10th street and Sunnyside area
- Glad to see bigger height on triangle site
- City is committed to put community space on main floor and some greens space will be left there
- In ARP agreed to accept as much density where it made sense to protect the rest of the communities
- 6-8 storeys would be remiss as far as I'm concerned. Put community amenities on main floor
- Is hospital site the same height (up to 26)? Was going to say also a good space to do similar, on hill so it's not bothering anyone.
- Are any of these heritage? (none that are designated)
- We are aiming for 2 storey at sidewalk level so you get community feel, not just like marda loop where they go up in big blocks – along 10th and Kensington road
- Changes the feel of it (gives Julio's Barrio building as an example of this).
- Building on Gladstone Road is 11 storeys, so there's precedent for this kind of height
- Talking about boxes, how do we integrate the fact that some of this is new, … how do we prevent this all just being a mish mash?
- We want a whole mix of housing types up to 4 storeys, basically what that means is you could put a 3 storey next to a 6 storey and you end up with an awkward mish mash..
- Sometimes that's nice through so it's not all blocks of 6 storeys
- Areas along Kensington road, could have single family house, 4 storeys, and that mish mash takes away from the community overall long term if it doesn't play out the way we're thinking now sitting around a table
- Already feel like that on Kensington road with new developments (points near 10th street)
- Feels like Lego land
- Would like to see more consistency, old legion building looks weird on its own, but I can see in future once more like it come it will look better
- Safeway site - no real comments about this from the group
- You were saying triangle site makes sense to go as high as possible, 26 storiey is as high as downtown… does that make sense here?
- Yes, for affordable housing – there's a real need for affordable housing here cause of SAIT, ACAD, not far from UofC via train, no trouble selling condos in Kensington area
- It's City land so developer will have obligation for affordable housing along with green space and community amenities.
- Thinking about the HUB and how it's there by itself, nothing around it (a sore thumb) but it's at the top of a hill if you put it in the midst of everything it wouldn't look so off.
- Same with old hospital site could go really high there too, bottom of hill, faces the hill.
- In original ARP discussions we were taking heights in intersections, high streets etc to protect areas like Plaza theater etc. (i.e., they were agreeing to take much higher buildings in those types of areas to achieve more density in the communities while still protecting areas like around the Plaza Theatre from having to take on more height)

HOUNSFIELD HEIGHTS - BRIAR HILL

- I am very happy you have labelled Tallest at NH site. Putting very high towers here – the highest ones neEd to be put in the middle.
- The library's plan is to take this and make this mid – and we support that. We are looking for all of that stuff to be reflected to that. (Fire station site). Bottom line that it isn't a park. They had proposed to us that it would be library with affordable housing on top. Which we support. Needs to be reflected accurately
- The NH site – it gets an opportunity to become a comprehensive site, and the layers
- We would also like to see another bring from the LRT over 14th Street from Sait etc.
- South side of 13th and northside of 12 – it is just regular RC1 and that is what people bought in for. It is a contrast to ask for a single family bungalow and move to a 6 storey (road is not a collector).
- Stuff on the collector roads make sense.
- Focus 19th street
- LIONS PARK - Mobility is really big here – the height and scale is going to be key in some parts of the plan – the immediate proximity to the Lions LRT makes it a desirable area for folks to live who may not want/need a car.
- I wonder about the same around Sunnyside.
- 14th street and 12th ave NW – I think this pocket needs some more thought and is a bit of lackluster in terms of scale.
- If you try to put an apartment here, they will have to access via the laneway (14th street and 12th ave NW)
- The block south of it needs some work. Splitting the block and the south end needs some work
- (Current Bethany site) – all of this area is 4 storeys or less – and it should probably be coloured that way –
- I think this site if it is already 4 storeys, it should be beefier here (Bethany site)
- Sears ground contamination. Worth noting, but I guess doesn't change anything here.
- Can we work with developers to include 10-20% affordable housing in whatever goes onto North Hill Mall? What about coop housing? Can the City earmark something within this for Cooperative housing? What about the language in the ARP and levy language?
- My question is about the policies and how they are updated. Who participates in the policies?
- We already discussed the C-Train and HHBH in detail.
- I notice that we drop to low-modified and neighbourhood connector through 12 Street NW. You'd probably need to assemble a few of these properties to make this viable to have some more intense.
- The existing towers are 12 stories, you take that south people will probably lose it. I think is we could weave 6 story more south, that'd be great. They are small lots included in this area. I know people in this area want a lot of transition. These homes are all almost $1 million so based on land price, I don't really see the low building scale happening.
- This approach seems incremental to me, but probably not to the people living in HHBH. The more activity you have near the library, train station, mall site and fire station seems like a good thing.
- People are saying that it is cost prohibitive (to buy land and assemble it for higher intensity in HHBH), but this plan goes 20 years into the future. Low modification near Lions Park is not incentive enough. Maybe add more height or don't do it. If you want

to redevelop it, you might need to offer more to the developers. So, offering more to developers to stimulate investment and purchase might be what is required.

- What about 12 and 14 Ave moving west of 19 Street? I guess those lots are super expensive as well.
- North hill mall, already have 2 towers there
- Thinking about 6 storey near 14 Ave and park (close to Lion's Park 26 storey area), was thinking of 4 storey area and 6 storey area, not really height but how people on 4th, 5th, 6th floor feel about disorder in the park. They look down on park, see the disorder and it doesn't bother them. One lady I talked to comes down and feeds ppl in park… not how I feel about them, I'm not about to feed them. Once you get to a higher height, people feel more disconnected. If you were in a 3 storey and you look down to your yard and car, would you be more likely to call someone about disorder?
- More people there might change that
- They'd maybe do public realm improvements too.
- We painted murals on back of plaza theater so less graffiti, better lighting so less problems there
- If you had rowhouses or with HGO if you had rowhouses facing street and the lane, you might get more action on this rather than driving into parkade then going straight up to building
- Then agreement on this point ^
- We all park in church parking lot, if a 6 storey goes up there instead of church we lose access to the park (where green arrow is on scale map).
- If you have cul de sac and then buildings no way to access park, if you had rowhouse there, could be better access- just don't think a 6 storey is way to assist with that safety thing in the park
- Even if they put a tunnel through for access that could become a place for more social disorder – what I've been mulling over, it's not the height it's the disconnect from the street once you live that height
- Idea if you have density there people will use the green space as their green space but if space is full of drug and safety issues, you'll avoid that space and it's a chicken and egg situation.
- Renaissance is a 55+ building, if grandkids come visit (no yards) they don't take the grandkids to the playground across the overpass cause there's needles in the playground. If you have an apartment building there and people used the green space like their yard that would be great but they won't cause of the n needles, etc.
- Our ultimate goal in the community is like what Annie said for Kensington, promote density in areas like Lion's Park where it can take a lot to protect density in rest of community. Potential is all people in this high-density area have the great green space strip (Lion's Park) the but it's like a ghost town cause you're running a gauntlet of problems.
- Section by 16th Ave and 14th street, 12 storeys seems about right for me
- Final thoughts? I guess a general comment was about the changes, it looks like some areas that weren't 4 storeys now are, feedback from our CA is there was some concerns about comments from phase 1 to 2 is everything got upscaled, I think as a team you should be cognizant as there could be public outcry about it.
- In terms of step downs and setbacks, will there be bylaw changes for that? According to current bylaw a 3 storey here is 1m off a wall (#3 on scale map), box becomes the wall.
- My hopes with this is that it becomes less adversarial, not 'what about this?', 'what about this?' – some agreement.

ACTIVITY #2: SMALL-SCALE GROWTH / LIMITED-SCALE POLICY TOOLS

WHAT CRITERA CAN WE USE TO DESCRIBE WHERE BUILDING WITH SMALL-SCALE (THREE OR MORE UNITS) HOMES CAN BE WELCOMED IN EACH COMMUNITY?

- What criteria can we use to describe where buildings with small-scale (3 or more units) homes can be welcomed in each community?
- Why do we always assume 3 storeys are row houses?
- What stops us from having a large single changed into multiple apartements if it falls under the same envelope?
- We are very open to house multiple families under a single detached home –
- This table is talking more about universal vs location-based criteria
- What we would like to see is limit going to 60% (HH/BH)
- There may be more appropriate spaces where we would accept more like HGO
- Along the collector roads, I can see that getting up to row makes more sende
- Along the side roads
- I would say corner lots is appropriate – another outside walls to allow more windows/ light etc
- By introducing a criteria, don't you introduce know-off effects? Like the Vancouver special type of home (where they specifically built it to a certain depth
- If the Calgary special is the RC1 and Kelowna is the 4-pack – and then somebody gets a way around it.
- What's the experience from around North America of what works and what doesn't?
- The starting point would be no less permissive than North Hill - WB took some aggressive steps and so did Heritage. But more permissive language just given the proximity to LRT. (Talking about 3 or more)
- There seems to have so many layers that it is hard to comprehend
- If it's a relatively small development (ie less than 6) but if it is more, like 6+ then there should have more criteria (ie midblock, then that would thing>) because then you get into issues about shadowing / disjointed and no continuous
- With the bigger development then is has a larger impact on existing neighbours. This is where location criteria becomes an issue (bins/ cars etc.)
- When you have the criteria – then it addresses the street
- Park-oriented development – in previous plans
- Universal takes away a certain level of predictability that the LAP is looking to achieve
- We would like to see some logic/pattern so that it doesn't become completely random
- I find it strange that we are having this conversation. Currently, in this area, we can already apply for RCG. I give it eight units on a site, which can seem like high intensity. This feels like a rollback that says, "No, you can't apply for this".
- You should say that you are referring to dwellings when you are referring to secondary suites. Go with "three or more dwellings". You have to split hairs over this because the community sees eight dwellings and interrupts in differently. For example, the secondary suites do not require parking.
- Are we talking about the location criteria for RCG and HGO? Are we looking at future states when land use districts might change?
- So we are talking about dwelling units that you can buy and sell?
- The other note to make, is that I heard it might be put in a low-density area. Maybe the criteria are up to a certain number of units.

- What made the North Hill Plan more permissive, and the Westbrook was more defined? People like certainty so I think the idea of specifying more information to understand what is possible and where.
- I was on the universal scheme last time because I think people should be able to do what they want on their property because people are also building McMansions.
- You could say they aren't supposed to be on neighbourhood local, but that is super restrictive and you'd have to add this whole new thing to manage it.
- Is it something like saying these parcels have to have these features?
- The MDP says we need to place 50% growth in the inner city. We shouldn't necessarily be limiting housing that accommodates people
- There is still the discretionary ability to say something doesn't belong here because it goes Council.
- There are natural restrictions; we tend to buy laneways, but the City always reserves to reject a land use and that mechanism is already there.
- Look at Westmount with many duplexes and no laneway, but it seems like it could accommodate more.
- I am sure there are circumstances that even in the absence of a lane, you could do more than detached or semi-detached. Is it the bins? Is that the big thing? This sounds like it might be a criterion. A certain number of units, and maybe no visitor parking stall, we need a certain number of stalls. The bollocks need clearance and surely there are technical things, but can make these criteria? Do you need the laneway to do bollocks? Then maybe you make that criteria---the mollox and laneway together. So what is the threshold for the number of units?
- Pedestrian access seems important, but I'm not sure you can craft that into criteria.
- Are we seeing RCG anywhere other than corners or are we seeing assemblies and midblock---I guess it begs the question as to why we are having the conversation. I like the garbage management.
- Say someone builds midblock an 8 to ten-unit development, they need access and waste disposal.
- Three or more units should probably have a lane.
- Having lived in the townhouse previously, four is fine but people probably do not need one green bin per unit.
- Are there examples where the all areas/universal approach has happened?
- What if there were 6 criteria and you had 3 or more, could that happen?
- It's certainly a reality that many of the lots in the area are bigger than other areas.
- North of SAIT we're all on 2 full city lots, we have back lanes and stuff, when you start to say 'if you have this many criteria… you have a back lane, you're on a corner, etc.' if you could check 3 of 6 boxes…
- It's not like everything would turn into rowhouses if universal was applied….
- Lot coverage is the big difference, 60 per cent lot coverage for townhouses rather than 45 for a single family home.
- To me the lot coverage … the lot coverage can make a difference at the same height
- The official lot coverage may be 60% but the effect of non-asphalt part of the properly is virtually 0
- When I look at trying to make the city resilient against stormwater etc. to me this is a thing… 60 per cent lot coverage should be a patio and a driveway and a sidewalk and a pad for my green bin and virtually no green space
- What's getting lost in this debate when we put in large-scale buildings on a single-family lot, you lose green space in front yards, side yards

- If you change the orientation, back doors are now looking into your yard, that's quite different than if they were all lined up parallel with you and everyone's bedroom windows are facing the same way
- For me, a criteria would be if you respect the existing lot orientation then you can do a rowhouse, respect existing orientation of the block
- There's some cool developments off 14th street and 20th avenue, where they've got townhomes that have an inner courtyard, couple of houses on alley , a couple on street with interior courtyard they share which is cool - there's one 19th street and Banff trail too
- Is there a criteria that comes out of that? Mid-block? Having a lane?
- I think you would have to say if you've designed your rowhouse to be facing same way as everyone else's, that's fine, if you turn it perpendicular that causes issues.
- If you have a back lane better than if you don't, flat site is better than a hill, don't need everything (of a 6 criteria) but if you have 4 that's good enough.
- I always thought they (rowhouses) were on busy streets cause lots are easier to acquire on busy streets
- In planning committee, we found mid-block was harder to make happen, corner lots, other sites with a bit more flexability…are where they have been going and integrate better.
- If there are midblock, I would hope they'd face same way.
- I'm more on the universal side, def if there's a lane it makes a huge difference… other than that economics will take care of a lot of it, people won't build this in Hounsfield heights cause it wouldn't work (economically)
- Rowhouses near park would be nice cause they'd have a green space but houses around a park are more expensive so may not work
- Market value will decide a lot of this, right? If it's economical to build… a rowhouse in Hounsfield, each rowhouse will cost more than bungalow that's been torn down.
- If we're talking about rowhouse diversifying affordability this isn't doing it, but it does add more density.
- Unless the City is going to mandate a proportion of each neighbourhood be affordable, some hoods will just be more/less affordable than others.
- What I go back to for a rowhouse, like condos facing 19th street and development is 19th street between 1st Ave and Kensington, 1st Ave put in townhouse attached to 5 storey condos, called the Savoy – if they'd replicated that on building on other side would make a big difference. Diversitythere… young couple there, short term rental, people moved from Tuscany (cause it's too far out)
- 9a street too, townhouses with front yards, more of a neighbouhly feel
- Hard to do a blanket policy tool for this area cause it's so… it's not a cookie cutter neighbourhood. A development that works in an area with a laneway wouldn't work in another area w/o one. Too hard to do a blanket policy cause these communities are too different.
- Can't do something like the new University District development
- could you have a preferential scale?
- All the criteria would allow you to do is make an application to the City, administration could say it's not appropriate, council could decide it's not appropriate, so having a criteria isn't the right to go ahead and do it but it gives the right to apply.
- Another box to consider is on street parking, thinking of 14th street hill where this is no on-street parking, not as great as 1 block in where this is on-street parking

- Would you happen to know… what steps would council have to decide something unique … if this (i.e. the LAP) is law once passed and it's council's decision, how much discretion do they have? For example, could they go to a 12-storey area and say we want 4 storeys here? Ex triangle site.

SESSION #7 – ADDITIONAL QUESTIONS OR COMMENTS

- When you are talking about small growth policies, are these actually more approachable in nature?
- Is there potential for community-based waste disposal to mitigate the infrastructure required for small-scale housing developments?
- Referring to green spaces, high development intensity minimizes the benefit of the park. We should think of recreation, but also consider what is nearby. We need lots of vegetation and opportunity for pollinators. You need to consider aspects like that. We need to recover those ecological functions in our current environment.
- You should show ped bridges on the maps
- Why not do this everywhere? (Heritage designations within the Hillhurst donut) the designations adjacent to all transit stations
- So you are looking for balance versus reaching density targets
- Does 4-storey mean 4-story apartments? Could that extend through an entire block?
- Can you elaborate on the changes at Crowchild and 5th Ave?
- And the upgrades to Crowchild are?
- With UFC and BS – is their rezoning when reviewing these to maps together?
- But zoning will be determined by these maps?
- What do you mean by commercial centre?
- If something is adjacent to an LRT – are they intended to be treated the same?
- Are there targets of what you would like to see in each community?
- Can you elaborate on the reference to something happening at the Crowchild intersection with an overpass?
- Would that include access to Crowchild or does it get removed from those areas? Does it have access lanes?
- That's fine cause it's a 30 year plan and this is something that's going to happen in next 30 years that's fair
- Missing bits in the mobility network, is that something we should be thinking around? (regarding community improvements introduction)

Appendix C: Riley Communities Local Area Plan: Riley Communities Heritage Guidelines Sub-Working Group

Riley Communities Heritage Guidelines Sub-Working Group Session 3: Riley Communities Heritage Subgroup Introduction (Online)

Purpose of Session 3

On March 15, 2023, Heritage Sub-Working Group members were invited to the third sub-working group meeting. The sub-working group is focused on supporting the creation of

Heritage Guidelines that will help ensure new development in the Riley Communities is contextually appropriate and fits in with existing heritage homes.

The meeting #3 objectives included:

- Review updates to draft Heritage Guideline Area boundaries.
- Identify character defining elements of heritage assets.
- Begin identifying Heritage Guideline focus areas.

Presentation from Session 3

What did we ask?

Following a presentation and Q&A period on the LAP work completed to date, the Heritage Guideline area boundaries, and review of character defining elements the workshop moved into a group discussion. Session #3 asked the following questions of participants:

1) How should the massing and site design of new developments respond to surrounding heritage assets?
2) What components of front setbacks and landscaping can support the heritage feel of the area?
3) What front façade and front projection elements should be reflected in new development?
4) How should the Heritage Guidelines direct the roof style of new developments?
5) What building details of heritage assets should new development reference?
6) Are there any other built form elements that the Heritage Guidelines should consider?

What did we hear?

Feedback themes that emerged from the participant feedback:

Building Massing and Site Design

- Don't imitate heritage designs with new builds
- Transition down or limit massing when next to heritage assets
- Consider landmarks and views of the area

Setbacks and Landscaping

- Consistent front yard setbacks
- Existing trees and landscaping in the boulevard and front yard
- Street tree canopies are important

Front Façade and Projections

- Porches, front projections and front façades should respond to that established by heritage assets
- Front of buildings should engage with the street and with passersby

Roof Pitch and Style

- Generally, there are pitched roofs on heritage assets in the area, however there are some examples with flat roofs
- Roof designs should be sensitive and responsive to the surrounding context

Windows, Materials and Details

- Window pattern should reference that of heritage assets
- Consider how finer grained materials and details can be used at the front of the building

Other

- Fences should allow for interaction between the front yard and pedestrian realm

- Vehicle access should be off the lane

Verbatim responses to the group discussion can be found below organized by discussion question.

HERITAGE SUB-WORKING GROUP 3: Group Comments

GROUP DISCUSSION # 1: Building Massing and Site Design

How should the massing and site design of new development respond to surrounding heritage assets?
• To clarify, side setbacks are off the table? This is a miss. If a new house is built next to a 1910s house, it would be very tempting to demolition because they can creep so closely. See this in other developments where they max out their allowances. This should be a reflection of success. Can we look at examples where side setbacks are utilized? • Massing of the future development within the heritage guideline areas should respect the existing massing of the heritage resources. Therefore, the size and form of the future development should not impose on the adjacent heritage resources through excessive height and blank walls. Also, new development should respect the views and landmarks through their form and size. • Site design of the future development adjacent to and within the heritage area guidelines should consider the following: • Consistent front setbacks; • Integrated with the existing character of the street or block, for example, front porch, bay window, specific use of material. • Consideration for privacy and overlooking the adjacent property by exploring creative design strategies • Respect to the existing plants within the boulevard and front yards such as deciduous trees and lilac shrubs. • For massing, it is the views and landmarks of the heritage resources that are most important. • If you have a taller new build next to a smaller heritage site, have at least step-down space between. A good way to not overwhelm the heritage asset. • SHARED: https://www.google.com/maps/@51.0630265,-114.072641,3a,75y,180.33h,80.85t/data=!3m6!1e1!3m4!1sQog84x8cldGlt9isICUHcA!2e0!7i13312!8i6656 • You can imagine this as being a 3 story but think it is two. They have softened the blow to the asset by the facade treatment. Even without stepping the full massing down to the heritage asset, they've added or simulated that look. Might camouflage something that otherwise might be stark.

Group Discussion # 2: Front Setback and Landscaping

What components of the front setback and landscaping can support the heritage feel of the area?
• Porches and front setbacks should match the streetscape as much as possible

- Observation: large structure to offer privacy, but blocks sun and privacy. Privacy attempts can degrade the street and block the sun for nearby houses. An example is cited on 11 A Street NW.
- It is a pattern that is replicating in the city with walls that extend.
- Alternative: Maybe a semi-see-through screen? Not such a solid structure.
- Landscaping could be used but not guaranteed or necessarily maintained. Too soft an option.
- Looking from a different perspective (not living in the community), but have been involved in a few projects in the area with higher density. How to engage the street or front area for passersby is a frequent issue. Part of the street, not alienated from the street.
- Street tree canopy is quite important for making the pathway for people walking and driving. Mentally slows down the traffic.
- Massing of buildings - various measures in the bylaw of controlling the vertical plane over a certain height. Might be especially challenging with flatter buildings and side setback limitations.

Group Discussion #3: Front Façade and Projections

What front facade and front projection elements should be reflected in a new development?
• This might be more to the previous question, definitely agree with front porches and bringing people out to the street. With new development, they almost are more decorative. Very shallow, fitting a chair but not much more. What about making the porch more functional?

Group Discussion # 4: Roof Pitch and Style

How should the Heritage Guidelines direct the roof style of new developments?
• Not flat roofs • Feels like there is general agreement with this. • As an architect and not part of the community, Calgary's mid-century modern, Vendome for example is heritage in style and has a flat roof. It is about the sensitivity of design and appropriateness of design and sensitivity to the surroundings. They can be sensitively designed. • I think eliminating flat roofs is a missed opportunity, there are creative design ideas when using flat roofs in a building. The principle should be, the design should fit and complement the existing heritage resources within the area and along the block. • For example, the heritage asset is something unique and special. The new development should maintain the character. Should be integrated with its design and integration with the community. You don't want to imitate and create homogeneity. When there are porches on the house and it is a heritage asset, you don't want the same design in a new build. Not necessarily imitate the same design as the asset. • Heritage resources should always stand out and be integrated with the surrounding buildings. Future development needs to create a harmonious built form within the heritage area but not necessarily imitate the heritage resource elements. The new development should be complementing the existing heritage resources like a piece of a jigsaw puzzle that fits within the overall character of the area.

Group Discussion #5: Windows, Materials and Details

What building details of heritage assets should new development reference?
• Generally, detailing is often missed in contemporary buildings. The window particularly should be part of some kind of pattern that has been done in the past. Materials have changed over time and people are moving toward larger windows with no muntin bars. • Detailing is a big open-ended question. Have to define. Not sure how the guideline can sensitively address this. • For example, the heritage asset is something unique and special. The new development should maintain the character. Should be integrated with its design and integration with the community. You don't want to imitate and create homogeneity. When there are porches on the house and it is a heritage asset, you don't want the same design in a new build. Not necessarily imitate the same design as the asset. • There are good examples in Hillhurst of flat roofs. They are built compatible with the homes nearby likely due to not maxing out the height. Flat roofs can fit into the community, but it isn't the norm. • Can flat roofs be mitigated in some way? Heights? Articulation? • A side can be stepped down to the adjacent property or the front is stepped down. Full maximization of the property and heights often creates the problem; setback or some other efforts to create transition has the potential to work.

Group Discussion #6: Other

Are there any other built-form elements that the Heritage Guidelines should consider?
• Question: the items that we are discussing right now, is this in addition to the recap building form and characteristics that were presented earlier? Want to ensure we are expanding on previous discussions. • Fences - the heritage building typically have enough patterns. The threshold items help the more contemporary forms. Contemporary lacked detailing for various reasons (e.g. costs of construction, lack of skill, etc). Fences should be transparent, not built for prohibitive use (e.g. slats versus materials that allow visual access to the yards)   ○ To clarify, this is the front fence. If we say we want a picket fence the next owner could do something different without knowing. Might be more temporary measures that are not upheld in the long-term. • Front door or threshold; what is happening in front of the building. A more nuanced landscape, benches, flowers…are there any finer grain materials that should be considered to make the front of the building? Most of the houses have lanes. Is there a prescription rather than one single piece of concrete being poured? Is there a way to make this design more human-scale?

Riley Communities Heritage Guidelines Sub-Working Group Session 4

Purpose of Session 4

On May 25, 2023, Heritage Sub-Working Group members were invited to the fourth group meeting. The purpose of this meeting was to review and discuss the draft Riley Communities Heritage Guidelines. The discussion incorporated how the Heritage Guidelines would be viewed in the context of the larger Riley Communities Local Area Plan and the next steps for the project.

The meeting #4 include the following items:

- Emerging themes from our work to date
- Overview of draft Heritage Guidelines
- Discussion of draft Heritage Guidelines
- Incorporation with the Plan
- Next steps

Presentation from the Session 4

What did we ask?

After reviewing the emerging themes from our engagement discussions with the Heritage Sub-Working Group, conducting background reviews and completing architectural studies of both the Riley and neighbouring North Hill areas, the project team has developed a set of draft Heritage Guidelines for the Riley Communities largely informed by the North Hill Communities Heritage Guidelines with adjustments made where needed. The geographic proximity and general build out of Heritage Guideline areas in the Riley and North Hill Communities also support this approach. Sub-working group members were provided with a copy of the draft Heritage Guidelines in advance of this session.

Participants were informed of proposed updates to the guidelines for the Riley Communities from the North Hill Communities guidelines which included removal of a front façade policy and forthcoming updates to graphics and the Implementation Guidelines, so they align with the Riley context.

Questions asked to participants in meeting #4:

1. Do you have any questions or thoughts about the emerging themes or approach described in our presentation?
2. Is there anything you would change on the draft Heritage Guidelines?
3. Is there anything we missed in the Heritage Guidelines?

What did we hear?

A summary of input provided at the fourth sub-working group meeting is listed below.

- Discussion regarding windows are defined as consistent or inconsistent with local heritage assets.
- Questions regarding Guideline implementation by City Administration and how sustainment and awareness is maintained internally at the City of Calgary to ensure Guidelines are upheld long-term.
- Participants asked how this guide compares to the existing ARP and how it might be more successful.
- Members inquired about the should versus encouraged language and there was general feeling that stronger language will result in a better product and alignment with local heritage assets.
- The definition of front façades and projections and how might the guideline better clarify these references. Rear and side façade was also explored.
- Tree canopy preservation in historical significant areas was a topic of conversation and thought to enhance the neighbourhood character.

Verbatim responses to the group discussion can be found below organized by discussion question.

HERITAGE SUB-WORKING GROUP 4: Group Comments

Question #1

Do you have any questions or thoughts about the emerging themes or approaches described in our presentation and pre-reading document?
• What about window patterns will lead to debate about what does or doesn't constitute consistency with heritage assets in the area? • If someone in the planning department has to determine the element reflection, how do we hint at what it is going for? • It makes sense to use and bring forward the North Hill Guidelines. Was there anything you found that didn't quite match between the two guideline areas? • This will be fresh and new and current. How do we keep this continuously on the minds of the planning staff? This was an ongoing issue with the previous ARP. How do you keep that education and knowledge evergreen? • How might interested residents get in touch with the sustainment team in the future if there are challenges and contact needs to be made? It feels like there is a lot of turnover at The City and the knowledge base does not last within a department. In two or three years, how does a person get a hold of the sustainment team? • Might we need to consider certain elements of these guidelines based on the public feedback received in the next phase of engagement?

Question #2

Is there anything you would change on the draft Heritage Guidelines?
• Looks very similar to the previous ARP. A lot of "should" language and this has been brought up previously. How might this be more successful than the ARP? • Will the second piece of language be included in the LAP? • Who will uphold the guidelines? This gets at the education of planners. Community experience demonstrates planners do not have the same baseline level of understanding and vested interest in the process. • Where has the tree canopy landed in terms of impact on individual properties? Does the City have control or a mechanism to enforce or manage this? It sounds like the technicality of requiring protection is something to be pursued. • What about the report that went to Council to promote the protection of trees and the removal of private trees? Edmonton is doing something similar. I can send you the report on deterring private tree removal which I can send to you. There are many benefits to preserving the tree canopy and it feels like Calgary is behind the eight ball. • Buildings with the front facade, based on what was said for should versus encouraged (e.g. visually impact reference). So if I am an architect and I tell you, "This is the best I could do after looking into all these things." Example of lower heritage assets between two larger buildings, it doesn't matter about setbacks and configuration–the heritage asset should not be overpowered by adjacent or newer development. Stronger language might be helpful. • In the front facade slide where it shows the front projection (porch, patio, veranda or sunroom), is there any way you can define the guidelines of these features to better clarify?

Question #3

Is there anything that we missed in the Heritage Guidelines?
• What about the rear and side facades? Any consideration? • I support the preservation of existing trees in historical areas, even if we must get creative or try out new legal and incentive tools to do so. The trees, often on private property, are key "character" aspects of these streets. Retaining the mature trees will do more for the heritage of the area than any new pitched roof ever could do!

Appendix D – Riley Communities Industry Representative Phase 2 Meetings

Industry Meeting 1

Two industry meetings were held during Phase 2. The first was held on February 22, 20223 from 10 a.m. – noon.

What did we ask

The purpose of the first meeting was to understand the experience of industry representatives working in the Riley area, collect input and to integrate that feedback as the project team further refines the Plan.

There were four areas of focus during Industry Meeting 1:

1. Collected feedback on areas that have been identified for additional growth areas.
2. What is working and not working with existing ARPs?
3. Density bonusing is a system intended to allow additional development densities in exchange for funding or providing new public amenities. What are industry's thoughts on the amenity options available.
4. What has industry learned about the feasibility of four storey development?

What did we hear

Key themes received during meeting 1 included:

- Transit Station Area Intensity - Balance intensity across all areas of the plan area including Lions Parks which has capacity for more density. There was a perspective shared that Hillhurst Sunnyside had already accommodated a large allotment of growth.
- Increase intensity in all areas as the Riley Communities are close to downtown. Scale should be toward six storey in low scale, RC-G everywhere and main streets having the capacity to accommodate more height.
- Corridor Length should maximize intensity - utilize full length of key streets end to end - Kensington Road, 14th Street N.W., 19th Street N.W., 16th Avenue N.W., 10th Street.
- More potential for growth along Memorial Drive.
- Flexibility needed in commercial requirements- policy and location flexibility to encourage commercial viability – consider stepbacks, setbacks and height.
- Insight was offered on specifically identified streets and corridors (provided in verbatim below).

- Comments shared that Sunnyside ARP does not reflect transition from downtown or enable goals of the MDP.
- Perspective shared that some community members seem to misunderstand R-CG zoning.
- Amenity fund contribution, public realm improvements with Hillhurst ARP and bonusing structure were discussed in relation to community benefit and ease of process.
- Challenges and successes related to four-storey developments were discussed with ground floor commercial being a frequently cited challenge. Four-storey structures were viewed by some as making the most sense in transition zones where the land can be efficiently assembled.

Presentation from the Session: Riley Communities Industry Representatives Session 1

Verbatim Feedback:

Below are the verbatim responses from Industry Session 1.

QUESTION #1 **WOULD YOU ADD OR REMOVE ANY OF THE POTENTIAL GROWTH AREA THAT ARE BEING PROPOSED IN PINK FOR MODERATE-TO LARGE-SCALE GROWTH? PLEASE TELL US WHERE AND WHY. (REFERENCING PHASE 2 ENGAGEMENT BOOKLET**
WHERE WOULD YOU ADD GROWTH? • Why is the area where all the properties along memorial drive between 14 st and Crowchild not identified for density? Many properties east of 14st on Memorial are higher density. • Lion Parks: Is there a reason the working group did not recommend this area for additional growth? From the station downward (to 12 Ave), it seems like an ideal pink area. • Agreement from other industry members. Additional comment: “Note that this area would be highly contentious for redevelopment as it is R-C1 and will be "defended' heavily.” • 14 St and 14 Ave are also key growth areas. The City cannot afford to not invest in existing infrastructure like Lions Park LRT. Implication to white areas on these maps that these neighbourhoods might not be taking on their density allotment. • I would suggest that the potential focus area on Parkdale Blvd NW should continue on to the edge of the map. • On Memorial Ave, we seemingly are protecting the blockface of single family homes. Why are we stopping at the lane east of Memorial Drive? • If we are talking about existing focus versus future focus, that whole area along Memorial Drive (up to Centennial), that area is already demonstrating increased intensity. • The map may be confusing to people about future and historical focus. • 19th Street should be considered also near 14 Ave

- We need to be careful to not just focus on arterial roads for redevelopment, ie. "we wouldn't want to live there, too much traffic, let's put the new residents there!" That approach has not had great outcomes for livability in Toronto etc.
- It is important that the City does not reward communities that are likely to be "protectionist" against additional density. These LAPs should reflect the desire for good planning outcomes. Increasing density along 12 Ave, 14th Street and along the south side of 14th Ave makes sense.
- It looks like the C-Train at North Hill has been overlooked and there is agreement in this group about that. Also, the comments about not focusing solely on corridors. Where might the nodes be? Are there other nodal areas (e.g. eastern strip of Memorial Drive)?
- I do think that there's a lack of consistent TOD application in Briar Hill/HH.
- My assumption is that small scale to three story is considered in all the white areas? How does The City look at that?
- This area is directly adjacent to Downtown. We need to look at this area with a future density of a Beltline/Mission rather than what it is now.
- I would also note that there is a LOT of imbalance between these communities on who is willing to accommodate redevelopment. I oft hear Hillhurst/Sunnyside note that they've taken the brunt of growth and have already exceeded their growth targets in their 20 year ARP by a LOT. It feels unfair to them.
- 3 rd Ave strip: What is the vision for the City? I've spoken to The City about a voornerf strip. It has been used as a road from 18 A Street. 2nd to 6 th Ave—I am looking for certainty about being able to build? How far forward can we push developments? What zoning is supported and can I get lane access?
- Densification should be applied to all Sunnyside area (east of the LRT). This area should one day, sooner rather than later, be all 4-6 storeys, mid-density area to support Kensington and downtown's existences.
- Extend development south of Kensington Road on 19th Street.
- Same for east side of 14th Street between Kensington Rd and Memorial Dr at the depth of a full block, especially one of the rare finds – the tree boulevard – of the Bowness Road should be celebrated and widely known housing higher density housing. Keep Broadview "single"/low density.
- Somehow the area only diagonal street – the Gladstone Road was overlooked. I think that it presents a great possibility for densification. This this sunny, one of a kind link between the LRT and 14th Av could be celebrated and used more.

WHERE WOULD YOU TAKE AWAY GROWTH?

- Why has Crowchild East been identified, and a block short, on the east side north of Kensington Road? A filter might be looking at the lot dimension, shape and dimensions—if lot depth isn't there isn't available for a meaningful depth of building. Pedestrian realm is eating into property and constrains what is possible on the remain parcel. Road diets are not taking place. This is a function of our grid system, particularly in these older areas. Does the lot dimension and what we are drawing, make sense for the type of growth being proposed here?

QUESTIONS:

- Why are secondary suites excluded from duplex, triplex, fourplex? How are those differentiated from R-CG and H-GO when it results in a similar build form? (As an aside, a ton of our historic density comes in the form of fourplexes with up/down suites

with shared side entrance -- is the difference being the ownership of secondary suites vs. separate units?)

- Overlay for the potential of growth, including other policies (e.g. heritage document), has this been looked at? Are these preventing any growth or development?
- I would note that appears to be a trend on this map.... it looks like arterial or high traffic roads are being used to "encourage" density but protect the SF enclaves on the map are several areas.
- Can you have a street that allows for flexibility and a mix with row housing?
- The question should be where we should not be increasing density

What We Need Input On: Growth Areas

Question #1

Would you add or remove any of the potential growth areas that are being proposed in pink for moderate-to-large-scale growth? Please tell us where and why.

Where would you add growth?

● Why is the area where all the properties along memorial drive between 14 st and Crowchild not identified for density? Many properties east of 14st on Memorial are higher density.
● Lion Parks: Is there a reason the working group did not recommend this area for additional growth? From the station downward (to 12 Ave), it seems like an ideal pink area.
  ○ Agreement from other industry members. Additional comment: “Note that this area would be highly contentious for redevelopment as it is R-C1 and will be "defended' heavily.”
  ○ 14 St and 14 Ave are also key growth areas. The City cannot afford to not invest in existing infrastructure like Lions Park LRT. Implication to white areas on these maps that these neighbourhoods might not be taking on their density allotment.
● I would suggest that the potential focus area on Parkdale Blvd NW should continue on to the edge of the map.
● On Memorial Ave, we seemingly are protecting the blockface of single family homes. Why are we stopping at the lane east of Memorial Drive?
● If we are talking about existing focus versus future focus, that whole area along Memorial Drive (up to Centennial), that area is already demonstrating increased intensity.
  ○ The map may be confusing to people about future and historical focus.

Industry Meeting 2

Industry Meeting 2 was held on June 7 from 10 a.m. – noon with a focus on draft Urban Form and Building Scale Maps for the Riley Communities.

What did we ask

The Riley project team presented initial drafts of the Urban Form and Building Scale Maps. These early drafts are based on several different inputs including the feedback we heard from the public about the Focus Areas for Growth Map. Community representative and industry feedback will support further refinements before the maps are shared as part of Phase 3 public engagement. Industry representatives provided feedback on the entire Plan area as well on six identified key areas discussed in breakout groups.

The key areas were:

- Lions Park Station Area (16th Avenue N.W. to 12th Avenue N.W., 20a Street N.W. to 14th Street N.W.)
- Kensington Road (14th Street N.W. to 27th Street N.W., First Avenue N.W. to Parkdale Boulevard)
- 19th Street (from Seventh/Eighth Avenue N.W. to Memorial Drive)
- 14th Street (from Eighth Avenue N.W. to Memorial Drive)
- Sunnyside Station Area + 10th Street N.W. (McHugh Bluff to Memorial Drive)
- Sunnyside Station Area + Second Avenue (9a Street N.W. to 5a Street N.W.)

Participants were broken into two groups to review and discuss the maps and work through the following questions:

1. DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?
2. DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?

What did we hear

Key themes received during Session 2 included:

Lions Park Station Area

- North Hill site - make highly flexible to allow creative configurations.
- Feasibility challenges of development south of station due to land values and this requires flexibility.
- Sunnyside and Lion's Parks walksheds should match in intensity given they both have train stations adjacent.

Kensington Road Area

- Six storeys is too low – add more height but also a four storey transition to north.
- Confluence of two main streets should have more intensity – all the way to Crowchild.
- Should be Neighbourhood Flex extending to Parkdale.

19th Street N.W. Area

- 19th Street N.W. needs more intensity to Fifth Avenue N.W. – add height transition on east side with no lane or land assembly to 18A Street.
- Policy minimums to help encourage lot assembly and prevent single infills that don't match future scale goals.
- Neighbourhood Flex recommended for all the way along north of Fifth Avenue N.W.

16th Avenue N.W.

- Density should be encouraged all the way along.

14th Street N.W.

- Transition west of 14th needed to attract commercial uses.
- Challenging slope going north – needs to be six stories.
- Public realm setback challenges need addressed.

Sunnyside Second Avenue N.W.

- Realization of max heights challenging due to land assembly - four storey buildings will redevelop over next 30 years to six storeys

10th Street N.W.

- Industry sentiment that this corridor needs to go higher in scale.

Sunnyside 10a Street N.W.

- 10a Street east side could go taller, west side is reasonable as is.
- Consider max at station then transition down – potential for pockets of higher elsewhere balanced to keep sunlight.
- Triangle Site affordable housing require building height to make it profitable.

Other:

- Fifth Street N.W. in Hillhurst (next to Riley Park) should be Mid-scale across entire park face to align with existing land use districts.
- Midrise under 12 stories has buildability issues/concern.
- Every greenspace should be wrapped in four storey heights with Flex or Connector
- R-CG needs clarification on location but participant sentiment that it should go everywhere.
- LAP sets a basic policy but needs to be flexible for unforeseen lot assemblies, etc.

Presentation from the session: Riley Communities Industry Session 2

Session verbatim feedback

Urban Form and Building Scale DRAFT maps feedback
Lions Park Station Area • North hill site should remain No Building Scale • Infinite configurations makes regulation hard • 4 storey south of station may be unfeasible given land values • 6 storey would need a point tower to be feasible given land value • Sunnyside has a much more intense walkshed then Lions Parks

- They should match given they both have train stations adjacent
- Lions Park Area – will be a really difficult place to…. Why not use the park more as the interface, what is logical stop?
- Does concord group still own site by 16 ave and 14 st (mall site?)
- The way they handle Crossroads Mkt. in the historic east Calgary good example of what you could do here. You can go up to 26
- Happy with north hill is 26+ and we can go down from there
- Can see upside of going for highest category – either call it a comprehensive planning site we'll deal with later or don't.
- 3 storeys isn't enough that close to transit, need to give opportunities for people. Needs to be up to 4 storeys for sure.

Kensington Road Area

- 6 storeys is too low since legion development has demonstrated that taller is feasible given context
- 4 storey transiditon north of north low scale should be added
- Developers don't like 12 storey buildings - difficiult to "paper out"
- Shadow impact on current school sites may be an issue
- Over next 30 years, Hillhurst & Sunnyside cannot continue to be the only communites that take on the bulk of future intensity - spread it out into the other communities
- What is the blue/regional campus colour?
- Comments on Louise Dean sight – should this be the same colour as regular park space?
- Along 19th street I'd go higher than 4 storeys you've indicated, I'd be ok between 4 and 6.
- These major collectors, places cars are going in and out, these could be all the way up to 6
- 19th and 7 ave, we're getting a lot of push back on 3 storeys – people who think they'll be air bnbs, or will take their property away.
- Kensington road – why connector extending to parkdale instead of flex?
- What is plan for school sites? Do you want to sent controls on what you can do there in the future?
- I went to Kensington Elementary when it was a regular school, park was used, such a waste now, would like to see it used/preserved as a park. A lot of it is a parking lot and it's disgusting to look at. Would love to see policy to preserve it as a park.
- Piggybacking… privately held, need to categorize it appropriately. it's privately held, it should be light blue.

19th Street N.W. Area

- 19 street is a future 10 street-like area
- 19 street (west side) low scale should extend all the way to 5 ave
- Height transition needed on east side since no lane
- If not, land assembly along this area (which is inevitable) will be painful requiring a policy amendment
- "very little new build in this area of potential"
- Add policy for minimums to prevent single/semi infills so that land assembly is possible

- Concern that that feasible commercial development is limited on 19 street given the need for vehicle parking support
- Neighborhood Flex should similarly extend further north to 5 ave
- East side laneless parcels could be resolved by land assembly to 18a street
- Brian H. has been involved in land owner convos about this
- Grand Trunk (?) 19th street is a miss, should go right to (5th?) ave with that density
- It's short-sighted responding to community pushback so much when could be stepping forward with leadership. 19th street could be its own BIA in future.
- Why is the density on 16th not all the way along
- We have an applicant for 10 rowhouses on corner of 19th and 7th… we're getting way more pushback on height than thought we would. People don't' realize we can go 3 storeys anywhere
- 19th street area – orange neighbourhood flex should go all the way up 19th street (drawn on map)
- Should be a generalized corridor policy, so little additional industry opportunities near 19th street, limited 19th doesn't make sense.
- Extend 4 storey to the park (west of map under 16th ave) – use park as transition point note.
- Flex orange has been changed to red on new map – "good" "that's a good change"
- I want the flexibility here, there is a pathway here not show on a map, it's a road, It's (basically) 3 ave. Cars can park here but I can't use this road? Has had this site for 10 years fighting over it. I can't have commercial, but there's commercial on the other side. At end of day can figure out parking etc. but to suddenly stop commercial there but it's allowed on other blocks… seems like not a lot of thought about consistency. Community lost mind but they're wrong, it's wrong. Why doesn't' it go all the way to 5th ave?
- Assembling everything and making it bigger might make it safer…. Safety concern, if anything goes underground, for anybody else going further there is an option to have turnaround, way safter than any existing driveways where people are backing out on to a busy road.
- Makes no sense that commercial just stops, there should be an opportunity. (where orange stops and becomes yellow).
- Need more neigbourhood flex along 19th street. If you want to talk about long term growth to allow the flex all the way along 19th, it's reasonable.
- We never put density close to parks, and that's a great opp. for density, we need it along parks. It's a livable space. They have smaller amenity spaces.

14th Street N.W. Area

- No one is going to build ground-floor units that front onto 14 street
- Transition west of 14 needed to get more critical mass that may actually attract commercial uses
- On memorial just w of 14th, there is a gap in the neighbourhood connector there – "this has since been rectified."
- At confluence to 2 main streets you should be going much higher intensity – there is a lot more opp. for density along Kensington road we're not taking advantage of. This isn't a bold direction. Between 10-14th, we could go higher, maybe go all the way to 19th… (why not all the way to Crowchild)
- 1 challenge in putting in some larger scale buildings right next to ex heritage areas, is a transition isn't built in, need to think about building those transitions in.

- 14th street, 0 transition came up from working group
- Area on other side of 14th and Kensington is a heritage area, so won't get allowed for 4 storeys, would need set back.
- Missed opp. not to throw that out now, heritage folks might get upset, need to start planning for transition in those areas that would allow for higher heights.
- If didn't know context or political environment, I'd be saying 4 storeys just from a planning perspective.
- Is it overly ambitious to assume red on all 4 corners of Kensington and 14th street intersection. – only 2 houses that could have anything there as building already coming in.
- 14th needs a massive facelift, needs to be a leading improvement project to see growth here. Try to yank people over 14th and west along Kensington road.
- Need to be able to relax public realm improvement (bylaw setback)
- If this plan came along with a bylaw update that said where a lap indicates that the public realm setback could be relaxed that would be and taken using different mechanisms would be great.
- Because so much change has happened in this neighbourhood has already happened, the ability for growth and change in this area is limited. In order for any further redevelopment to occur, you need to give it the height an density that is required. There is a lot of 4 storey in here, it should only be a transition, we should be aiming for 6. I think if you put this plan … I know you have a layer of built project… if you put this under an age of building and look at what's happening in 3 storey area, I think you'll see there's very limited ability for redevelopment without having more height, strong rational to go bolder and higher to spur in the redevelopment.
- There might be places (POD - parks oriented development) some of these places might be the right places, north side of Louise Dean/Kensington school.

Sunnyside – Second Avenue N.W. Area

- Tough to realize max heights due to difficulty with Land assembly in the sunnyside area
- However, the older 4 storey buildings will redevelop over next 30 years so 6 storeys
- This whole area is mcg with density modifier of 72 (heritage area around 2nd ave)
- Should be more flex along 2nd? Weird little pocket. And then park there, more height around park? Extend and provide commercial service in there, esp. when looking at increasing density. Maybe along south side? Site by Vendome was assembled and there was a debate on DP, more lite commercial.
- Even though (?) ignore existing development context as this is supposed to be a long term vision. Literally near best integrated lrt station in city, it should be mixed not just residential.

Sunnyside 10th Street N.W. Area

- 10a street east side could go taller, west side is reasonable as is
- Based on BC examples, perhaps better to have transition from station to the max height, then transtioning down and back up to max height again: great for sunlight
- Triangle Site affordable housing expectations require much building height to make it profitable
- Would be really great in next workshop to see that overlay, age of building with height overlay and another with the concept plan map overlay. Think that would give a lot more info on how we can redo/read (?) these maps a bit better.

- 10th street – be careful of literal translation of things from Sunnyside arp – it will be real challenge to see blocks like where Kensington wine market is unlocked for just 6 storey play. Not the whole area is made equal. Keeping it to 6 storeys is keeping a translation that doesn't' apply.
- If you want vibrancy on Kensington road, and have it move through, need some scale.
- If you have more than 6 to play with it will be wood, will be cheap and cheerful, no substance. Should be going much higher on 10th street
- Notes on map about higher heights in some of these zones.
- Lots of ways to deal with transitions. We're across the street from downtown, right across the river we have 18 storeys, why just go to 6 when it's such a desirable location? We can put much more density here. One of most walkable locations in the city, why aren't we putting more people here.
- All these should be scaled, it's an amazing location.

Additional Comments or Questions

- 5 street in hillhurst (next to riley park) should be Mid scale across entire park face to align with existing land use districts
- We should have a 3D visualization of what different areas of the scale map actually look like (tough for public to envision)
- Show primary transit route (and stops) in plan area for context
- Brian Horton is in discussions with redevelopment of Bethany site
- West side of site has big potential for private residential
- Every greenspace should be wrapped in 4 storey heights with Flex or Connector
- Storytelling about downzoning apartments to build new single detached - could be used to calm resident fears that policy increase = guarenteed intensity increase
- Rowhouses should be allowed everywhere! Market will decide if redevelopment is actually feasible on site by site basis
- Very unclear and unfair to add policy restrictions on Rowhouses when LU bylaw allows for it (we shouldn't go backwards!)
- Criteria should be worked out at land use stage given how difficult site constraints should be handled on site-by-site basis, not broader LAP
- How is attendance today from an industry response?
- Confusion on the meeting room! – one room got sent and then it changed in the follow up (original was skyline on floor 6)
- In terms of when did you start and when you go for Council, what are your targeted timelines from beginning to completion?
- When are you hoping this goes to Council?
- Question about how many responses we actually get from the booklets
- Question about things like where does H-GO (language) and LUbylaw vs LAP direction – in terms of LAP, it says right in the bylaw that it should go into the neighbourhood connector. 'Is RCG on the table for discussion if it's allowed everywhere?" – chat about location criteria for RCG – conflict between the bylaw allowing people to apply for it everywhere but then the LAP potentially saying, it can only go here and here, etc.
- RE affordable housing, the recommendation to go RCG was more a bundling of options.
- From an industry perspective there is a bit of a deviation between north hill, westborok heritage on how that part of the limited scale applies and those details are important.

Industry folks think it should be more permissible, the form rather than less, heritage is more prescriptive, of the 3 evolutions so far, it's getting more prohibitive. It's worth a conversation on what Riley wants to do as we get into form and scale categories.

- Really interesting discussion - thinks there's an argument to be made for content for heritage, more worried about disconnect between north hill lap and westbrook lap, that disconnect being more inner city, having more inner-city communities in that as north hill is the most flexible of all the plans. "another iteration of policy that was supposed to be standardized"
- UFC Question – how did you arrive at 12 storey as the mid-range height? Industry feedback I'll provide on answer to this is between 6 to 10 (?), we move from wood construction. Would go for lower scale/smaller density in those mid-range blocks as a result – would result in less housing being built.
- Clarifying questions, are you saying the mid-rise becomes a non-buildable product as you're not getting profitability until over 12 stories so you're not going to utilize that built form? YES.
- If there is a goal of these forms being build out of the lap, broad industry reality is it affects 80% of industry.
- Also worth mentioning along with an economic perspective, from a built for perspective, 12 storey, bigger form, bigger assembly is not that attractive. Looks very slab block. Being limited to 12 you're getting something that's not the best solution. Might apply for something else but it's not in the policy and can't change that. Needs to be some flexibility. 12 storey not best from efficiency point of view or slab block looking.
- These categories are not standardized across the laps? Is it too late to be having this conversation?
- I'd like to see the mid-scale adjusted as well but does that override my desire to have some standardization?
- Potential to have policy language to allow for policy adjustments… in certain locations where mid-scale may mean something different cause of the context.
- In conversations with North Hill, managers said 'do not come in with amendments to this plan as it will be a nonstarter'. With this plan, in terms of setting public expectation, can't predict assembly. A broader policy esp. in this inner-city community cluster would set conditions for rationale of something unexpected happening the plan, to get a better built form outcome. Challenge is public sees this is the plan for 10 years and no changes which is fair if that's the communication. You're already breaking the lap if you came in with a 14 story and it's not in the lap.
- LUB – mh2 district example – overreaching, need larger zoning
- What can we put in that council will understand/can lead to the creation of units?
- What goals are we trying to meet with this plan? Trying to sort out objective and make sure we're all on same page for what we're ultimately aiming for.
- Out of market lens… working on project in Victoria. City approved landmark missing middle policy… in 8 months they've gotten 0 applications for development from industry. Policy was standardized to something completely unviable to industry. Result is councillors are screaming at admin to redraw whole thing and will take a year or two, crisis will just compound. Need to set up industry and public with expectation of housing.

Appendix E: Phase 2 – Community Association Summary of Session Feedback

Riley Communities Local Area Planning Community Association Meetings(s) Summary

Meetings with community associations in the Riley Communities took place on May 29 (in-person) and May 30 (online), 2023. Representatives from community association boards and committees were invited to learn about the Plan's development in advance of the Phase 3 engagement launch in October 2023.

In advance of the session, attendees were provided with a pre-reading document that explained Urban Form and Building Scale Map categories that would be reviewed in their initial draft state during the touchpoint meetings.

Urban form categories detail the types of buildings that are allowed in different areas and where growth should occur. These categories can identify anything from commercial or mixed-use areas to primarily residential areas, open spaces, natural areas, and other institutional uses (such as post-secondary schools, hospitals, and government facilities).

Building scale categories provide guidance on the maximum heights that buildings can be within a given area. It is important to remember that the Urban Form Categories Map and Building Scale Map must be read together to understand the future development direction of a particular area.

What Did We Ask?

At these sessions, community association representatives were asked to discuss urban form and building scale categories for the entire Plan area with a focus on six key areas that have been identified in previous discussions as important locations within the Plan area. The key areas were:

- Lions Park Station Area (16th Avenue N.W. to 12th Avenue N.W., 20a Street N.W. to 14th Street N.W.)
- Kensington Road (14th Street N.W. to 27th Street N.W., First Avenue N.W. to Parkdale Boulevard)
- 19th Street (from Seventh/Eighth Avenue N.W. to Memorial Drive)
- 14th Street N.W. (from Eighth Avenue N.W. to Memorial Drive)
- Sunnyside Station Area + 10th Street N.W. (McHugh Bluff to Memorial Drive)
- Sunnyside Station Area + Second Avenue N.W. (9a Street N.W. to 5a Street N.W.)

For each session, participants were broken into two discussion groups to review the maps and work through the following questions:

1. DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?
2. DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?
3. Other. Do you have any additional thoughts or comments?

What Did We Hear?

Below is a summary of feedback based on key area followed by verbatim responses received at the Riley Communities community association touchpoint meetings.

Lions Park Station Area (16th Avenue N.W. to 12th Avenue N.W., 20a Street N.W. to 14th Street N.W.)

DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?
• General agreement from participants that North Hill Mall had untapped potential for being a community hub with increased use. Participants wanted to better understand the planning possibilities for the mall site with specific thought around sensitive transition and design. • Attendees asked if there were ways to increase residential in the Commercial Centre form category and attract affordable housing in future redevelopment. • Participants also saw potential for Commercial form and mixed use at the plaza site west of 19th Street N.W.
DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?
• Densification and height close to Lions Park Station was a sentiment shared by many participants with increased height also possible toward 14th Street N.W. • Some participants wanted to see Low or even Mid Scale south of 14th Street N.W. given its proximity to the train station and need to activate the area with more day round activity. • Some participants expressed concerns about existing neighbours being surprised by six storey buildings proposed adjacent single-family homes.

Kensington Road (14th Street N.W. to 27th Street N.W., First Avenue N.W. to Parkdale Boulevard)

DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?
• Participants indicated this portion of Kensington Road was underutilized and there was Main Street-type potential. Neighbourhood connector, flex and commercial throughout the corridor made sense to most participants. • The north side of Kensington Road was considered to offer the most possibility for commercial presence with potential to increase. • Public realm enhancement was discussed with particular attention paid to the intersection at 14th Street N.W. • Attendees inquired about long-term mobility plans for this corridor.
DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?
• Height potential was indicated to be greater at block corners with aim to respect existing neighbours and minimize impacts. • Participants indicated there have been recently missed opportunities to add more density and multi-residential buildings along Kensington Road. • Up to six storeys on both sides, enabling deal frontages, was generally supported by most participants. • Attendees also inquired about Crowchild Trail and timing for potential improvement that might also have impacts to Kensington Road.

19th Street N.W. (from Seventh/Eighth Avenue N.W. to Memorial Drive)

DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?
• General agreement that 19th Street N.W. is currently serving as an urban village or Main Street and the draft urban form map reflected how it is developing. • Neighbourhood Flex was regarded as a generally good form for 19th Street N.W., with higher intensity potential on corners (Kensington, Second Avenue N.W. and Fifth Avenue N.W.) going all the way up to 16th Avenue N.W. • Concern was raised about further densification of this corridor and how traffic, transportation and mobility might be managed through the Plan.
DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?
• Participants expressed concern with already approved developments taking place on the corridor. Some comments indicated at development is beginning to feel disjointed. • Stepping down height northward on 19th Street N.W. was considered to be a reasonable approach. • Representation viewed six and 12 storeys as significantly different when considering 19th Street N.W. Setback consideration as the height increases was regarded as important.

14th Street N.W. (from Eighth Avenue N.W. to Memorial Drive)

DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?
• A consistent theme of feedback indicated 14th Street N.W. lacked desirable public realm and a reason to visit. Participants hoped urban form categories might help address this by enticing attractive development and businesses. • General support for Neighbourhood Commercial with thinking that it would accelerate consideration of street level and aesthetic appeal. • Participants looked for city guidance for community association planning committees regarding upzoning and ensure respect for community context and scale.
DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?
• Sensitive transition was a main theme of feedback along 14th Street N.W. There was agreement that height (Low and Mid) can be supported but needed to be move away from jumps in height and neighbouring residential streets. • Participants had questions about the potential application of setbacks and tiering when considering the scale map.

Sunnyside Station Area + 10th Street N.W. (McHugh Bluff to Memorial Drive)

DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?
• Participants indicated the draft urban form map matched what was already happening near Sunnyside Station. Received comments expressed interest in seeing new development be thoughtful and contextually appropriate to Kensington, not “generic”. • Connector and Flex were generally deemed appropriate northward on 10th Street N.W. • Participants aware of recent planning applications and sought policy oversight and guidance to manage development exceptions.

DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?
• Concern was expressed regarding 12 storey height being placed next to low-scale identical. • General support was given to six-storey development in this area and reference was made to recently approved development. Areas where 12-storey did not make sense were reference by attendees. • Participants asked how form and scale for existing heritage commercial assets might be integrated into the plan.

Sunnyside Station Area + Second Avenue N.W. (9a Street N.W. to 5a Street N.W.)

DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?
• Housing affordable was a topic of conversation in this area. • Sunnyside Station area was considered appropriate for Neighbourhood Commercial with potential for corner block commercial sprinkles throughout Sunnyside. • Participants wanted to understand how neighbourhood connector, and low-modified scale, would result in multi-residential housing and not massive single-family homes.
DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?
• Sunnyhill Coop and Curling Club sites ere referenced as appropriate for increased building scale and height given their locations and proximity to downtown. • Low Modified was considered a scale that could be widespread in the area as long as it was appropriate with existing heritage assets and context. • Increased scale was discussed for Memorial Drive given its ability to act as a neighbourhood buffer.

Other:
• How were decisions made on the draft maps? • What is required to make an amendment on this plan once it is approved? • What about existing development permits and land use amendments? • How does 12 storey work next to low-rise residential? • What has community feedback been so far on 12 storey? • What is the expected and/or desired population growth in this area? • Is the mobility study taking place in tandem with this work?

What Did We Do with Feedback Received?

The Project Team will review all feedback from the working group, community associations, industry representatives and the public to support further analysis and refinements to the draft Urban Form Categories Map and draft Building Scale Map. These refined draft maps will be featured in our Phase 3 Engagement Booklet and mailed to all residents of the Riley Communities in the fall of 2023 as part of Phase 3 public engagement. The feedback gathered will further inform these maps and the supporting public realm investment opportunities needed to support future growth and change. More information about Urban Form Categories and scale modifiers can be found in the Guide for Local Area Planning, which is available here.

Presentation from the session: Community Association Session 3

Verbatim Feedback:

LIONS PARK STATION AREA

DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?

- Lots of potential to upgrade the surrounding area, including the library and adjacent recreational and park space. The potential is here for a community hub-type development.
- Neighbourhood connector likely makes sense on the adjacent part of 19 Street.
- How do you integrate residential with Commercial Centre form?
- Deep consideration and planning need to go into the parks and open space along the LRT here. This will be good for new housing and activation of the area.
- How do you integrate affordable housing?
- This does not appear similar to what came out in the winter in the engagement booklets. Owners near LRT in Hounsfield Heights will likely be surprised.
- Too much parking lot space at North Hill Mall currently.
- Densifying around train stations makes sense from a big-picture perspective
- All of 19 Street is basically a main street so it should be treated as such
- We are merging two categories it seems. It is hard to tell what the yellow is.
- When we look at these areas it is helpful to understand the decision-making process. I live near transit and we want users and to see those improvements. Considering this has a direct impact on me as a user and nearby resident. Understanding the progression and decision-making process is helpful for many people, I think.

DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?

- Densifying around train stations makes sense from a big-picture perspective
- Higher density and height around 14 Street make sense.
- 19 Street strip mall and 16 Ave commercial (6 and 12 storeys) is a little too tall; the transition to Neighborhood Local would be awkward
- 6 storeys in Transit core area is not realistic since some parcels already redeveloped; like to have awkward height transitions between existing 3 storey and new 6 storey
- Concerns about lot coverage…
- More height/density along 16 ave (in the Neighborhood Local area) could strike better balance with height transition (spread out that density.)
- It seems like you could consider higher than Low-Modified between 12 Ave and 14 Ave NW. MidScale seesm approrpaite. This will only serve to activate the area that is deeply in need of more dayround activity.
- Quite a bit of increased density south of the station
- Should be more height/density south of the station (both 6 and 4 storey area) - bring it further south ot meet the bethany site
- Would also extend density further south along 19 street
- Low modified is great
- 6 storeys along 8 Avenue is great - no one's views will be affected
- Density on 16 ave commercial site makes sense and could be extended further west along 16 Ave

- Actually getting the height transition with higher buildings (via stepbacks) in the final development is important
- How do you define the area around North Hill? The cross hatch in the UFC map. How do you develop a bit of certainty around the development and working with the developers? If I think of this on a building scale it would be great for a civic building.
- It seems like there might be a lot of scenarios on how this builds out on the future. Are these maps what it could look like or what it looks like today? So the strip mall is red and we believe it could be higher use commercial, but the mall is less defined at this point—is that correct?
- I thought prior to COVID, the Louise Riley library ws near the top of the list of getting a make over. There is almost this triangle merge between the CA, the library, train station and mall. A fieldhouse was top of mind a few years ago.
- Along 19 Street where the strip mall is, does that go up to six stories?
- In regards to traffic flow, discussion of not turning left hand lane —-is there a collaboration of looking at transportation movements? Is there a template in place prior to going ahead with?
- Are we providing design feature feedback to achieve sensitive transition? What are shadow and design considerations and how can the policy help with the desired outcomes. Do we go through the desired outcome information today or is that later in the process? This is more of a generic comment about the plan as a whole, but some guidance to CA and residents something like "Developments should include X to achieve this transition outcome." High level guidance on good design principles would be helpful to planning committees.

KENSINGTON ROAD

DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?

- It is a Main Street but not being treated as such. Developers bought super cheap land and there are plans for Louise Dean. That will be a significant conversation. The community sees it as greenspace, but a developer likely won't see it that way.
- Is Crowchild Trail improvements high on the priority list for Council funding?
- Higher density can fit but you need to be sensitive to the backs of lots. It isn't meant to be a thoroughfare. Super big building onto one side you might be putting a large building next to single family homes.
- Kensington and 14 Street. Residential access on either side and specific policies that guide fence placement. Kensington Road begs to have a community feel but challenges on the south side. Can we create a policy to say, "residential access on both side"? Commercial access off of Kensington Road.
- So much of it seems to need streetscaping considerations and drive for people on the sidewalks.
- Neighbourhood connector and flex generally make sense. I think we need longer streets and there is a disconnection between these pockets. The Sierra development fourplex was a missed opportunity for more growth.
- Extend Neighborhood commercial westward all the way to Kensington
- What does Neighborhood Commercial mean for traffic congestion? (ie there's a connection with congestion and NC within Kensington village)
- Mirror Neighborhood Commercial or Flex on all sides of the 14 street intersection
- Those two green lots along Kensington Road, east of Crowchild, I think those are two schools, right? Louise Dean is closing, yes? I was wondering whether it is green or

might that change with a development? How does that play out? So the map reflects the best information available at this point in time.

- In that area, on the southside of the street. It is kind of a narrow strip where it is hard to figure out where the front and back of the homes are. Has that been considered? Are you into that level of detail? If you activate so much activity along this portion of Kensington, I assume you need to ensure something better to improve Crowchild. Getting people across here is treacherous. Maybe a nice wide pedestrian bridge would improve this and safety but it seems like a challenge because people ultimately can't cross here.
- On 19 Street west and east of the green space, it appears to be "neighborhood flex" there is bubble tea, florist, cafe currently. Is this the type of development we might see east of the green space?
- Those two green lots along Kensington Road, east of Crowchild, I think those are two schools, right? Louise Dean is closing, yes? I was wondering whether it is green or might that change with a development? How does that play out? So the map reflects the best information available at this point in time.
- In that area, on the southside of the street. It is kind of a narrow strip where it is hard to figure out where the front and back of the homes are. Has that been considered? Are you into that level of detail? If you activate so much activity along this portion of Kensington, I assume you need to ensure something better to improve Crowchild. Getting people across here is treacherous. Maybe a nice wide pedestrian bridge would improve this and safety but it seems like a challenge because people ultimately can't cross here.
- On 19 Street west and east of the green space, it appears to be "neighborhood flex" there is bubble tea, florist, cafe currently. Is this the type of development we might see east of the green space?

DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?

- Commercial on the main floor seems more complex even from a tenancy perspective but it creates so much life on the street.
- Generally, we seem to be saying that we can see higher scale in the right places. Maybe corners higher than mid-block?
- Use 6 storeys along south side to enable dual frontages
- Wrap 6 storeys around the school grounds
- 6 storeys along Kensington Rd. might not be realistic considering how many newer redevelopments (infills) have occurred in recent years
- Actually getting the height transition with higher buildings (via stepbacks) in the final development is important - "cubes" block sunlight
- 4 storeys along westmount blvd should result in multi-residential buildings, not taller McMansions - max height should only be allowed for multi-residential buildings (or missing middle) only
- Neighborhood Local & Low Modified scale might help to achieve previous point
- You have the new legion building, so I am hearing the potential is there that there are more buildings of that similar height.
- Looking at the original engagement map, that strip of housing directly south of Kensignton Road. It looks like it is going up to six story height. Was there a particular rationale for why that was done? It looks like the area along Kensington Road has been enlarged to accommodate some kind of larger development, also looking south

of the area as well (cross hatched). I think these are things that might be helpful to bring forward to the community planning committees to build some understanding.

- I agree with the comments about south of Kensington Road and the potential height changes, going to 6 given the north side is also all 6 stories.
- Do we have any update on timing for the long-term improvements for Crowchild Trail?
- Is this blanket rezoning or a guide as to new development is happening? Does this help developers leverage height to say, "Is it right over there, do I not have a good argument for pursuing more height."

19th STREET N.W. AREA

DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?

- Neighbourhood Commercial that translates to ground level commercial. If you want to do the height, make it so they need to do or at least encourage the commercial on the ground floor so it supports the streetscape.
- 19 and 2nd---City did not want to restrict the developer so they did not have to do commercial. There needs to be lots more in terms of facilities. It has become a difficult conversation. This corner has become a problem as well 19 Street and 5th Avenue. How do you weight the development that is already happening? Building access is a huge issue. Look at the existing traffic study on 19 Street (e.g curb cuts and people turning onto side streets, parking).
- Commercial destination for the surrounding area so increased density makes a lot of sense
- Strawberry cottages are lovely and should be preserved…
- Develop the "main street" idea along 19 street: mixed uses and a vehicle roadway that feels safer to cross for pedestrians
- More commercial uses north between 2 and 6 Ave
- Neighbourhood flex seems like a nice potential for this area. It has become such a lovely destination. If it is going to go up, let's try and make it a destination.
- What about the parking?
- 19 street would be best if it was completely car-free
- Too much commercial along 19 street (Neighborhood Flex/Commercial) may pull commercial demand away from Kensington Village and/or surrounding existing commercial uses
- New commercial uses should be built to "Residential Ready" standards
- Neighborhood Flex on west side of 19 street, all the way north
- Map does not look quite accurate. Left most map I'm referring to the retirement facility.
- Neighboruhood Connector doesn't make sense surrounded by Neighbourhood Local - 18 A and 2nd Avenue. It is a dead end. It seems like you are trying to define Main Street and both sides so that just stands out as an anomaly.
- Looking at the green spaces are good for the area, but there is a danger of chopping the neighbourhood up, like Crowchild does, but we are looking for an understanding of how people move through this area and how it will feel.
- Even 19 Street, if we are looking at more commercial business and taller buildings we are surely going to see more people out and about and definitely more people driving too.
- It is difficult for non-experts to be engaged and give useful feedback because what we are seeing here is a situation where transportation is figured out later.

DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?

- A strip of apartments along there is ridiculous---we suggest limited. There has been strong opposition from the community association. Small apartment buildings with bike lanes and alleyways; it felt like all these things are not working together from the City perspective.
- 19 problematic north of second ave. There are developments already approved. Three lots underway currently. Then it becomes a forgone conclusion. But how do you services these appropriately.
- Kensington Road singled out as a Main Street and identified for development. Houses that will end up as fourplexes. Understanding that this is state policy that these low tier developments.
- Bike lane all the way to the bridge. There is no lane and it'd be great to see that North / South connection.
- Stepping down height as you proceed northward is critical
- 4 storeys along 10 street (south of Kensington Rd.) may have height transition issues with existing 2 storey, former gas station on a corner parcel
- North of Broadview Park density should be prioritized.
- Sensitive transition zones are key. In DPs we've seen abandonment of tiering so defining of feature and design principles being baked into this would be helpful.
- Challenges along 19 include new residential developments. Right now it is a fairly fragmented street wall. That is a challenge
- An observation: As the densification comes onto 19 Street and it leads to Lions Park station. Is there bus service that goes up this hill? A factor to consider is the hill although it is physically close to the station. How are the transportation possibilities being considered to move people up and down this corridor?
- The Legion building is not above six storeys I believe. Just asking for reference. I think it is three storeys. For the Truman building, is this something that might receive a special policy?
- Between 6 and 12 storeys is a bit difference. Maybe we define setback as the height increases and the story difference can be quite large.

14th Street N.W. Area

DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?

- What is appropriate for the future? It seems like a lot of ten – twelve plus story. We need streetscaping. Less boring offices and service places.
- Seven-story LU in currently, and that feels small in a way.
- Trees, please!
- Go high near the gas station and move away from the density proposed in parts of HHBH south of train station.
- Generally speaking, there is a need for public realm along here. Why would you go there currently? It feels like a missed opportunity.
- Slowing down the traffic and calming it might create a nicer public realm. Increased quality of life and a quieter street will create a place people want to be. Electric vehicles are much quieter and they are an uptick. Feels like this is heading toward McLeod trail

- For HSCA, not seeing much pressure along here. Conversely, 10 Street we are seeing much more pressure.
- Neighbourhood Commercial might put more pressure on the developers to consider the aesthetic and street level. I think street level needs to be the foremost thought.
- I worry that the large scale buildings take away from the context and scale of the area.
- Developer upzoning is a struggle that planning committees are forced to contend with. More City guidance on this would be helpful. People feel the process is futile and they disengage as a result.
- The street is a lost cause with all the arterial traffic (the worst road to cross in the area)
- Good potential spot for auto-oriented uses
- Nice gateway area from the downtown
- Kensington intersection should be mirrored (either NC or NF, not both)
- Either 5/6 ave or Kensington Road needs to be the obvious pedestrian friendly east/west connection (if we can't pedestrianize all intersections)
- Transit-only bridge across bow river instead
- Parking needed along 14 street for commercial uses (this is a problem with 10 street)
- However, these communities have some of the more prevalent active mode use so important to prioritize their needs over vehicles
- At mobility committee, we've talked about 14th being a people mover but I am happy there is potentially being paid here. This is a huge untapped area of potential development. Jumping to 12 story next to limited three story development that strikes me as a pretty big step change. Not sure if you can consider alternate heights opposite sides of 14 Street.
- From mobility perspective, the corner of Kensington Road and 14 Street it'd be great to have an enhanced pedestrian realm.

DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?

- Going inward toward 5 Ave and 17 Street---Summit Building was built respectfully but makes sense. Along with the Bethany.
- When we are talking about policy and ten story building going up behind you, if there could be a policy that all the mid-ranges contain a rendering, so we understand the setbacks that are being proposed. This helps with shadowing and transition. Will that level of detail be made available. The ARP is detailed in this way. There needs to be a guarantee and there won't be a flip; maybe if it is tied to DP? It holds the developer accountable for what is to come.
- Both sides of 14 street: Add 6 storey transition area between the 12 storey and 3 storey
- Concern about lack of sunlight and privacy for areas surrounding the 12 storey block
- 8-9 storeys may be better for surrounding compatibility
- Lower FAR to ensure "we get a cake instead of a cube"
- Actually getting the height transition with higher buildings (via stepbacks) in the final development is important
- Policy that helps protect heritage homes along the east side of 14 street by tying them to maximum heights allowed on adjacent land

Sunnyside Station Area & 10th Street N.W.

DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?

- LRT should be put on the maps and possibly street name references. It will help orient people.
- This is a transit and commercial hub so in that way the maps look good. We just don't to overwhelm with generic development. Can we be pushing for aesthetically pleased design?
- Red makes sense, as does height, as you go up 10th a bit.
- Active mode along 9a street (bike lane is parallel) is great! (Unlike 10 street) Often, side streets are much better for active modes than the main ones
- Ensure that recent land use approvals are reflect in these maps. Add specific policies to deal with recent exceptions.
- What is being drafted seems to be up to the 12 storys next to low residential. That might be okay as long as there was enough space to provide a sensitive transitive. That seems like more than a 2 metres setback. If not, the developer should not be entitled to go up to that height.
- ⅚ Ave not making sense for 12 storeys. JEMM development–that height makes sense for that parcel, but we wouldn't want that to be a precedent.
- When we see something here that says "up to 12 storys" it is much easier for the developer to ask for us to that number of stories. From a planning and design perspective, it typically makes sense to use 6 storeys as a threshold and it would drive better design.
- The block by the sushi restaurant and the height on that DP. Six again seems like a magic number.

DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?

- Hillhurst ARP We are contending with an extremely narrow laneway. We are seeing applications, old Running Room, the precedent being used to go from 20 to 31 metres. It is the narrow laneway behind. We are talking about a single block and why we are wanting the developers to limit it to 20 metres. For example, the 1970s weren't the best years for planning.
- It is a difficult part of this process, there are already building between 6 and 12 stories. If we could have a specific modifier
- 5 Ave along riley park is too high (liquor is south boundary)
- Heritage commercial buildings along east side of 10 street (near memorial) needs protection
- Julio barrio site…
- Heights/density associated with Osteria redevelopment will have traffic congestion issues
- 12 storeys along west side of 10 street is too high
- Policy that helps protect heritage homes along the east side of 14 street by tying them to maximum heights allowed on adjacent land
- Streetwalls help with this
- Existing ARP has policies that address this concern
- Ensure that recent land use approvals are reflected in these maps
- Add specific policies to deal with recent exceptions

- Planning Committee's have seen increased height in DPs along here that does feel like a compromise to the character of the area.

Sunnyside Station and Second Avenue N.W. Area

DRAFT UFC Map: Did we get it right? If no, what additional changes should we consider and why?

- Sunnyhill Coop should be allowed to go 6 stories.
- For the Safeway site, I suspect we will eventually be looking at the site across the street as dark red (higher and commercial).
- What about Sunnyside Coop? Four storeys? Echo feedback about going a bit bigger in this area.
- What is the rationale for the spread of 6 story? It seems like a fair amount of intensification.
- Low modified seems like a better fit.
- Coop can go higher (by the hill).
- What about the Curling Club? Should it be higher given downtown and river access as well as potential river access.
- The RC-1 and heritage aspect of Sunnyside seems to be deserving of some preservation and certainty to maintain.
- Keep sunnyside affordable… (demographics in Sunnyside are lower income folks and/or students)
- Sunnyside is getting the brunt of future development - should have more intensity around the Lions Parks station
- Heritage guideline areas should have similar UFC & scales like the "Hillhurst donut" area does
- Concern about loss of private trees for more intensive development - trees being part of the area's existing character
- Ensure that Neighborhood Connector areas with Low-Modified scale results in multi-residential/missing middle forms and not a taller McMansion
- Build wedding cakes not blocks. Height is scary as a uniform wall like what is going on along 10th street.

DRAFT Scale Map: Did we get it right? If no, what additional changes should we consider and why?

- Setbacks, shadowing needs to be reflected in the policy. Plan-wide how do we transition down where it is possible, so it works with the street context?
- A greater level of specificity and frustration mount when the response is, "That is later in the process." But then it is to late to influence.
- Looking at other LAP maps, everyone that had a single detached behind them had at least six stories, but I note here we are looking more at 12 storeys.
- Concern about protecting heritage buildings along memorial (with the proposed 6 storey modifier); be more intentional with 6 storeys
- Lots of 6 storey modifiers, if that was all built out it would be a lot more density than is comfortable
- Concerns that the scale map in this area looks spotty, lack clarity
- Have predominantly 6 storeys across entire neighborhood is too aggressive
- Along memorial is justified to act as a "buffer"

- Heritage guideline areas should have similar UFC & scales like the “Hillhurst donut” area does
- 3 storeys max
- Concern that infrastructure cannot handle the overall height/intensity increase
- 4 storey max height fits best in the Sunnyside area
- For the Safeway site, I suspect we will eventually be looking at the site across the street as dark red (higher and commercial).
- This is directly across from the LRT and the new JEMM development so it seems acceptable for higher density and height.

Thank you for your input and for reviewing the Riley Communities Local Area Planning Phase 2: EXPLORE What We Heard Report. To see what we did with this feedback, please review our What We Did Report at calgary.ca/Riley.