

## DRAFT Chapter 3 – Supporting Growth

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### 3.1 Overview

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

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

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

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

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

- the current status of **infrastructure** and amenities in the local area;
- the desired service and activity levels in the local area;
- the roles of different city builders in supporting the delivery of **infrastructure** and amenities;
- how the growth in this local area compares with city-wide growth and investment needs;

- alignment with City goals for creating carbon new-zero and climate resilient communities;
- equitable access to services and amenities;
- The City's corporate investment priorities and budget availability; and,
- the availability and use of appropriate planning and financial tools to support implementation.

### 3.2 Goals, Objectives, and Implementation Options

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

#### 3.2.1 Housing Choice

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

##### Objectives

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

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

##### Implementation Options

The following identify actions to achieve the supporting growth objectives:

##### Affordable Housing

By providing **affordable housing**, it creates opportunities for those who may not otherwise be able to afford housing within the Riley Communities. Housing vulnerable residents improves individual outcomes related to the social determinants of health and promotes self-sufficiency and builds equity in communities.

- a. To improve access to affordable housing in the Riley Communities, the following should be considered:
  - i. enable inclusion of affordable housing units in new residential and mixed-use developments, including mixed-market projects;
  - ii. include affordable housing in the redevelopment of vacant lands or City-owned lands that are considered to be underutilized;

- iii. support the intensification, rehabilitation, and retention of existing affordable housing developments, ensuring no net loss of units;
- iv. encourage strategic partnerships with private and public organizations to address unmet housing needs;
- v. encourage strategic partnerships with private and public organizations, including opportunities to build Indigenous housing from local lenses involving local Indigenous governments, Indigenous community leaders and Indigenous focused housing organizations and service providers, to address unmet housing needs;
- vi. encourage co-location of affordable housing units within civic development;
- vii. support and encourage the development of affordable housing in areas that are well served by the Primary Transit Network and appropriate services, including access to grocery stores and school;
- viii. support programs that work toward the Calgary Housing Strategy recommendation that a minimum of 15% of new housing be non-market housing; and,
- ix. encourage and incentivize the provision of affordable housing on identified comprehensive planning sites and in transit station areas.

## Heritage

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

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

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

### 3.2.2 Moving to and Through the Riley Communities

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

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

#### Objectives

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

- Prioritize walking and cycling connections and complete missing links to amenities and points of interest across the Plan Area such as transit station areas, **Main Streets**, community association sites, schools, parks and natural areas.
- Improve and expand upon the cycling and cycling **infrastructure** network, including the Always Available for All Ages and Abilities (5A) Network, to support active modes of travel.

- Enable and support improved transit service, including on Primary Transit Network corridors, throughout the Plan Area.
- Complete the Medium- & Long-Term Crowchild Trail Improvements, specifically related to:
  - Improving **pedestrian** connectivity across Crowchild Trail NW and
  - Creating a new **pedestrian** bridge across Memorial Drive and the Bow River, connecting 19 Street to the Sunalta LRT Station

### Implementation Options

The following identify actions to achieve the supporting growth objectives:

#### Improved Pedestrian and Cycling Connections

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

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

- a. To improve overall **pedestrian** and cycling connectivity, comfort, and safety, comprehensive and complete connections across the Plan Area in both east-west and north-south should be provided that include:
  - i. enhanced walking and cycling connections and **infrastructure** to LRT stations and BRT stations, while taking operational transit requirements into consideration;
  - ii. improved walking and cycling connections linking transit station areas, and **Main Streets** as well as recreation facilities and parks and open spaces such as Riley Park, Grasshopper Hill and McHugh Bluff;
  - iii. enhanced **pedestrian** and cycling safety around schools throughout all communities using improvements such as curb extensions, rapid flashing beacons, marked crosswalks, speed humps, wider sidewalks, and protected bike lanes;
  - iv. separated and/or protected cycling connections along higher volume and higher speed roadways;

- v. consider road classification, vehicle speeds, and volumes, such as along approaches to arterial roads and areas around **Mains Streets**, and incorporate design measures to mitigate mobility conflicts;
- vi. traffic calming measures that focus on slowing vehicle speeds through school zones, along residential/neighbourhood streets, and along collector streets to minimize conflicts between different modes of mobility;
- vii. clear, defined routes to schools and post-secondary institutions such as SAIT/AUArts and University of Calgary;
- viii. completing missing **pedestrian** links by installing sidewalks where they currently do not exist;
- ix. completing missing cycling links by constructing cycle tracks, multi-use pathways, or similar facilities;
- x. improved connections to the Prince's Island Bridge;
- xi. improved connections to the Regional Pathway system along the Bow River;
- xii. creating separated cycling **infrastructure** along 5/6 Avenue NW, connecting to the cycling lane at 29 Street NW;
- xiii. improved **pedestrian** and cycling facilities at crossings of large roads such as Crowchild Trail NW and 14 Street NW; and,
- xiv. providing a new crossing of Memorial Drive NW between 14 Street NW and 21 Street NW.

### Neighbourhood Main Streets Implementation

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

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

- b. To enhance Neighbourhood **Main Streets**, the following should be considered:
  - i. recognize Kensington Road NW as a key east-west corridor for all modes;



- ii. design Kensington Road NW to allow for a future MAX BRT line;
- iii. prioritize public realm improvements to enhance walkability and increase commercial viability along 14 Street NW;
- iv. improve **pedestrian** and cycling **infrastructure** and connections across the Bow River along 14 Street NW;
- v. prioritize a comfortable, accessible, and safe public realm and include consistent streetscape elements to better visually unify the area;
- vi. improve **pedestrian** and cycling conditions at crossing of major roads and across bridges;
- vii. improve **pedestrian** areas and **transit infrastructure**;
- viii. include cycling **infrastructure**, either along **Main Streets** or roads that run parallel;
- ix. design **Main Streets** to mitigate conflicts between different modes of mobility through, particularly at approaches to significant intersections; and,
- x. green the street through tree planting, the provision of green boulevards and green **infrastructure**. Create conditions that support the growth of healthy mature public trees.

#### **Crowchild Trail NW Improvements**

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

- c. The future medium- and long-term improvements to Crowchild Trail NW should:
  - i. provide convenient and attractive transportation options that will reduce the number of trips that rely on the use of personal vehicles;
  - ii. ensure any new crossings over Crowchild Trail NW provide dedicated, grade-separated pathways for walking and cycling that minimize interactions with vehicle traffic, are simple to navigate and prioritize **pedestrian** safety; and,
  - iii. enhance **pedestrians** travelling experience by sheltering them from traffic noise and wind, as well as providing pathway lighting.

- iv. provide a bridge across Crowchild Trail NW that is dedicated to providing **pedestrian** and cycling connections;
- v. create accessible well-defined connections to the larger **pedestrian** network and Regional Pathway system; and,
- vi. retrofit the existing **pedestrian** bridges at 14 Avenue NW and 9 Avenue NW connecting to St. Andrews Heights to improve accessibility and provide a ramp in order to accommodate cycling travel options and improved comfort and safety.

### Bridge Across the Bow River

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

- d. A potential future bridge over the Bow River should:
  - i. be designed to support **pedestrian** and cycling connections across the river;
  - ii. explore the feasibility of including transit service;
  - iii. provide accessible, well-defined connections to the **pedestrian** network and Regional Pathway system to become an integral part of the 5A Network;
  - iv. minimize impacts on surrounding riparian, habitat areas and wildlife corridors;
  - v. be designed to minimize impacts to hydrological changes, morphology changes and river ice; and,
  - vi. be located and designed to optimize connections to Sunalta LRT Station.

### 14 Avenue NW

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

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



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

### 19 Street NW

19 Street NW has long been a commercial hub for West Hillhurst. As the street sees continued redevelopment and commercial uses, the public spaces and mobility options along and around 19 Street NW should highlight it as a key gathering area and corridor for the area.

- f. To improve **pedestrian** and cycling connectivity, comfort, and safety, design for this mobility corridor should:
  - i. enhance 19 Street NW to provide a high-quality public realm, functional public art, enhanced landscaping and expanded boulevard, and improved sidewalks;
  - ii. improve **pedestrian** crossings across 19 Street NW to facilitate east-west movements;
  - iii. improve north-south **pedestrian** and cycling connections to Lions Park LRT station and the Bow River. Parallel north-south streets should be explored to accommodate cycling **infrastructure** to improve cycling connectivity, comfort, and safety, design if 19 Street NW is no longer feasible to account for cycling connections;
  - iv. have a cohesive and continuous active modes connection to a future **pedestrian** bridge over the Bow River; and,
  - v. retain and improve the laneway north of 2 Avenue NW and between 19 Street NW and 18A Street NW, with a priority on **pedestrian** movement between 19 Street NW and 18A Street NW through resurfacing, enhanced lighting, seating and other placemaking solutions.

### 3.2.3 Parks, Recreation and Public Space

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

#### Objectives

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

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

#### Implementation Options

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

#### Parks and Public Space Improvements

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

- a. To support future investment and enhancement of parks and other public spaces, the following should be considered:
  - i. work to upgrade the condition and programming of existing parks spaces to best suit the needs of the community, prioritizing improvements to parks in communities that are below parks provision targets and/or see relatively high amounts of use;

- ii. formalize and enhance the pathway connections and amenities to knit together the communities on the top and the bottom of the escarpments that are found throughout the Plan Area;
- iii. invest in winter programming at public parks and support winter use through amenities such as lighting, wind breaks, public washrooms and warming huts;
- iv. provide a range of amenities and opportunities to support a range of structured and unstructured recreation opportunities in all seasons to enable the health, well-being and active lifestyles of all individuals;
- v. include amenities to support cultural and entertainment programming in all seasons through in the inclusion of **infrastructure** such as lights, electricity, and water;
- vi. support planting of native vegetation that is resilient to extreme weather;
- vii. support naturalization of boulevards and park spaces, where feasible;
- viii. work with school boards to improve open spaces at school sites to better suit the needs of the community and schools;
- ix. close segments of underutilized road rights-of-ways to facilitate the provision of new parks and open space in parts of the Plan Area that are underserved in terms of access to parks;
- x. where road rights-of-way are wider than required for vehicular movement, reallocate portions of the roadway to provide for increased landscaping and tree planting in boulevards, rain gardens, green stormwater **infrastructure** or other solutions as space allows;
- xi. investigate creating new Parks spaces on remnant City-owned parcels;
- xii. provide programming and activation in Lions Park that increases safety in the park. Investigate options such as providing an off-leash area, recreational uses, improved lighting and enhanced entrance points to the park;
- xiii. upgrade community parks across West Hillhurst where there is underutilization or where programming may better suit community needs;
- xiv. provide improved connections to Riley Park and surrounding area, including crossing of 10 Street NW on the east side of the park, connection to SAIT/AUArts, improved entrance features, as well as improved **pedestrian** and cycling connections to the park from the surrounding community;

- xv. explore funding mechanisms and opportunities to modernize indoor and outdoor spaces at the three community association sites, focusing on providing equitable access to programs and facilities for all members of the community; and,
- xvi. explore the acquisition of school sites using first right of refusal as outlined in the Joint Use Planning Agreement, where a school site is declared surplus by the respective school board. Consideration for adaptive reuse of buildings on a surplus school site should be given where feasible.

### **Louise Riley Library Site**

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

- b. To support changes to the site for a range of community amenities and uses, the following should be considered:
  - i. undertake a feasibility study for the renovation, expansion, redevelopment, or relocation of the Louise Riley Library into a mixed-use development;
  - ii. improve the interface between the library and North Hill Mall Site, if library remains in current location, by providing **pedestrian** routes, access and frontage onto adjacent streets and bicycle parking in well-lit and highly visible areas;
  - iii. improve the interface between the library and the adjacent sports field by providing direct access from the library to the outdoor park space;
  - iv. provide compatible uses adjacent to the outdoor park area including eating and drinking, or outdoor seating areas at grade with entrances facing the park; and,
  - v. explore opportunities for Indigenous placemaking, landscape designs, and cultural spaces adjacent to the library, that establishes places for cultural practice and learning on the land through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Métis Nation of Alberta.

### **3.2.4 Climate Action**

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

### **Objectives**

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

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

### Implementation Options

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

### Urban Forest and Tree Canopy

The urban forest provides green **infrastructure** and ecosystem functions including improving air quality, reducing stormwater runoff, providing shade and cooling, wildlife habitat and creating stress-reducing environments for residents. To achieve and maintain a healthy, sustainable

urban forest, it is critical that The City, developers and residents contribute to consistent and continuing urban forest management.

- b. To support and expand the urban forest in the Riley Communities, the following should be considered:
  - i. increase the amount of public trees and plantings in boulevards and on residential streets, ensuring sustainable planting **infrastructure** for the trees to become self sufficient in the planting area, including sufficient soil volume and characteristics, adequate moisture inputs and retention, and appropriate locations with sufficient setbacks or mitigation to protect from salt and underground utilities, particularly on arterial and commercial roads;
  - ii. invest in ongoing maintenance and succession planting of public trees;
  - iii. protect trees on private lands wherever possible from all development activities that may impact roots, any tree parts, surrounding soil, and hydrology during construction.. Trees that cannot be retained during redevelopment should be either relocated, if feasible or replaced with an equivalent amount of canopy to avoid net loss in the tree canopy;
  - iv. align planting locations with the functional utilities that a specific tree species can provide and create viable sites for a significant number of large shade canopied trees greater than 10 m in diameter or height;
  - v. invest in passive green infrastructure systems that utilize trees and other woody plant material for stormwater management, heating and cooling, and phytoremediation;
  - vi. support tree planting programs for private lands;
  - vii. encourage tree species that support urban agriculture and food security;
  - viii. encourage planting of diverse plant species and maintenance of aging specimens on public and private land, especially species friendly to pollinators and those supportive to habitat creation; and,
  - ix. encourage drought-resistant vegetation, appropriate soil characteristics, and sufficient soil volume and holding capacity for trees on public and private property.

### Zero Carbon Neighborhoods

A net zero emissions neighbourhood is a community that has greatly reduced energy needs through energy efficiency and relies on zero emissions electricity, heating and transportation fuels. The buildings and renewable energy aspects have been addressed in this Plan in previous themes. The zero carbon neighbourhoods theme focuses on the land use planning and



transportation aspects of net zero emissions neighbourhoods. The following policies are intended to enable the transition of the Riley Communities toward this outcome:

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

### Stormwater Retention and Mitigation

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

- g. To mitigate the impacts of stormwater runoff, the following practices should be considered:

  - i. strengthen protection and enhancement measures for riparian areas through rehabilitation and conservation designations (prioritizing areas with the lowest health scores); and,
  - ii. include provisions for permeable surface cover and green **infrastructure** for existing and new commercial land (as well as parking lots, undeveloped areas);
- h. Where feasible, and where the primary function of the public space is not compromised, stormwater mitigation practices should be integrated on public property through improvements such as rain gardens, bioretention areas, underground storage, green roofs, increased landscaped areas and other permeable surfaces on existing impervious surfaces. Such improvements should consider the following:

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

## Flood Resilience

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

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

### 3.2.5 Safe and Accessible Communities

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

#### Objectives

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

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

#### Implementation Options

- a. To improve safety and accessibility in the Riley Communities, the following should be considered:
  - i. improve lighting and provide **pedestrian** prioritized signalization at high volume intersections and along key **pedestrian** and active modes routes;

- ii. enhance intersection design through improvements such vehicle and **pedestrian** prioritized signalization, lighting, crosswalks and curb extensions;
- iii. the design of new or renovation of existing public facilities should align with accessibility best practices;
- iv. explore opportunities to use design features and landscape design to enhance social connections and belonging, and sense of place in the design of parks, open spaces and public facilities;
- v. explore slope adaptive designs, particularly on 14 Street NW, to address significant grade changes and improve access and the public realm; and,
- vi. explore partnerships with not-for-profits to prototype programming and initiatives to attract a range of users to parks and open spaces throughout various times of day and seasons.

### Transit Station Area Improvements

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

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

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

## Appendix of Implementation Options

Supporting Core Values	Implementation Options (What We Heard)	Location(s)
<b>Housing Choice</b>	Explore incentives and methods to better support construction of backyard suites and laneway homes.	Varies
	Explore incentives to encourage the provision of three-bedroom units in multi-residential development.	Varies
	Identify remnant City-owned parcels that can be utilized for Affordable Housing development.	Varies
	Support public-private partnerships to develop Affordable Housing on City-owned lands.	Varies
	Exclude Affordable Housing units from density calculations of developments.	Varies
	Where new civic services are being proposed on City-owned lands, develop sites as integrated civic facilities that can provide housing, prioritizing the delivery of Affordable Housing.	Varies
	Explore incentives for the inclusion of affordable housing and subsidized housing in new developments.	Varies
	Explore opportunities for more affordable housing for seniors by encourage aging-in-place options (i.e., fully accessible housing styles).	Varies
	Explore reductions in setback requirements and parking requirements to make redevelopment more affordable.	Varies
	Explore opportunities for partnerships with not-for-profits to develop co-housing projects.	Varies
	Explore partnerships with SAIT to prototype new housing options.	Varies
<b>Moving To and Through the Riley Communities</b>	Improve vehicle traffic on 10 Street NW by creating new a roundabout that provides access to SAIT/AUArts.	10 Street NW
	Explore the feasibility of relocating Lions Park Station LRT platform further to the east to ease congestion at the intersection of 19 Street NW and 14 Avenue NW.	Lions Park Station
	Provide a signalized crossing for vehicles and <b>pedestrians</b> across Memorial Drive NW at 19 Street NW.	Memorial Drive NW, 19 Street NW
	Improve integration of Princes Island Bridge <b>pedestrian</b> connection with	Sunnyside



Supporting Core Values	Implementation Options (What We Heard)	Location(s)
	Sunnyside 5A network on north side of Memorial Drive NW, including connection to a separated bike lane along 2 Avenue NW.	
	Rethink 8 Avenue NW to be a multi-modal street, including signalized crossings of large roads and providing connection to adjacent park spaces such as Riley Park and McHugh Bluff.	Riley Park
	Explore the feasibility of a <b>pedestrian</b> scramble or <b>pedestrian</b> prioritized lights at intersection of 10 Street NW and Kensington Road NW.	10 Street NW / Kensington Road NW
	Improve the north-south laneway located north of 4 Avenue NW, between 9A Street NW and 10 Street NW. Make the lane <b>pedestrian</b> -oriented, well lit and landscaped.	9A Street NW
	Provide upgrades to the lane between 10 Street NW and 10A Street NW, north of Kensington Road NW and south of 3 Avenue NW. Focus on facilitating safe traffic movement and providing <b>pedestrian</b> facilities.	10 Street NW
	Explore dedicating a portion of Memorial Drive NW as open space that includes <b>pedestrian</b> and cycling <b>infrastructure</b> .	Memorial Drive NW
	Provide pathway connections between natural areas across the Plan Area such as Grasshopper Hill McHugh Bluff and Karl Baker Off-leash Park.	Hounsfield Heights- Briar Hill
	Integrate new transit priority measures such as signal priority, queue jumps, transit only lanes and transit supportive stop configurations.	Varies
	Enhance bus pads and add bus stop shelters and benches.	Varies
	Provide traffic calming on streets adjacent to Crowchild Trail NW to minimize or prevent vehicle traffic cut-through.	Varies
	Integrate wider <b>pedestrian</b> waiting areas at the intersections of large roads.	Varies
	Provide a cycling route and improved <b>pedestrian</b> facilities on 17A Street NW between 8 Avenue NW and Lions Park.	Hounsfield Heights- Briar Hill
	Review how to optimize public realm setback space for corridors in Riley, review cross sections of key corridors.	Varies

Supporting Core Values	Implementation Options (What We Heard)	Location(s)
<b>Parks, Recreation &amp; Open Space</b>	Investigate improvements to McHugh Bluff that include increased slope stability and pathway enhancements.	McHugh Bluff
	Encourage arts and culture microgrant programming.	Varies
	Identify city-owned assets that could be utilized for public art and cultural programming opportunities.	Varies
	Encourage the development of a Riley Communities public art map.	Varies
	Encourage and facilitate community-led arts initiatives.	Varies
	Create <b>pedestrian</b> -only streets, or close streets to vehicles during certain times of the year.	Varies
	Explore the feasibility of a new indoor recreation centre on North Hill Mall site or Louise Riley Park.	Hounsfield Heights - Briar Hill
	Provide recreational and programmable spaces on east side of Lions Park linear open space to activate underutilized spaces.	Lions Park
	Provide a new plaza space near Sunnyside LRT Station.	Sunnyside, Hillhurst
	Explore the feasibility of converting underutilized sloped park east of 18A Street NW between 10 Avenue NW and 9 Avenue NW into a programmable public amphitheatre.	Hounsfield Heights - Briar Hill
	Enhance Broadview Park and make the park publicly accessible at all times.	West Hillhurst
	Explore the feasibility of closing 22 Street NW between the Louise Dean and Madeleine D'Houet Schools and making the space into open space.	West Hillhurst
	Explore the feasibility of piloting play streets on underutilized portions of streets in the Riley Communities.	Varies
	Create purpose-built community gathering spaces that support and facilitate local arts and culture programming.	Varies
	Improve <b>pedestrian</b> access and programming of Poppy Plaza.	Poppy Plaza
	Create a mural program to activate public spaces with murals.	Varies
	Explore potential opportunities for year-round programming within Riley Park.	Hillhurst & Sunnyside

Supporting Core Values	Implementation Options (What We Heard)	Location(s)
	Create a cafe with outdoor patio in Riley Park.	Riley Park
	Upgrade the stairs going up McHugh Bluff, north of the Calgary Curling Club.	McHugh Bluff
	Provide outdoor fitness equipment in Riley Park.	Riley Park
<b>Climate Action</b>	Explore opportunities to increase urban tree canopy by focusing on open spaces areas where trees are near the end of their life.	Varies
	Support naturalization of boulevards and road rights-of-ways.	Varies
	Explore pilot project for idle-free parking regulations along <b>Main Streets</b> .	10 Street NW, 14 Street NW and Kensington Road NW
	Implement EV charging at all City operated parking lots and parkades.	Varies
	Explore closing or dedicating portions of select residential streets to naturalize streets and provide green <b>infrastructure</b> .	Varies
	Support naturalization and low-water landscaping solutions on private land.	Varies
	Explore creating a community orchard network from underutilized open spaces to address food security and placemaking with a connection to historical uses of the neighbourhoods.	Varies
	Support home retrofits to allow on-site solar power generation.	Varies
<b>Safety &amp; Accessibility</b>	Improve safety along the Regional Pathway by providing physical barriers between the Regional Pathway and Memorial Drive NW.	Memorial Drive NW
	Complete a corridor review of Kensington Road NW to enable more permanent safety and traffic calming measures.	Kensington Road NW
	Increase lighting in all parks and open spaces.	Varies
	Increase the amount of public washrooms across the Plan Area, specifically around parks and recreation amenities.	Varies
	Provide emergency call stations at bus stops along <b>Main Streets</b> .	Varies
	Remediate defunct curb cuts to improve <b>pedestrian</b> conditions.	Varies
	Provide <b>pedestrian</b> wayfinding elements to guide people to key destinations across the Plan Area.	Varies

Supporting Core Values	Implementation Options (What We Heard)	Location(s)
	Winterize public amenities such as public washrooms to allow for year-round use and enjoyment of public spaces.	Varies

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