RILEY COMMUNITIES LOCAL AREA PLANNING PROJECT

Phase 3 - REFINE: What We Did Report

May 2024

Riley Communities
Local Growth Planning Project

Phase Three: REFINE
What We Did Report

Report Back – May 2024

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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.

What did we do with the input received?

This input was used to update the concepts presented to the public for Phase 3: REFINE. This is the What We Did report which demonstrates how your feedback in Phase 3 was used to inform the final draft Plan that will be going to the public, committee and council for review.

We encourage you to review the Phase 3 - REFINE What We Heard report to understand our communications and engagement approach, the questions we asked, and the feedback we collected during the phase of the project. It also will provide you with the context of how feedback collected in Phase 3 helped to refine the concepts in the draft local area plan.

What We Heard / What We Did

Below you will see the themes that emerged from our public engagement and the responses from the team as to how that feedback was used to further refine the Plan.

Topic 1: Small-Scale Homes

As Administration responds to Council's direction on small-scale homes throughout Calgary, do you have anything you would like to share regarding small-scale homes throughout the Riley Communities? We want to know what you think and why.

WHAT WE HEARD	WHAT WE DID
Participants indicated support of small scale/mixed housing with location & height-specific criteria	Feedback from Phase 3 (as well as previous phases of the project) expressed both positive as well as negative sentiment with regards to allowing small-scale homes of three or more units within primarily residential parts of the plan area. Some feedback identified the desire to allow small-scale homes of 3+ units throughout the Plan Area with no restrictions. While other feedback emphasized that new housing should be restricted to single-detached only. A balanced approach to these housing forms was developed to account for the range of participant feedback, existing city-wide policies such as the Municipal Development Plan, and changing demographics and population trends. We also accounted for surrounding contexts and the Plan Area's proximity to downtown, post-secondary institutions, and the North Hill Communities LAP. Additionally, the project team analyzed and factored in recent land use applications and existing land uses. For example, low density residential areas of Hillhurst and Sunnyside are primarily zoned M-CG and already allow for this type of development. Policies for small-scale 3+ units were then drafted that support these building types in specific areas including in transit station areas, within 200 metres of an identified Main Street or Activity Centre, or where the parcel has a lane. This approach strikes a balance with different factors and supports a range of housing types over the next 30 years. Most specific concerns can be addressed during the development permit stage of the development continuum and supporting draft policies around the built form can assist in ensuring better quality outcomes during application reviews.
Participants indicated the desire to maintain single-family homes in the Plan Area	All communities go through a life cycle. Growth and change are already happening in the Riley Communities and will continue with or without a local area plan. Having a local area plan provides more certainty of where and how growth can happen. Promoting diverse and inclusive housing choices is a core value of the Riley Communities Local Area Plan. The Plan takes a balanced approach with differing opinions with existing City-wide

	policies, such as the Municipal Development Plan, changing demographics, and population trends. The Plan allows for growth by directing future growth in strategic locations such as around the Sunnyside and Lions Parks transit station areas to allow for greater mobility options and support transit ridership. Moreover, growth is directed along the Main Streets and the 19 Street NW community corridor. Allowing for a diverse range of housing does not mean that single detached homes will not continue to be a significant part of the Riley Communities. Single detached homes will continue to exist and be developed throughout the Plan Area, as each owner chooses what type of housing works best for them. It is important to note that Hillhurst and Sunnyside are largely zoned M-CG in single detached areas and West Hillhurst is largely zoned R-C2 with R-CG sites throughout the community. These existing land uses already allow a range of housing forms and multiple dwelling units. Enabling additional housing forms across the Plan Area, particularly in Hounsfield Height - Briar Hill, would still enable single detached development along with additional forms over a 30-year horizon.
Many indicated the desire to maintain neighbourhood historic charm / neighbourly feel / Heritage homes & buildings	Growth and change have occurred and will continue to occur within the Riley Communities with or without a local area plan. The purpose of the Plan is to provide more certainty about where and how growth and change can happen. To recognize the unique history seen in parts of the Riley Communities, Heritage Guideline Areas have been identified in heritage-rich parts of the Plan Area requiring new development to be contextually sensitive to surrounding heritage assets. The Plan also includes policy to support the retention and maintenance of heritage buildings and to encourage design solutions to provide a sensitive interface between new development and heritage resources in the Riley Communities. Additionally, the Plan recognizes that incentivization to protect historic buildings is important. New policy has been included in Section 2.6.1 of the Plan providing a high-level framework to incentivize the retention of heritage buildings along Main Streets, Community Corridors and in Core Zones of transit station areas.
Participants indicated concern over parking	We received feedback that new growth will add to parking issues within the Riley Communities. To respond to these concerns, we have focused moderate to larger-scale growth around transit station stations, primary transit network and key

impacts with increasing growth in the Plan area.	corridors within the Plan Area, as these locations provide greater mobility options to individuals. Further, we have added objectives and implementation options in Chapter 3 of the Plan that prioritize investment in pedestrian, cycling and vehicular mobility, and accessibility and safety. Additionally, when land use and development permit applications are received, The City assesses the more detailed mobility information to respond to the contextual redevelopment needs of the area.
Participants indicated concerns about seeing an increase in traffic and the need for traffic calming, and accessibility considerations.	Moving to and through the Riley Communities is one of the core values of this Plan. This includes prioritizing walking and cycling and providing missing links between transit stations and Activity Centres. It also means improving streets so that they are safer for pedestrians and cyclists. In response to concerns regarding traffic volumes and congestion, implementation options have been added to Chapter 3 of the Plan that provide direction for mobility improvements, grade separated crossings and safety including measures such as traffic calming and intersection improvements on specific mobility corridors such as Kensington Road NW, 10 Street NW, 14 Street NW, and Crowchild Trail NW. Additional policies were also added to Chapter 3 for Memorial Drive NW, identifying the need for a comprehensive review of this corridor, including safe and continuous pedestrian, and cycling routes and identifying active mode crossings to access the Bow River pathway. These can be found in Section 3.2.2 of the Plan.

Topic 2: Draft Urban Map and Draft Building Scale Maps

Do you think any changes to the draft Urban Form and Building Scale maps should be considered? Please explain what change(s) you think should be considered and why?

WHAT WE HEARD	WHAT WE DID
The most frequent theme regarding the Urban Form and Scale Maps. Participants shared location-specific	Participants shared location specific concerns with the building scale map for areas along 12 Avenue NW and 13 Avenue NW. In response, changes have been made to Map 4: Building Scale to lower the height

comments and observations, that were both for and against the proposed heights and urban form categories illustrated in the draft Urban Form and Scale Maps. Often these comments cited light reduction, building height, urban form proposed, privacy, and traffic concerns.	in this area allow for more gradual building scale transitions and focus 4 storeys along Lions Park. Additionally, policies have been added in Section 2.2.4.1 of the Plan to provide direction on development along 13 Avenue NW, including ensuring at-grade units face both 13 Avenue and the lane facing Lions Park. Many of the comments received also identified concerns with the building scale and associated traffic on Kensington Road NW. In response, building scale has been lowered on Kensington Road between 14 Street NW and 10 Street NW. Additional policies focusing on Kensington Road NW improvements were added to Chapter 3 of the Plan to provide implementation options for improving the public realm experience and safety of this corridor through measures such as permanent traffic calming features. Other concerns also noted gaps in the cycling infrastructure along 5/6 Avenue NW. In response to these concerns, implementation options have been added to Section 3.2.2 that support separated cycling infrastructure along 5/6 Avenue NW as well as opportunities to improve the geometry of the skewed intersections at 7/8 Avenue NW and 5/6 Avenue NW. Comments were also received regarding developmental constraints on the east side of 19 Street NW due to the absence of a lane, which the Plan identifies as a Community Corridor. Section 2.5.4.3 specifically contains policy for design of development along this corridor, including policy directing development that cannot be serviced by a lane or adjacent avenue to consolidate and minimize vehicular access points. The building scale has also been kept at 4 storeys north of 2 Avenue NW noting the absence of a lane on the east side.
Contributions in this theme often reflected a concern with how new development might clash with existing heritage homes and context and adhering to the established community character.	Growth and change have occurred and will continue to occur within the Riley Communities with or without a local area plan. The purpose of the Plan is to provide more certainty about where and how growth and change can happen. Chapter 2 and 3 of the Plan provide guidance to enhance the uniqueness of the Plan Area with special consideration for heritage assets and resources. Heritage Guideline Areas have been identified in heritage-rich parts of the Plan Area requiring new development to be contextually sensitive to surrounding heritage assets. The Plan also includes policy to support the retention and maintenance of heritage buildings and to encourage design solutions to provide a sensitive interface between new development and heritage resources in the Riley Communities.

	The Plan also recognizes that incentivization to protect historic buildings is important. New policy has been included in Section 2.6.1 of the Plan providing a high-level framework to incentivize the retention of heritage buildings along Main Streets, corridors and in core zones of transit station areas.
Participants highlighted concerns and observations about current traffic and mobility issues in the Riley Communities LAP area. Participants typically wanted to know how growth would impact existing mobility issues and/or if potential changes might create new ones.	Moving to and through the Riley Communities is one of the core values of this Plan. This includes prioritizing walking and cycling and providing missing links between transit stations and Activity Centres. It also means improving streets so that they are safer for pedestrians and cyclists. In response to concerns regarding traffic volumes and congestion, implementation options have been added to Chapter 3 of the Plan that provide direction for mobility improvements, grade separated crossings and safety including measures such as traffic calming and intersection improvements on specific mobility corridors such as Kensington Road NW, 10 Street NW, 14 Street NW and Crowchild Trail NW. Additional policies were also added to Chapter 3 for Memorial Drive NW, identifying the need for a comprehensive review of this corridor, including safe and continuous pedestrian and cycling routes and identifying active mode crossings to access the Bow River pathway. These can be found in Section 3.2.2 of the Plan.
Upon reviewing the draft Urban Form and Scale maps, participants indicated concerns around privacy, increased noise, and views.	Based on feedback received, we have updated policy in the Plan to provide clarity with respect to scale transition and how development should decrease scales incrementally through a block to shift building massing away from adjacent lower intensity development. Additional policies have been added to section 2.5.4.1 to provide guidance for multi-unit development in the Lions Park LRT Transit Station Area, including providing setbacks and upper-level setbacks to reduce shadow impact and designing buildings to provide natural surveillance onto park. Specific policies have also been drafted for the Sunnyside LRT Station Area, providing direction on the activation of the lane between 10 Street NW and 9A Street NW, north of 4 Avenue NW. Additional urban form category policies will also support high quality built-form outcomes in these transit station areas.
Participants indicated concern over parking impacts with by the	We received feedback that new growth will add to parking issues within the Riley Communities. To respond to these concerns, we have focused moderate to larger-scale growth around transit station

proposal to increase growth in the Plan area.	stations, primary transit network and key corridors within the Plan Area, as these locations provide greater mobility options to individuals. Further, we have added objectives and implementation options in Chapter 3 of the Plan that prioritize investment in pedestrian, cycling and vehicular mobility, and accessibility and safety. Additionally, when land use and development permit applications are received, The City assesses the more detailed mobility information to respond to the contextual redevelopment needs of the area.

Topic 3: Community Improvements

Do you have any additional ideas for investment priorities that would help support growth and change in the Riley Communities?

WHAT WE HEARD	WHAT WE DID
Participants brought forward the desire for more safety in the plan area in the form increased pedestrian safety such as improved sidewalk connectivity, the need for more lighting in the area to help address crime in and around transit station areas.	To respond to feedback received, we have added objectives and implementation options in Chapter 3 of the Plan that prioritize investment to improve overall pedestrian and cycling connectivity, comfort, and safety, comprehensive and complete connections across the Plan Area. Specific direction has been included for safety improvements along Main Streets and in Lions Park and Sunnyside LRT Station Areas (see Section 3.2.2 and Section 3.2.5). Chapter 3 of the Plan also includes policy to support the retrofitting of existing pedestrian bridges to accommodate universal and accessible cycling travel options and providing improved connections across the Plan Area to the Bow River Pathway system. Based on public feedback, technical advisory committee review and other feedback, an Implementation Options table, which details potential future improvements, is included in Appendix A. Many improvements suggested by Community Associations and residents have been included in the list. To address concerns around safety, Appendix A includes options to explore the feasibility of piloting "play streets" on underutilized portions of streets in the Riley Communities. Enhancing lighting in parks and open spaces and providing emergency call stations at

	bus stops along Main Streets are other considerations to address safety.
Participants indicated the importance of ensuring a healthy tree canopy, green space and urban forest and gardens within the Plan area.	Improving the quality of and access to parks, natural areas and public spaces throughout the Riley Communities is a core value of the Plan. Public feedback received in relation to parks, open spaces and natural areas informed investment priorities and community improvements in Chapter 3 and Appendix A. Section 3.2.3 identifies overarching objectives as well as implementation options to support future investment and enhancement of parks and other public spaces in the Riley Communities, including: • invest in winter design and amenities; • provide design options and activation in Lions Park; and, • provide improved connections to Riley Park and surrounding area, including crossing of 10 Street NW on the east side of the park, connection to SAIT/AUArts campuses. In response to feedback received in Phase 3, additional policy direction has been included to support an increase of parks and open spaces in West Hillhurst by developing a green corridor and enhancing safe routes to Louise Dean and Madeleine D'Houet schools to improve comfort and safety for school aged children and all individuals in the community. Further, list of improvements in Appendix A have been expanded to include the following: • providing a staircase in Grasshopper Hill for better trail access; • supporting public access to Broadview Park; • exploring road right of way for tree planting • expanding linear park by Memorial Drive; and, • expanding tree canopy in Lions Park.
Always Available for All Ages and Abilities Network (5A Network) - wheeling, mobility, snow/ice, walkability, accessibility, cycle corridor	Moving to and through the Riley Communities is one of the core values of the Plan. The Always Available for All Ages and Abilities Network (5A Network) is a citywide network of primary bikeways and pathways and supports more people choosing to walk, scoot, skateboard, or cycle for their daily commute to work or school, for errands, or for recreation Specifically, section 2.8 of the Plan includes policies to provide direction for the development of mobility infrastructure that complements the Always Available for All Ages & Abilities (5A)

	network with section 2.8.1 specifically addressing the design or pedestrian routes that are universally accessible. Section 3.2.2. includes implementation options for improved walking and wheeling routes, providing connectivity to the River pathway systems, as well as identifying potential mobility improvements on specific corridors such as Kensington Road NW, Memorial Drive NW, Crowchild Trail NW. Chapter 3 of the Plan also includes policy to support the retrofitting of existing pedestrian bridges to accommodate universal and accessible cycling travel options and providing improved connections across the Plan Area to the Bow River Pathway system. In response to feedback around investment in alternate forms of safe transportation, further implementation options were added to Appendix A to address missing links in pedestrian network as well as between transit stations and Activity Centres.
More gathering spaces for all seasons, suggested improvements around North Hill Mall, Library, Market Mall, Community Associations, Recreation Centre	Parks, Recreation and Public Space is a core value of the Plan, focusing on creating recreational and communal spaces with the Riley Communities. The Plan recognizes that supporting growth through public improvements is key to successful development and growth. The Plan provides direction for future development on the North Hill Mall site to include publicly accessible gathering spaces. Further, development adjacent to an LRT or BRT station is encouraged to provide for high-quality public spaces that encourage social gathering (see Section 2.5.4). Chapter 3 outlines objectives and implementation options that prioritize investment in civic facilities, parks and open space such as libraries, recreation facilities. Appendix A also includes a list of investment priorities supporting the creation of: • purpose-built community gathering spaces throughout the Plan Area that support and facilitate local arts and culture programming. a new indoor recreation centre on the North Hill Mall site of the Louise Riley Park.
Participants brought forward the desire for	Moving to and through the Riley Communities is one of the core values of the Plan. This includes prioritizing walking and cycling

more safety in the plan area in the form of general overall traffic safety improvements, increased pedestrian such as improved sidewalk connectivity, the need for more lighting in the area to help address crime in and around transit station areas.	and providing missing links between transit stations and Activity Centres. It also means improving streets so that they are safer for pedestrians and cyclists. In response to concerns regarding traffic volumes and congestion, implementation options have been added to Chapter 3 of the Plan that provide direction for mobility improvements, grade separated crossings and safety including measures such as traffic calming and intersection improvements on specific mobility corridors such as Kensington Road NW, 10 Street NW, 14 Street NW, and Crowchild Trail NW. Additional policies were also added to Chapter 3 identifying the need for a comprehensive review of Memorial Drive NW, including safe and continuous pedestrian and cycling routes and identifying active mode crossings to access the Bow River pathway. These can be found in Section 3.2.2 of the Plan.

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

Do you have any feedback on the revised draft Chapter 2 or draft Chapter 3 of the Riley Communities Local Area Plan?

WHAT WE HEARD	WHAT WE DID
Participants shared location-specific comments and observations, that were both for and against the proposed heights and urban form categories illustrated in the draft Urban Form and Scale Maps. Often these comments cited light reduction, building height, urban form proposed, privacy, and traffic concerns.	Participants shared location specific concerns with the building scale map for areas along 12 Avenue NW and 13 Avenue NW. In response, changes have been made to Map 4: Building Scale to lower the height in this area allow for more gradual building scale transitions and focus 4 storeys along Lions Park. Additionally, policies have been added in Section 2.2.4.1 of the Plan to provide direction on development along 13 Avenue NW, including ensuring at-grade units face both 13 Avenue and the lane facing Lions Park. Many of the comments received also identified concerns with the building scale and associated traffic on Kensington Road NW. In response, building scale has been lowered on Kensington Road between 14 Street NW and 10 Street NW. Additional policies focusing on Kensington Road NW improvements were added to Chapter 3 of the Plan to provide implementation options for improving the public realm experience and safety of this corridor through measures such as permanent traffic calming features.

	Comments were also received regarding developmental constraints on the east side of 19 Street NW due to the absence of a lane, which the Plan identifies as a Community Corridor. Section 2.5.4.3 specifically contains policy for design of development along this corridor, including policy directing development that cannot be serviced by a lane or adjacent avenue to consolidate and minimize vehicular access points. The building scale has also been kept at 4 storeys north of 2 Avenue NW noting the absence of a lane on the east side.
Participants brought forward the desire for more safety in the Plan area in the form of general overall traffic safety improvements, increased pedestrian such as improved sidewalk connectivity, the need for more lighting in the area to help address crime in and around transit station areas, and traffic calming measure in the Plan Area.	Moving to and through the Riley Communities is one of the core values of the Plan. This includes prioritizing walking and cycling and providing missing links between transit stations and Activity Centres. It also means improving streets so that they are safer for pedestrians and cyclists. In response to concerns regarding traffic volumes and congestion, implementation options have been added to Chapter 3 of the Plan that provide direction for mobility improvements, grade separated crossings and safety including measures such as traffic calming and intersection improvements on specific mobility corridors such as Kensington Road NW, 10 Street NW, 14 Street NW, and Crowchild Trail NW. Additional policies were also added to Chapter 3 identifying the need for a comprehensive review of Memorial Drive NW, including safe and continuous pedestrian and cycling routes and identifying active mode crossings to access the Bow River pathway. To address concerns around safety, Appendix A includes options to explore the feasibility of piloting "play streets" on underutilized portions of streets in the Riley Communities. Enhancing lighting in parks and open spaces and providing emergency call stations at bus stops along Main Streets are other considerations to address safety.
Participants shared concerns about the engagement process, the amount of time to review and provide feedback, and shared mistrust of developers and The City.	Engagement for Phase 3 took place with targeted participants starting in spring 2023. Engagement with the general public kicked off on October 24, 2023. We held two online events and one in-person open house at West Hillhurst – Go-Getters Association on Monday, November 6, 2023 from 6:30-8 p.m. Online engagement was extended and open from October 24-November 20, 2023 with mailed-in engagement booklet feedback forms being accepted until the first week of December 2023. A comprehensive communications plan was developed and executed to inform the community about the project and all engagement opportunities.

	We encourage you to read the What We Heard Reports followed by the What We Did Reports to understand how feedback was considered and reflected throughout the Plan. Additionally, while the Riley Communities Local Area Plan is being developed and until Council makes a decision on the draft Plan, active land use amendment and development permit applications will be reviewed against existing Council approved policy plans in the Riley Communities, such as the Hillhurst/Sunnyside Area Redevelopment Plan.

Project next steps

We will be back in the community from May 14 – June 11, 2024, for Phase 4: REALIZE. This phase will include both in-person and virtual engagement opportunities to review and ask questions of the project team about the draft local area plan for the Riley Communities.

To review the plan itself, please download the plan online. Also, please review the information booklet delivered in your mailbox, or pick one up at an idea station or download online. You can also participate in an online Q&A session with the team, or attend the public open house on May 29, 2024, at the West Hillhurst Community Association – Go-Getters Room from 6-8 p.m.

All details for these events, how to register, and information about where and how engagement booklets can be found (landing in your mailboxes, available to be picked up at Engagement Stations, and a downloadable version) are available online through out project website.

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